

Transportation Alternatives Set-Aside Program (TAP)

The South Carolina Department of Transportation's (SCDOT) Transportation Alternatives (TA) Set-Aside Program was updated in 2022 based on guidance from the [Infrastructure Investment and Jobs Act \(IIJA\)](#). The program has been revised to include the IIJA specific:

- Emphasis on State technical assistance
- New population categories
- Prioritization of project location and impact in high-need areas as defined by the State

SCDOT further updated the TA Program to:

- Increase the emphasis on safety
- Prioritize eligible projects that align with SCDOT's Complete Streets Policy and/or are in SCDOT's 10-Year Plan, and projects in the STIP, TIPs, LRTPs, or other planning documents
- Increase partnerships and collaboration with local jurisdictions, COGs, MPOs, and TMAs
- Add funding rounds twice a year (April and October)
- Phase project awards to prevent funding lapses
- Increase the minimum grant request to \$400,000 (for a minimum total project of \$500,000)
- Remove the maximum grant cap. However, requests may not exceed the funds available in each population category for the applicable TAP round

The Transportation Alternatives Program funds *non-motorized* projects such as pedestrian and bicycle facilities and Safe Routes to Schools infrastructure. The TA program will assist SCDOT with accomplishing 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.

SCDOT will provide a TA workshop before the first funding round of each year (typically in March). While attendance is not mandatory, applicants are highly encouraged to attend. However, 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 the Transportation Alternatives Set-Aside Program.

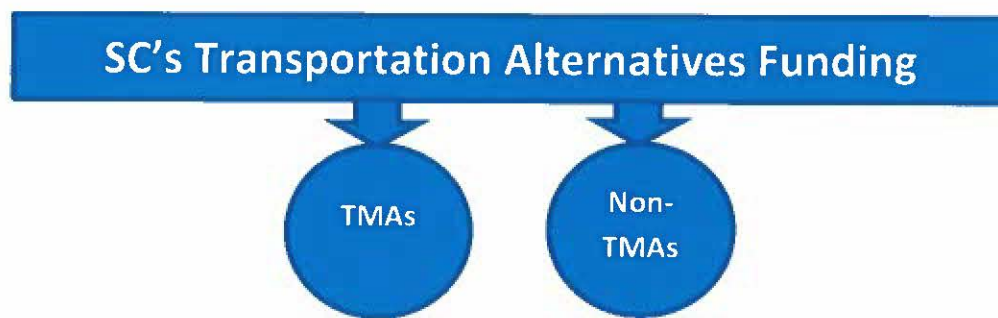
Revised: March 14, 2024

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), which replaced the earlier Transportation Enhancement grant program. The 2021 Infrastructure Investment and Jobs Act (IIJA) continues funding the TA set-aside through 2026.

FHWA allocates Transportation Alternative funds to South Carolina through two population categories: **Transportation Management Areas (TMAs)** and **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, approved by FHWA, to determine how its TA funds are awarded. ***SCDOT encourages TMAs to adopt project criteria similar to those found in this document to allow greater alignment of TA priorities statewide.*** TMAs are to provide SCDOT at least 30 days’ notice before opening up a competitive funding round, and are encouraged to plan around SCDOT’s annual rounds in April and October.

Applications for projects located in a TMA should be submitted to the corresponding MPO shown below. Additional 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.

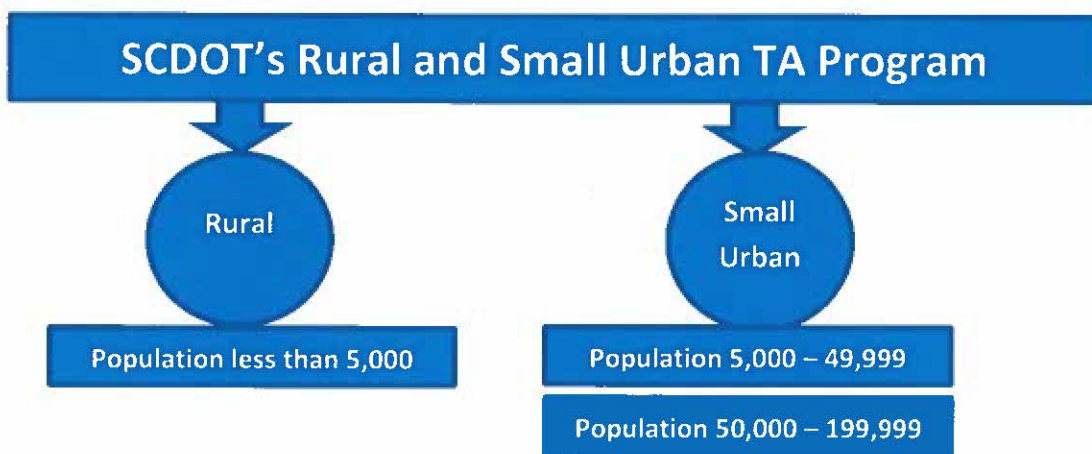
Transportation Management Area (TMA)	TMA Description	Metropolitan Planning Organization (MPO)
ARTS	Augusta Regional Transportation Study	Augusta Planning & Development Department
CHATS	Charleston Area Transportation Study	Berkeley-Charleston-Dorchester Council of Governments
COATS	Columbia Area Transportation 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

TMAs must identify their awarded TA projects in their Transportation Improvement Program (TIP) document. The TMA will then submit their Policy Committee-approved TA applications to SCDOT's Office of Local Government Services for final approval and issuance of award.

If an entity within a TMA applies for funding, but is unsuccessful, they may be eligible for SCDOT funds. The TMA must first notify SCDOT in writing that the entity would like to apply for funding. Then the TA Program Manager, depending on available funding, will work with that entity to submit an application in the next SCDOT funding round.

Non-Transportation Management Areas

SCDOT funds projects for entities located in **non-Transportation Management Areas** through the **Rural and Small Urban Transportation Alternatives Program**. IIJA defined new population sub-groups for this category of funding that are 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 the funds were apportioned from the previous FAST Act or from IIJA.

IIJA requires a competitive TA grant application process that prioritizes project location and impact in high-need areas, such as low-income, transit-dependent or rural areas. It is at the discretion of each state to define their high-need areas. IIJA further encourages states to consult with their MPOs to ensure that MPO priorities are also taken into consideration.

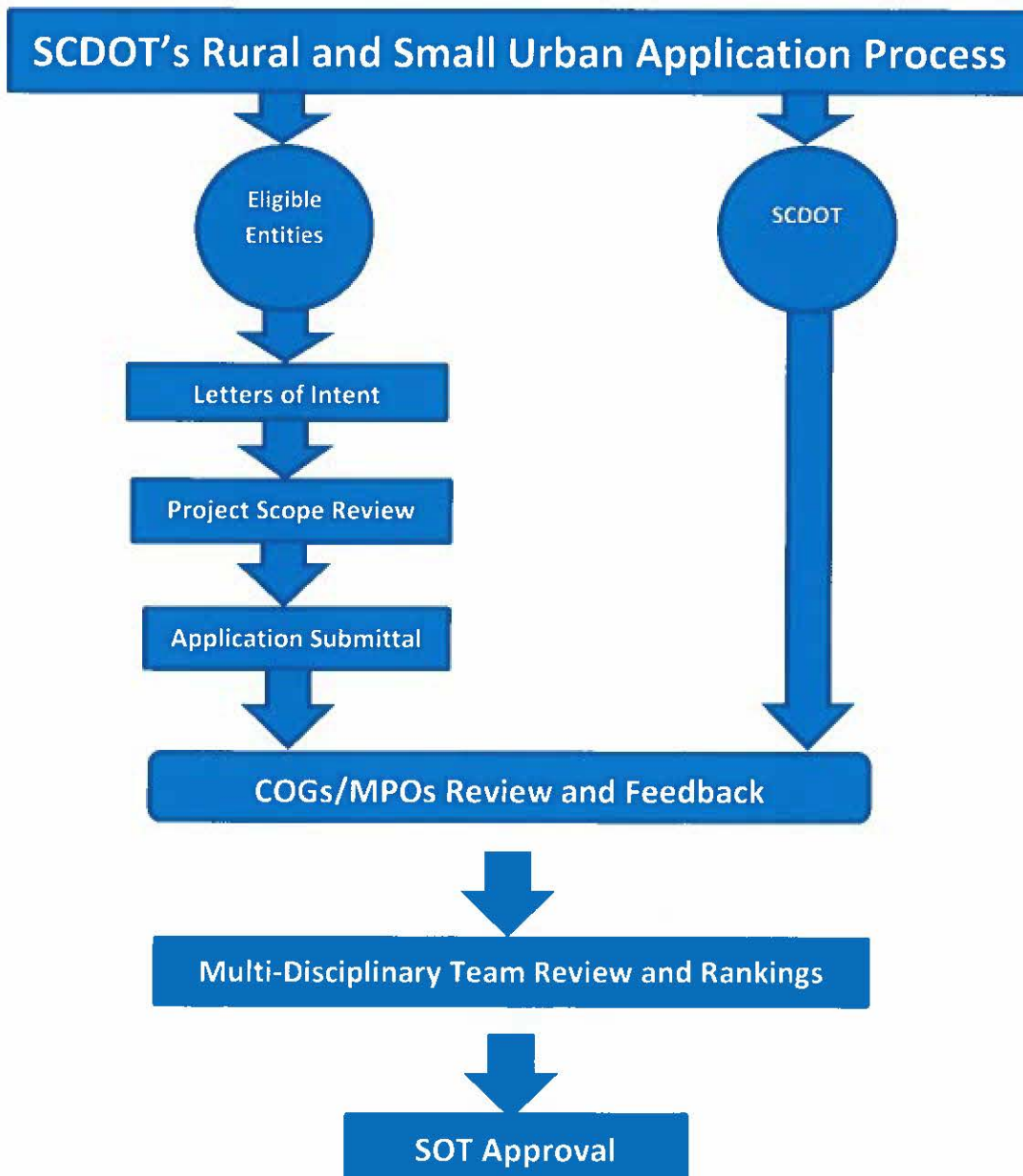
All statutory IIJA requirements have been incorporated into SCDOT's revised TA program.

SCDOT's Rural and Small Urban TA Application Process

SCDOT's TA application process takes a two-pronged approach to ensure the most efficient and impactful use of funds statewide.

Eligible entities are encouraged to apply for TA funding for locally-planned activities. SCDOT also will review its existing [10-Year Plan](#) project pipeline to identify TA-eligible activities in statewide planned projects. SCDOT will focus on projects that address documented non-motorized safety deficiencies and SCDOT's Complete Streets Policy, with priority going to projects that anticipate authorization within the next 24 months.

SCDOT will hold competitive rounds for Transportation Alternatives applications twice a year in April and October, and will coordinate with the MPOs serving populations less than 200,000 and the COGs to review and provide feedback on projects. After staff rates and ranks the applications, the Secretary of Transportation (SOT) will have final award approval. SCDOT's Rural and Small Urban TA process overview is further outlined below.



Letters of Intent

Applicants are encouraged to coordinate closely with the Transportation Alternatives Program Manager early in project development. Technical assistance, including on-site visits, is readily available upon request. This coordination is important to ensure that state and federal requirements are met, and that the project is eligible, viable and competitive. Additionally, SCDOT will provide an in-person/live-streamed TA workshop at least once a year. The workshop will also be recorded and posted online for later viewing.

SCDOT will issue a formal call for Letters of Intent twice a year in April and October. Applicants may submit **one** Letter of Intent per funding round, and may not submit another LOI if an application is still under review in the previous round. An applicant may not submit a Letter of Intent if they have an open TAP project that has less than 50% of construction completed. **Letters of Intent are mandatory** to apply for TA funds, and will be due to SCDOT's Office of Local Government Services by 4:00 pm on the advertised deadline date. Incomplete documentation or documentation received after the deadline will not be considered for the current round of funding.

The Letter of Intent form will ask for the following information:

- The applicant's name and contact information
- Who will manage the project – do you intend to manage the project as a Local Public Agency or do you want SCDOT to manage the project?
- The project location, including a site map, address, street/road name, route number, and mile points, if applicable.
- A project budget that includes the total project cost, the amount of TA funds requested, and local funding sources and amounts for match. **A detailed, itemized licensed engineer's cost estimate must be included to justify your budget request.** If a project is dependent upon other grants – i.e., Recreational Trails Program, Appalachian Regional Commission – being awarded in order to proceed, this information *must* be provided upfront.
- If eligible, do you need to receive match assistance from SCDOT, and the amount requested.
- A complete, comprehensive project description including the purpose and need of the project, and who the project will serve. Also include the project phases for which you are requesting funds: design, right of way (ROW) acquisition, and/or construction.
- A project timeline showing the proposed start and end dates for all phases of work.

Project Scope Review

The TA Program Manager will review the Letters of Intent for completeness, and verify federal eligibility. The project scope, technical factors, timelines, cost estimates, funding sources, and more will be further reviewed by additional SCDOT staff to ensure project feasibility.

Formal Application Submittal

Applicants with projects deemed eligible and feasible will be sent SCDOT's TA application form to complete and submit by the due date.

Projects not approved for the application phase will receive technical assistance, so that the applicant may reapply with a revised LOI in an upcoming round.

COG/MPO Review

During the application review, SCDOT will send each application to its respective Council of Government or Metropolitan Planning Organization for review and feedback. The COGs and MPOs may wish to utilize their Technical Advisory Committees for this purpose, depending on the number of applications received. Timely feedback from the COGs and MPOs will be provided to the SCDOT evaluation team for their consideration during the project scoring.

Multi-Disciplinary Evaluation Team

The TA Program Manager will convene an SCDOT team to evaluate and score the applications. The TA Program Manager will recommend if a project should receive matching assistance from SCDOT, and adjust the project's budget accordingly. Additional information on matching assistance is provided in the "Grant Match" guidelines that follow.

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

TA Awards

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. Any projects not funded can be re-submitted or rolled-over to the next round at the request of the applicant. Projects may only roll-over once; after that a new application and updated cost estimate must be submitted.

Staff will verify for which sub-allocation fund (Rural or Small Urban) the project qualifies. Any TA funds not awarded will be carried over into the next funding round.

Unless an applicant is requesting funds for construction only, **all awards will be phased**. For example, a project totaling \$1 million for design, right of way (ROW) acquisition, and construction will be awarded only the budget amounts required per phase. For example, Phase I would be awarded \$200,000 for design and ROW acquisition and Phase II would receive \$800,000 for construction after the first phase has been successfully completed. The "gating" of award amounts by phase was instituted to prevent TA funds from lapsing. Waiting to award Phase II funding until bid-ready construction estimates are completed will ensure that a project has up to 4 years to obligate funds and complete construction.

Gated projects will have funding priority through completion, assuming the project progresses successfully. A grantee may request Phase II funds as soon as SCDOT informs them that Phase I has been successfully completed, and does not have to wait for the next TA funding cycle to begin.

SCDOT Transportation Alternatives Program Guidelines

Overview

The TA Set-Aside law (23 U.S.C. 133 (h)) and IIJA allow states to establish Transportation Alternatives priorities. The Rural and Small Urban TA Program reflects SCDOT's priorities of non-motorized user safety, the 10-Year Plan, and Complete Streets. SCDOT encourages TMAs to adopt similar guidelines to align to these priorities.

IIJA 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 **communities with populations under 5,000**, and projects located in **Tier III and Tier IV Counties** as defined by the SC Department of Revenue (SCDOR).

SCDOR annually ranks South Carolina's 46 counties based on unemployment rate and per capita income, and assigns each county a Tier. Tier IV represents counties with the highest unemployment rates and the lowest per capita income, and Tier I represents those counties with the lowest unemployment and highest per capita income. SCDOR publishes the annual rankings each December. The **2024 Rankings** are listed below:

TIER IV	TIER III	TIER II	TIER I
Abbeville Allendale Bamberg Barnwell Cherokee Chesterfield Dillon Lee Marion Marlboro Orangeburg Union Williamsburg	Calhoun Chester Clarendon Colleton Darlington Fairfield Greenwood Hampton Horry Laurens McCormick Sumter	Anderson Berkeley Edgefield Florence Georgetown Jasper Kershaw Pickens Richland Saluda Spartanburg	Aiken Beaufort Charleston Dorchester Greenville Lancaster Lexington Newberry Oconee York

Eligible Applicants

- Local governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resources or public lands agencies
- School Districts, local education agencies or schools (including colleges and universities)
- 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.

Note: Under certain circumstances, an eligible entity within a TMA's boundaries with projects not funded by the TMA's TA program *may* be able to submit applications to SCDOT. Please contact the TA Program Manager for further information.

Eligible Projects

Construction, planning and design of:

- On-road and off-road pedestrian, bicycle, and other non-motorized transportation facilities that are *for transportation, not recreational, purposes*. Note: The term “pedestrians” is inclusive of all users of the pedestrian infrastructure, including persons with disabilities.
- Infrastructure-related 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 program infrastructure projects ([23 U.S.C. 208](#))
- Projects listed in an applicable SCDOT, COG/MPO non-motorized 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.

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, businesses, 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, 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)
- TAP-eligible components of traffic calming techniques, such as roundabouts, 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)
 - **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 <u>PLUS</u> any cost difference from a Standard Signal					

- Lighting and other safety-related infrastructure tied to a bike/pedestrian safety issue
 - Transportation-related projects that improve accessibility and/or achieve ADA compliance (i.e., 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 motorized project
- Note:** Road projects will **not** be funded (this includes design, ROW acquisition, construction, etc.). TAP-eligible components of road projects *may* be funded, but the roadway project design and ROW acquisition must be completed **before** applying for the TAP-eligible components on roadways.

Activities Not Associated with SCDOT's TA Priorities

- Recreational Trails. Bicycle and pedestrian projects must be principally for transportation (getting people from point A to point B for commerce or educational purposes), rather than recreational 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, but it may not make up the majority of the costs. Details for long term landscape 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
- Property acquisition for vehicular parking lots
- Other activities deemed ineligible by SCDOT

Grant Awards

The minimum grant request is \$400,000. With the required 20% match, this equals a minimum \$500,000 project. This amount can include, but is not limited to, preliminary engineering, right-of-way, and construction.

TAP awards were previously capped at \$400,000. **TAP awards are no longer capped.** However, grant requests may not exceed the total TAP amount available in the applicable population category for that round of funding. It is **highly recommended** that you contact the TA Program Manager prior to submitting a Letter of Intent if your proposed TAP request will exceed \$1 million.

Grant Match Information

Typically, the TA Set-Aside program may fund 80% of a project's eligible costs, with the applicant funding 20% in non-federal funds, i.e. local, state, or private funds. Please note that, with a few exceptions, other federal funds may not be used to match TA funds. Please contact the TA Program Manager if you have questions about matching fund eligibility.

The availability and percentage of a project's 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. Note: "In-kind" matches are not acceptable, only cash matches are allowed.

However, SCDOT recognizes that the capacity to provide matching funds varies among communities statewide, especially in 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, as defined by the SC Department of Revenue, and for projects in any communities (not within a TMA) with populations less than 5,000, regardless of their county tier designation. ***Applicants must request match assistance in their Letter of Intent and list the amount requested.***

Project Performance Period, Obligation, and Lapse

TA grants have a performance period of up to four (4) years. 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 4 years*, after which they lapse.

Example: A project funded with FFY 2024 funds would have until September 30, 2027 to be 100% obligated.

Merely awarding or committing TAP funds to a project is ***not*** obligating them. 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, and reimbursement may be sought for work performed.

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 applicant has **up to six months after award** to advance the project by having substantial work underway. If substantial work has not started after 6 months, SCDOT reserves the right to terminate its award.

As previously mentioned, projects will be awarded by phase, with each phase expected to be obligated and completed within 4 years. The "gating" of award amounts by phase was instituted to prevent TA funds from lapsing.

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 solicit application twice a year, 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**:

Safety

The project addresses safety issues for those who walk, bike, or travel by other non-motorized means by taking substantial, comprehensive action to significantly reduce serious and fatal injuries on roadways.

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

Each application's Competitive Factors will be scored as Excellent, Above Average, Average, or 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.

Example: A proposed project located in a community with a population less than 5,000 will automatically receive 12 points for the High Need Areas factor.

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

FACTOR	EXCELLENT 16 – 20 Points	ABOVE AVERAGE 11 – 15 Points	AVERAGE 6 – 10 Points	UNSATISFACTORY 0 – 5 Points
Safety	<p>Project an SCDOT-documented safety issue. (20 points)</p> <p>Or</p> <p>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 project.</p>	<p>Project addresses a non-SCDOT documented safety issue. However, the applicant is able to provide qualitative and quantitative documentation of the project's safety-related benefits.</p>	<p>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>Applicant clearly demonstrates that the project can be completed on time and within budget.</p> <p>A professionally-prepared cost estimate has been provided.</p> <p>Match requirements have been met with documentation provided.</p> <p>Some preliminary engineering (if applicable) has occurred and is documented.</p> <p>Maintenance (if applicable) is addressed.</p> <p>The proposed project is part of a project that the applicant is actively funding.</p>	<p>Applicant has somewhat demonstrated that the project can be completed on time and within budget, but conclusive supporting documentation is lacking.</p> <p>Match requirements (if applicable) have been met.</p>	<p>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>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>
Planning and Connectivity	<p>Project is in the TIP, STIP or LRTP. (20 points)</p> <p>Project is in other planning documents and provides connectivity in an existing network</p>	<p>Project connects to an existing network (i.e., sidewalk/trail facilities), closes gaps, and/or connects to education, business or recreational facilities.</p>	<p>Project has logical beginning and ending points, but does not connect to an existing network.</p>	<p>Project does not provide non-motorized transportation connectivity.</p> <p>The project may negatively impact future projects.</p>

	EXCELLENT 13 – 16 points	ABOVE AVERAGE 9 – 12 points	AVERAGE 5 – 8 points	UNSATISFACTORY 0 – 4 points
Previously Awarded TA Projects	Project is Phase II of a previously awarded TAP project (16 points) Or Applicant has successfully completed TA projects without lapsing funds.	Applicant has successfully completed similar non-TA and/or other federally funded projects.	Applicant has not completed similar projects, but appears capable of bringing the project to successful completion. Or SCDOT is administering the project.	Applicant previously received and lapsed TA funding or did not otherwise completed a TA project.
	EXCELLENT 10 – 12 points	ABOVE AVERAGE 7 – 9 points	AVERAGE 4 – 6 points	UNSATISFACTORY 0 – 3 points
Public Involvement	Applicant has documented successful engagement of diverse community members and other relevant stakeholders in the development of the project. (i.e., letters of support; CTC or other local funding secured).	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	Project is located in a Tier IV County or in a municipality with a population of 5,000 or less. (12 points) Or 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.	Project is located in a Tier III community (9 points). Or Project will provide documented economic and/or community impact, such as access to educational or employment opportunities. The project will enhance livability and improve quality of life.	Project will provide economic and/or community impacts. The project will enhance livability and improve quality of life.	Project provides few, if any, beneficial impacts.

SCDOT Contact Information

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Transportation Management Areas Contact Information

ARTS – SC

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GSATS

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Transportation Study
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