



# *CMCOG Meeting Notice*

**Thursday, February 23, 2023 ♦ 12:00 P.M.**

**Midlands Technical College – Harbison Campus (in person)**

**7300 College Street, Irmo, SC 29063**

**Continuing Education Center, Room 113 and Zoom Meeting (Virtual)**

**<https://us02web.zoom.us/j/85747659748?pwd=UGJGQWZoRTZrVUJHdHp5dy9BTVFtUT09>**

**Meeting ID: 857 4765 9748 ♦ Passcode: 351765 ♦ Dial-In Number (929) 205-6099**

**DATE: February 17, 2023**

**TO: CMCOG Board of Directors**

**FROM: Foster Senn, CMCOG Board Chair**

**SUBJECT: CMCOG Board Meeting – February 23, 2023 at 12:00 P.M.**

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Please be advised that the next meeting of the Central Midlands Council of Governments Board of Directors will be held on **Thursday, February 23, 2023 at Midlands Technical College Harbison Campus, Continuing Education Center, Room 113. See attached map of the campus for additional information.**

**You may also join by Zoom (please join the meeting 10 minutes prior to the 12:00 P.M.).**

The meeting will start promptly at 12:00 P.M., so please arrive on time. We need a quorum to conduct business, so it is very important for you to plan to attend each meeting. The meeting packet has been mailed and emailed to you.

I thank you for your time and service to the Central Midlands Council of Governments.

Enclosures



**Board of Directors Meeting**

**Thursday, February 23, 2023 ♦ 12:00 p.m.**

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**OVERALL AGENDA**

<b>ACTION</b>	<b>A. <u>Call to Order and Introductions</u></b>	<b>Foster Senn, Chair</b>
	1. Determination of a Quorum	
	2. Approve Order and Contents of the Overall Agenda	
	3. Invocation	
	4. Introduction of Guests	
	5. Chairman’s Introduction	<b>Foster Senn</b>
	• Good News from CMCOG – Around the Region	<b>Benjamin Mauldin</b>
	<b>B. <u>Consent Agenda</u></b>	
	1. Approval of the January 26, 2023 Board Meeting Minutes ( <i>Enclosure 1</i> )	
	<b>C. <u>Regular Agenda</u></b>	
1. CMCOG Area Agency on Aging Area Plan ( <i>Enclosure 2</i> )	<b>Candice Holloway</b>	
2. *2045 LRTP Amendment – 2022 STAMP System Performance Report ( <i>Enclosure 3</i> )	<b>Erin Porter</b>	
3. *2020 – 2027 TIP Amendment – Julius Felder Phase III Sidewalk Project ( <i>Enclosure 4</i> )	<b>Reginald Simmons</b>	
4. *2020 – 2027 TIP Amendment – Corley Mill Road Feasibility Study ( <i>Enclosure 5</i> )	<b>Reginald Simmons</b>	
<b>INFORMATION</b>	<b>D. <u>Announcements / Committee or Staff Reports / Correspondences</u></b>	
	1. South Carolina Brownfields Environmental Site Testing (SC BEST) Program ( <i>Enclosure 6</i> )	<b>Gregory Sprouse</b>
	2. Interstate 77 Bridge Deck Rehabilitation Project ( <i>Enclosure 7</i> )	<b>Tony Magwood</b>
	3. Executive Director’s Report	<b>Benjamin Mauldin</b>
	<b>E. <u>Old/New Business</u></b>	
	<b>F. <u>Other Business</u></b>	
	<b>G. <u>Adjourn</u></b>	

**REMINDER: The next CMCOG Board Meeting will be held on Thursday, March 23, 2023**

**Note: Full Agenda packets can be found on the CMCOG website at [www.cmco.org](http://www.cmco.org).**

\*Denotes item is an Metropolitan Planning Organization (MPO) Urbanized Area Request



**Board of Directors Meeting of the  
Central Midlands Council of Governments**

**Thursday, January 26, 2023 ♦ 12:00 p.m. ♦ Midlands Technical College  
Harbison Campus – 7300 College Street, Irmo, SC 29063**

**Continuing Education Center, Room 113 and Zoom Meeting (Virtual)**

**Meeting ID: 823 5686 3856 ♦ Passcode: 264913 ♦ Dial-In Number (929) 205-6099**

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**BOARD MEMBERS PRESENT:**

Vina Abrams, Newberry County  
Todd Beasley, Richland County  
***Will Brennan, Vice-Chair, Columbia City  
Council***  
Larry Brigham, Lexington County Council  
Susan Brill, Richland County  
Julian Burns, Kershaw County Council  
Davis Busby, Lexington County  
Kelly Busch, Town of Irmo  
John Carrigg, Lexington County  
Brian Carter, City of West Columbia  
Kyle Crager, Fairfield County  
Rebecca Connally, Lexington County  
Glen Conwell, Lexington County Council  
Todd Cullum, Lexington County Council  
Smokey Davis, Lexington County  
William “Rusty” DePass, City of Columbia  
Bill Dukes, SCDOT Commissioner  
Howard Duvall, City of Columbia  
T. Wayne Gilbert, Richland County  
Shaun Greenwood, City of Forest Acres  
Sloan Griffin, III, Town of Blythewood  
Bob Hall, Batesburg-Leesville  
Darrell Hudson, Lexington County Council  
Robert Liming, City of Columbia  
Annie McDaniel, Fairfield County Del.  
Walt McLeod, Newberry County  
John McMeekin, Mayor, Town of Winnsboro  
Joe Mergo, Lexington County  
Michelle Ransom, The Comet, CMRTA  
***Foster Senn, Chair, Mayor, City of Newberry***  
Nick Shealy, Newberry County  
Lynn Sturkie, Administrator  
Charli Wessinger, Lexington County Council

**GUESTS PRESENT:**

Moses Bell, Fairfield County  
Bill Jordan, AECOM  
Jay Riddle, AECOM  
Brent Rewis, SCDOT  
Michel Peterson, SCDOT  
Diane Lackey, SCDOT  
Darren Ledbetter, SCDOT  
Joey McIntyre, SCDOT  
Jim Walden, SCDOT  
Joe Sturm, SCDOT  
Henry Martin, Public Citizen  
Holland Leger, Lexington County  
Roland Bart, Guest

**STAFF MEMBERS PRESENT:**

Fretria Addison, LTC Ombudsman Volunteer  
Coordinator/Information Support Specialist  
Tammy Beagan, Workforce  
Anna Harmon, Director, LTCOP  
Candice Holloway, Director, Area Agency on  
Aging  
Jason Kent, GIS Manager  
Missi Labbe, Finance Director  
Ben Mauldin, Executive Director  
Reginald Simmons, Deputy Executive Director/  
Transportation Director  
Ed “Rocky” Simmons, CDBG Planner  
Gregory Sprouse, Director, Planning, Research

**A1. CALL TO ORDER**

Chairman Foster Senn called the meeting to order at 12:12 p.m. on January 26, 2023.

**A2. Approve Order and Contents of the Overall Agenda**

Chairman Senn stated that a quorum was present at the time meeting was called to order.

**MOTION, *approved***

**Walton McLeod moved for approval, seconded by John McMeekin to approve the Order and Contents of the Overall Agenda. The motion was approved unanimously.**

**A3. Invocation**

The invocation was given by Smokey Davis.

There was also a moment of silence in remembrance of two dedicated Board of Directors members who passed away. The late Mr. Joe Taylor from the City of Columbia and Mr. Brian DeQuincy Newman of City of Columbia.

**A4. Introduction of Guests**

Chairman Senn welcomed and introduced our guests for today's meeting.

**A5. Chairman's Introduction**

- **Good News from CMCOG – Around the Region and Regional Spotlight**

Chairman Foster Senn and Ben Mauldin mentioned good news from around the region to include:

- Aging is working on our AAA Area Plan which is due in March 2023. While the area plan focuses on services in Richland, Lexington, Fairfield and Newberry counties, it will focus on more services in our rural areas.
- The SHIP Program will provide billboards in all of the four counties and continue to serve those who need the services related to Medicare counseling.
- The FCSP will continue to work helping those with respite and we currently have two interns from USC who are assisting with the applications as well.
- Due to the increased need for Personal Care Assistants, CMCOG has implemented a Consumer Choice Program to address the demand.
- Midlands Workforce have partnered with MTC on a pilot project and MTC's Middle College Program and currently have chosen a small group of 10 seniors to work with this program. Workforce staff is coordinating a field trip regarding this pilot project.
- Planning was awarded \$475,000 for the Newberry County Community Enrichment Project. Ben also introduced a new intern to the planning department. He will be assisting Gregory in the Planning Department.
- The LTC Ombudsman was involved with the Spread the Joy Program in December. This is a program headed by SC Department of Corrections in which inmates all over the State make

handmade gifts for our residents. The gifts were distributed to facilities in Newberry, Fairfield, Richland and Lexington counties. The residents were very appreciative for these gifts and items.

- Batesburg-Leesville now has a Cookout restaurant.
- New apartments specifically for seniors have been built in Town of Blythewood.
- Fisher House which is a new home that offers assistance to Veterans has opened in the Columbia area.
- Peak Drift Brewing will be opening in the City of Columbia.
- Dr. Ron Rhames was honored in the new African American History Calendar as he is featured for the month of September. Congratulations Dr. Rhames!

**B. CONSENT AGENDA**

- B1.** Approval of the December 8, 2022 Board Meeting Minutes.

**MOTION, approved**

**Nick Shealy moved for approval, seconded by Smokey Davis to approve Consent Agenda. The motion was approved unanimously with an amendment to add member William “Rusty” DePass to the roster as he was present for December’s meeting via Zoom.**

**C. REGULAR AGENDA**

- C1. Quarterly Financial Status Report (thru December 31, 2022)**

Missi Labbe gave presentation regarding the Quarterly Financial Status Report (thru December 31, 2022). She also explained a snapshot dashboard of CMCOG’s Income, Expenses, Revenue Expense, % of Income Budget, Expenses Budget, Accounts Receivable, Bank balance and prior month bank balances. A brief discussion took place after the presentation.

**MOTION, approved**

**Robert Liming moved for approval, seconded by Smokey Davis to approve the Quarterly Financial Status Report (thru December 31, 2022). The motion was approved unanimously.**

- C2. FY 2023 CMCOG Budget Revisions**

Missi Labbe gave presentation regarding the FY 2023 CMCOG Budget Revisions. Changes to the budget were noted based on the additional funding that had been received.

**MOTION, approved**

**John McMeekin moved for approval, seconded by Nick Shealy to approve the FY 2023 CMCOG Budget Revisions. The motion was approved unanimously.**

**C3. 2022 – 2027 Final Comprehensive Economic Development Strategy (CEDS)**

Gregory Sprouse requested approval to adopt the 2022 – 2027 Final Comprehensive Economic Development Strategy (CEDS). At the December 8, 2022 CMCOG Board Meeting, the 2022-2027 Draft Comprehensive Economic Development Strategy (CEDS) was approved pending the conclusion of a 30-day public comment period. Based on input received during the public comment period, the following edits were made:

- Minor grammatical text edits and formatting changes
- Addition of text summarizing regional trail and greenway planning
- Addition of “Professional and Financial Services” to list of strategic target sectors
- Addition of regional equity objective related to supporting local food access and equity initiatives
- Addition of infrastructure objectives related to green energy technology, electric vehicle manufacturing, and water and sewer utility workforce needs
- Minor edits to selected opportunity zone investment table

The final plan with these edits was posted on the CMCOG website. The CMCOG Board was asked to adopt the final 2022-2027 Comprehensive Economic Development Strategy (CEDS).

A brief discussion took place after the presentation.

**MOTION, approved**

**Robert Liming moved for approval, seconded by Susan Brill to approve the 2022 – 2027 Final Comprehensive Economic Development Strategy (CEDS). The motion was approved unanimously.**

**C4. 2020 – 2027 TIP Amendments – Urban and Rural Guideshare Increase**

Reginald Simmons requested approval to amend the 2020 – 2027 MPO TIP to add \$2,725,326 in new guideshare to the existing total beginning in FY 2023 and to amend the 2020 – 2027 Rural TIP to add \$1,000,000 in new guideshare to the existing total beginning in FY 2023. The South Carolina Department of Transportation Commission approved an increase to the Guideshare funding allocation to MPOs and COGs. The funding was increased from \$164 million to \$188 million beginning in federal fiscal year 2023. The COATS MPO received \$2,725,326 in new funding as part of this increase and the COG received \$1,000,000 in new funding as part of this increase. Once the new funding is added to the respective TIPs, the new annual totals will be as follows:

- CMCOG - \$5,000,000 Per Year
- COATS MPO - \$24,650,393 Per Year

A brief discussion took place after the presentation.

**MOTION, approved**

**Smokey Davis moved for approval, seconded by Darrell Hudson to amend the 2020 – 2027 TIP Amendments to add \$2,725,326 in new guideshare to the existing total beginning in FY 2023 and to amend the 2020 – 2027 Rural TIP to add \$1,000,000 in new guideshare to the existing total beginning in FY 2023. The motion was approved unanimously.**

**C5. 2020 – 2027 TIP Amendment – US 76 Feasibility Study**

Reginald Simmons requested approval to amend the 2020 – 2027 Transportation Improvement Program (TIP) to add \$100K to conduct a feasibility analysis for the US 76 Corridor from Lindler Field Road to the Lexington County Line. The Central Midlands Council of Governments and Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the CMCOG region and the Columbia urbanized area through the plan horizon year of 2045. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Based on this plan, a feasibility study has been requested for the SC 6, US 76 and US 176 corridors. This analysis will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis.

The termini for the originally proposed project was from the Town of Chapin to the Town of Irmo. Through a discussion with SCDOT, a new termini was proposed from the Town of Little Mountain to Harbison Boulevard. Since the Town of Little Mountain is outside of the Metropolitan Planning Area, rural guideshare funds will have to be used to fund this portion. This request is to include rural guideshare funds to support the overall project development.

**MOTION, approved**

**Vina Abrams moved for approval, seconded by Walt McLeod to amend the 2020 – 2027 TIP Amendment to add \$100K in rural guideshare funds for the US 76 Corridor Feasibility Study. The motion was approved unanimously.**

**C6. 2020 – 2027 TIP Amendment – Road Improvement Projects Feasibility Studies**

Reginald Simmons requested approval to amend the 2020 – 2027 TIP to add \$700K to conduct feasibility studies for the following road improvement projects as shown in the 2045 Long Range Transportation Plan.

- A. Church Street (US 321) - From Burton Gunter Road to SC 692 – \$125K
- B. Kendall Road – From Boundary Street to Nance Street – \$150K
- C. Pine Street (SC 302) - From Fish Hatchery Road to Cedar Creek Road – \$250K
- D. E. 5th Street/Redmond Mill Road (SC 692) - From Church Street (US 321) to Calhoun Road – \$175K

An analysis for each corridor will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis. Safety and access management will be major elements that will be studied as part of this analysis. These corridors are located in Newberry and Lexington counties.

A brief discussion took place after the presentation.

**MOTION, approved**

**Smokey Davis moved for approval, seconded by Vina Abrams to approve the 2020 – 2027 TIP Amendment to add \$700K to conduct feasibility studies for the rural road improvement projects as shown in the 2045 Long Range Transportation Plan. The motion was approved unanimously.**

**D. Announcements / Committee or Staff Reports / Correspondences**

**D1. Executive Directors Report**

Ben Mauldin gave the following report:

- **Regional Mobility Program**

**E. OLD / NEW BUSINESS**

John McMeekin made a motion to adopt the proposal to form an Advisory Committee regarding the Executive Director's annual evaluation. Darrell Hudson seconded the motion. The motion was approved unanimously.

**F. OTHER BUSINESS**

It was mentioned that a contribution be given to the MTC Foundation for their dedication and support to CMCOG Board of Directors.

**G. Adjourn**

There being no further business, the meeting adjourned at 1:36 pm.

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Benjamin J. Mauldin, Secretary-Treasurer

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Foster Senn, Chairman



## Memorandum

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**TO:** All Members of the CMCOG **Board of Directors**

**FROM:** Candice Holloway, AAA/ADRC Director

**DATE:** February 16, 2023

**SUBJECT:** Central Midlands Area Agency on Aging 2023 – 2025 Area Plan

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### **REQUESTED ACTION**

The Central Midlands Council of Governments' staff requests approval to adopt the Central Midlands Area Agency on Aging 2023 – 2025 Area Plan.

### **BACKGROUND**

The Central Midlands Council of Governments, Area Agency Aging Area Plan outlines the actions that will take place over the next two years, 2023-2025. The Area Plan is designed to report the status of older adults in the areas of service, the structure of the AAA's priorities based on the results of the needs assessment, and to set the aging agenda for proper planning in specific service areas to improve the aging experience in the home and community.

The Area Agencies on Aging across the nation are required to submit an Area Plan every four years, but this has changed due to the on-going changes within the aging and disabled population. It was decided to put forth a two-year area plan to identify the current needs and changes in the Central Midlands area, and the creation of new programs, as this population continues to grow and needs increase. The Central Midlands AAA/ADRC is composed of four counties; Richland, Lexington, Newberry, and Fairfield County.

Central Midlands AAA/ADRC will continue to focus on the key factors identified in the Older American's Act, which are to aid the: rural, minority, those with the greatest need, and socioeconomic status, limited English proficiency, and older individuals at risk of institutional placement.

This plan includes the current core programs and supportive services identified in the OAA and offered by Central Midland AAA staff, and volunteers. This plan will also pinpoint the needed services and resources identified in the conducted needs assessment in 2022. COVID-19 opened the door to the gaps in service areas and identified a new subset of residents who were not aware of the services and resources provided through the AAA.

### **ATTACHMENT**

South Carolina AAA Needs Assessment Tool

Scan here to complete online!



## South Carolina Association of Area Agencies on Aging 2022 Needs Assessment

Section 1: Demographic Information	
County	<input type="checkbox"/> Fairfield <input type="checkbox"/> Lexington <input type="checkbox"/> Newberry <input type="checkbox"/> Richland <b>Zip code</b> _____
Gender	<input type="checkbox"/> Female <input type="checkbox"/> Male <input type="checkbox"/> Other
Race	<input type="checkbox"/> American Indian/Alaska Native <input type="checkbox"/> Asian/Asian American <input type="checkbox"/> Black/African American <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> White <input type="checkbox"/> Other _____
Age	<input type="checkbox"/> Less than 40 <input type="checkbox"/> 55-59 <input type="checkbox"/> 70-74 <input type="checkbox"/> 41-49 <input type="checkbox"/> 60-64 <input type="checkbox"/> 75-79 <input type="checkbox"/> 50-54 <input type="checkbox"/> 65-69 <input type="checkbox"/> 80-84 <input type="checkbox"/> 85 or older
Marital Status	<input type="checkbox"/> Married <input type="checkbox"/> Single <input type="checkbox"/> Domestic Partner/Civil Union <input type="checkbox"/> Widowed <input type="checkbox"/> Separated <input type="checkbox"/> Divorced
Income (monthly)	<input type="checkbox"/> \$1,074 or less <input type="checkbox"/> \$1,831-\$2,208 <input type="checkbox"/> Unknown <input type="checkbox"/> \$1,075- \$1,452 <input type="checkbox"/> \$2,209-\$2,589 <input type="checkbox"/> \$1,453-\$1,830 <input type="checkbox"/> \$2,590 or more
Number in Household	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 or more
Are you currently receiving services from _____ Area Agency on Aging (ex. Family Caregiver Support, Homecare, Minor Home Repair, Seniors Raising Children, etc.)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Section 2: Senior Centers/Nutrition Sites	
Are you currently receiving services from a Senior Center or Nutrition Site? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Does your community have a Senior Center or Nutrition Site? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If so, do you attend? <input type="checkbox"/> Yes <input type="checkbox"/> No If no, why not?	

**PLEASE CONTINUE ON BACK**

<b>Section 3: Please put a check (✓) by the items listed below that affect your ability to live independently at home.</b>	
	1. I need to exercise more, but don't know where to start.
	2. Sometimes I feel lonely or sad, even isolated.
	3. I have trouble keeping my home clean.
	4. It is difficult for me to do my laundry due to lifting, folding and putting clothes away.
	5. I need assistance with bathing, dressing and toileting.
	6. I am concerned about falls or other accidents.
	7. It is difficult for me to get to the grocery store, pharmacy and/or medical appointments.
	8. I cannot grocery shop or cook much, so home delivered meals would be helpful.
	9. Sometimes I do not have enough food to eat.
	10. I am unable to read and understand my mail.
	11. I have problems keeping my paperwork in order and sometimes lose things.
	12. I have trouble keeping up with paying my bills.
	13. I have difficulty paying for prescription medicines.
	14. My insurance premium is a struggle to pay monthly.
	15. I do not know how I could pay for nursing home care when/if I needed it.
	16. I cannot afford to pay for dental care.
	17. I cannot afford to pay for hearing aids.
	18. I cannot afford to pay for eyeglasses.
	19. I need access to assistive technology, i.e., wheel chair, cane, walker, etc.
	20. I need legal advice, but cannot afford it.
	21. I need safe and affordable housing.
	22. I struggle keeping warm and cool due to poor insulation, leaky windows or structural damage.
	23. I am unable to make necessary repairs to my home due to costs.
	24. I cannot do my yard work due to physical or medical reasons.
	25. I have a serious problem with pests in my house (ex. Bed bugs, roaches, fleas, lice, rodents, etc.).
	26. I have a mental health issue that sometimes makes it difficult for me to live on my own.
	27. I (or someone close to me) have a drug or alcohol problem.
	28. I have to deal with challenging family issues that are stressful.
	29. I don't have friends, neighbors or others that have a positive influence on my life.
	30. I am responsible for taking care of a child or children under the age of 18.
	31. I am taking care of one or more adults over the age of 60.
	32. Other:

Please return to:  
**Central Midlands Council of Governments - Area Agency on Aging**  
**236 Stoneridge Drive**  
**Columbia, SC 29210**



## Memorandum

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**TO:** All Members of the CMCOG **Board of Directors**

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** February 16, 2023

**SUBJECT:** 2045 LRTP Amendment: 2022 STAMP System Performance Report

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2045 Long Range Transportation Plan to add the 2022 STAMP System Performance Report.

### BACKGROUND

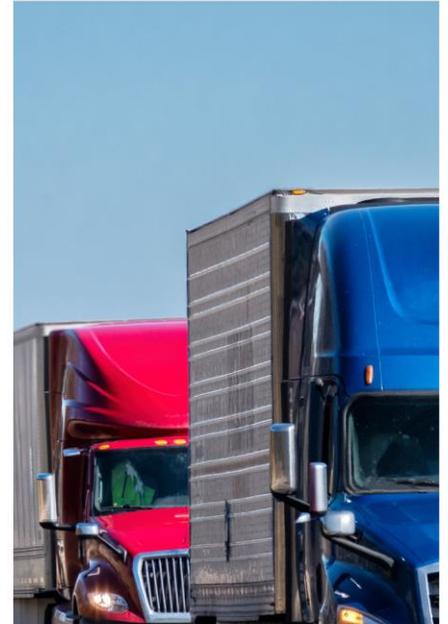
The SCDOT – Office of Planning has completed the 2022 STAMP System Performance Report that reflects SCDOT's progress towards statewide performance measures that are included in the Strategic 10-Year Asset Management Plan (STAMP). This report is created on a biennial basis in conjunction with the submittal of performance measures and the progress made towards those targets. For the 2022 System Performance Report, the agency has wrapped up the first performance period (2018-2021), and has set baseline, 2-year and 4-year targets for the second performance period (2022-2025). This report is part of federal regulatory requirement 23 CFR 450.324 (f) (3-4).

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the Congestion Mitigation Air Quality (CMAQ) Program. The requirements and targets of these measures and tools to calculate them are summarized in this report.

### ATTACHMENT

2022 STAMP System Performance Report

# STAMP SYSTEM PERFORMANCE REPORT 2022



Date: February 1, 2023  
CFR 450.324(f)(3-4)

## South Carolina Department of Transportation STAMP System Performance Report 2022

*Full Performance Period Progress (FPP) Results of the 1<sup>st</sup> Performance Period (2018-2021) and  
Baseline Performance Period (BPP) of the 2<sup>nd</sup> Performance Period (2022-2025)*

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the Congestion Mitigation Air Quality (CMAQ) Program. The requirements and targets of these measures and tools to calculate them are summarized in this report.

This System Performance Report presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets. These performance measures are a part of SCDOT’s Strategic Ten-Year Asset Management Plan (STAMP). SCDOT’s STAMP has been developed in a collaborative effort with South Carolina’s Division Office of the Federal Highway Administration (FHWA). The plan has been designed to not only satisfy federal rulemaking, but to transcend these requirements by setting performance estimates for **all** state maintained roads and bridges. By clearly identifying the needs of South Carolina’s transportation infrastructure, the STAMP has provided SCDOT a platform to communicate existing infrastructure conditions and project constrained performance targets for SCDOT’s physical assets over the next decade. The STAMP is an all-inclusive document that houses the Strategic Plan, Ten-Year Plan (2018-2027), Asset Management Plan (2022-2032) and Performance Measures. The timelines and horizons are illustrated below in Figure 1.



Figure 1. STAMP Timelines and Horizons

In 2017, The General Assembly passed legislation (the South Carolina Infrastructure and Economic Development reform Act (Act 40)) to increase the State gas tax by (12) twelve cents by phasing in the increase at (2) two cents per year for (6) six years. These funds are deposited into a new trust fund called the Infrastructure Maintenance Trust Fund (IMTF). In addition to state funding, SCDOT has received an increase of federal funding through the Infrastructure Investment and Jobs Act (IIJA) and recurring matching state funds. These new revenues, coupled with other Federal and State funds and one-time appropriations, form the financial foundation of SCDOT's Ten-Year Plan and performance targets. For the first time in 30 years, the South Carolina Department of Transportation has been provided with an increased and sustainable revenue stream. The additional funding gives the agency the opportunity to make gradual, but real and significant strides toward bringing the highway system back from three decades of neglect.

The SCDOT's Strategic Plan forms the guiding principles of the agency's Investment Strategies, focusing on the maintenance, preservation and safety of the existing transportation infrastructure, directing investments of highway systems and priority networks, integrating risk-based prioritization, improving safety, advancing lifecycle cost in investment programming and enhancing mobility. The three major goals of the Strategic Plan are:

**SCDOT Strategic Plan Goals**



Figure 2. Strategic Plan Goals

The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) surface transportation legislation established National Goals and a performance and outcome based program. As part of the program federally established performance measures are set and those targets shall be monitored for progress. There is alignment between SCDOT's Strategic Plan Goals and the MAP-21 National Goals. The MAP-21 National Goals are as follows:

### **MAP-21 National Goals**

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

These goals provide clear asset management performance based direction to support the effective movement of people and goods. Specifically, transportation asset management focuses on preservation of existing infrastructure with a more cost-effective and efficient approach. SCDOT also utilizes transportation asset management principles to address mobility by planning for future demands on the system. These actions facilitate safe and efficient movement of citizens, goods and services, thereby, enhancing performance of state and national commerce.

This System Performance Report details the federally required (MAP-21/FAST Act) performance measures for a State DOT. The following sections detail the performance measures, baseline and targets and the progress towards those targets based on the most recent Full Performance Period (FPP) that was submitted December 16, 2022, which is based on the first performance period (January 2018 – December 2021) and the Baseline Performance Period (BPP) submitted December 16, 2022, which is based on the second performance period (January 2022 - December 2025).

### Highway Safety / PM-1

Effective April 14, 2016, FHWA established the highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). Safety performance targets are developed in coordination with the South Carolina Department of Public Safety (SCDPS) and reported annually to FHWA in the state’s Highway Safety Improvement Program (HSIP) Annual Report and to the National Highway Traffic Safety Administration (NHTSA) in the state’s Highway Safety Plan (HSP) developed by SCDPS. The performance measures are:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of combined non-motorized fatalities and non-motorized serious injuries

The most recently assessed safety targets were for the five-year rolling average from 2016 to 2020. South Carolina’s statewide safety performance targets for this time period are included in Table 1, along with actual performance and the state’s baseline data for the (5) five year rolling average from 2014 to 2018. A state is said to have met or made significant progress toward meeting its safety performance targets when at least (4) four of the (5) five targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **As shown in Table 1 below, South Carolina met or performed better than baseline for 2 of the 5 safety targets.** SCDOT continues to implement proven countermeasures addressing the engineering emphasis areas identified in the State’s Strategic Highway Safety Plan (SHSP). For more information regarding the recently updated SHSP, please visit our website here: [https://www.scdot.org/performance/pdf/reports/BR1\\_SC\\_SHSP\\_Dec20\\_rotated.pdf](https://www.scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf). In response to the increasing number of non-motorized user fatalities, SCDOT has developed the state’s first Pedestrian and Bicycle Safety Action Plan (PBSAP). It is available here: <https://www.scdot.org/projects/pdf/SC%20Pedestrian%20and%20Bicycle%20Safety%20Action%20Plan.pdf>. For a national perspective on state’s setting and achieving safety performance targets, please visit FHWA’s website [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/).

Table 1. South Carolina 2016-2020 Safety Performance Target Assessment						
PERFORMANCE MEASURE	2016-2020 TARGET	2016-2020 OUTCOME	2014-2018 BASELINE	MET TARGET	BETTER THAN BASELINE	MET /MADE SIGNIFICANT PROGRESS
Number of Traffic Fatalities	1,011.0	1,023.0	969.4	No	No	<b>No</b>
Rate of Traffic Fatalities	1.819	1.836	1.802	No	No	
Number of Traffic Serious Injuries	2,781.0	2,888.2	2,938.8	No	Yes	
Rate of Traffic Serious Injuries	4.979	5.180	5.584	No	Yes	
Number of Non-motorized Traffic Fatalities and Serious Injuries	380.0	438.8	393.2	No	No	

Table 2 and 3 below provides a historical look at the results of the department’s Safety Performance Target Assessment for 2015-2019 and 2014-2018. **During the 2015-2019 assessment, South Carolina met 1 of the 5 safety targets.**

Table 2. South Carolina 2015-2019 Safety Performance Target Assessment						
Performance Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target	Better than Baseline	Met or Made Significant Progress
Number of Traffic Fatalities	988.0	1005.0	915.6	No	No	<b>No</b>
Rate of Traffic Fatalities	1.790	1.818	1.752	No	No	
Number of Traffic Serious Injuries	2986.0	2986.6	3108.2	No	Yes	
Rate of Traffic Serious Injuries	5.420	5.412	5.986	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	380.0	414.2	382.6	No	No	

**South Carolina met 4 of the 5 safety targets in 2014-2018.** During this time period, SCDOT began implementing the state’s Rural Road Safety Program, specifically targeting roadway departure collisions on rural roads.

Table 3. South Carolina 2014-2018 Safety Performance Target Assessment						
Performance Measure	2014-2018 Target	2014-2018 Actual	2012-2016 Baseline	Met Target	Better than Baseline	Met or Made Significant Progress
Number of Traffic Fatalities	970.0	969.6	890.4	Yes	N/A	<b>YES</b>
Rate of Traffic Fatalities	1.810	1.804	1.748	Yes	N/A	
Number of Traffic Serious Injuries	3067.0	2988.4	3195.4	Yes	N/A	
Rate of Traffic Serious Injuries	5.708	5.590	6.304	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	371.3	389.8	378.8	No	No	

## **Pavement and Bridge Condition / PM-2 – First Performance Period (2018-2021)**

Pavement and bridge performance measures are assessed and reported over a (4) four-year period with the first period beginning on January 1, 2018 and ending December 31, 2021. SCDOT reported baseline targets to FHWA on October 1, 2018. Mid-point (2) two-year performance targets were reported on October 1, 2020, and represented expected pavement and bridge conditions at the end of calendar year 2019. Final (4) four-year performance targets were reported on December 16, 2022, and represent expected pavement and bridge condition at the end of calendar year 2021. MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets for the first performance period are listed in Table 4.

1. Percent of Interstate pavements in good condition – (4) four-year target
2. Percent of Interstate pavements in poor condition – (4) four-year target
3. Percent of non-Interstate NHS pavements in good condition – (2) two and (4) four year targets
4. Percent of non-Interstate NHS pavements in poor condition – (2) two and (4) four year targets
5. Percent of NHS bridges by deck area in good condition – (2) two and (4) four year targets
6. Percent of NHS bridges by deck area in poor condition – (2) two and (4) four year targets

Table 4 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the STAMP that are key to aligning with SCDOT's internal and external efforts towards achievable results. The Ten-Year Plan is underway to address infrastructure needs across the state which was initiated in 2017. The plan has seen progress, most notably in the pavement performance measures. At the update of the 2021 Annual Report [https://www.scdot.org/performance/pdf/reports/SCDOT\\_Annual\\_Report\\_2021.pdf?v=2](https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2) the agency is on target with approximately 82.5 miles of interstate widening completed or advancing to construction. Widening projects are currently completed on I-20 and under construction on I-85, and I-26 and are expected to be completed within the next performance period. System to system interchange improvement projects that are moving forward include I-26/526, I-26/I-95 and I-26/I-126/I-20. The system to system interchange improvement at I-85/I-385 has been completed and is operational. To date approximately 5,800 lane miles of paving have been completed along with 274 bridges that are completed or under contract.

SCDOT made significant progress from the baseline statewide Percentage of Pavements on the Interstate in Good Condition of 63.2% to the actual 4-year performance condition of 75.8%. SCDOT also improved from the baseline statewide Percentage of Pavements on the Interstate in Poor Condition of 1.2% to the actual 4-year performance condition of 0.2%. The percentage of good pavements on the Interstate System will only continue to improve over the next performance period as the agency works towards a State of Good Repair (SOGR) and additional interstate work is completed in accordance with the asset management principles in the STAMP. Note that pavement metrics are reported in the federal metric of Full Distress + International Roughness Index (IRI) only for the 2<sup>nd</sup> Performance Period.

Significant progress has been made from the baseline statewide Percentage of Pavements on the Non-Interstate NHS System in Good Condition of 21.1% to the actual 4-year performance condition of 38.8%. SCDOT also improved from the baseline statewide Percentage of Pavements on the Non-Interstate NHS System in Poor Condition of 4.6% to the actual 4-year performance condition of 1.6%. Over the last 5-years the agency has spent over \$419 million on paving the Non-Interstate NHS in addition to the 100% state funded \$50 million annual program to address Rural Road Safety that improves select Non-Interstate NHS roadways. The percentage of good pavements on the Non-Interstate NHS System will only continue



to improve over the next performance period as the agency works towards a SOGR and additional paving is completed in accordance with the asset management principles in the STAMP.

SCDOT’s Bridge Program was completely restructured in the middle of SFY 2022, focusing on regional mobility throughout the State. Changes to the program are detailed in the 2022 STAMP update. The Load Rating Program was completed in 2021, and based on those results the agency has implemented a balanced approach to bridge preservation, rehab and replacement. The agency presented new priorities and a new list of prioritized bridges that blended the original bridge list with the State’s most pressing needs to Commission on December of 2021.

SCDOT did not meet the 4-year target for statewide Percentage of deck area of Bridges on the NHS classified as in Good Condition of 42.7% to the actual 4-year performance condition of 38.5%. The agency did meet the 4-year target of statewide Percentage of deck area of Bridges on the NHS classified as in Poor Condition of 6.0% to the actual 4-year performance condition of 4.3%. In the near term although the percent good target was not met the agency has boosted the funding to the bridge program by \$69 million and has balanced the approach to bridge preservation, rehabilitation and replacement projects. Additional funding has been strategically aligned with the STAMP to achieve asset management objectives and rebuild and improve the bridge network as the agency works towards a SOGR. The agency is well below the minimum threshold of 10% for the percentage of deck are of bridges on the NHS as classified in poor condition.

Table 4. SCDOT Pavement and Bridge Performance Measures (1 <sup>st</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition (Federal Metric)	NA	63.2%	NA	75.8%	71.0%
Percentage of Pavements on the Interstate System in Poor Condition (Federal Metric)	NA	1.2%	NA	0.2%	3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (IRI)	50.4%	54.3%	NA	56.9%	NA
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Federal Metric)	NA	27.4%	14.9%	38.8%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (IRI)	8.6%	8.4%	NA	7.7%	NA
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Federal Metric)	NA	3.9%	4.3%	1.6%	4.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	38.5%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	4.3%	6.0%

**Pavement and Bridge Condition / PM-2 – Second Performance Period (2022-2025)**

The second year performance period began January 1, 2022 and ends December 31, 2025, with additional (4) four-year performance periods to follow (See Figure 1). The new 2 and 4-year targets for the 2<sup>nd</sup> performance period for pavements and bridges are listed in Table 5 below.

The pavement targets were developed from historical performance trends and planned investments. The targets below are all reported in the federal metric of Full Distress + IRI which varies from the SCDOT metric of Pavement Quality Index (PQI). The trendlines derived to project targets were validated using project and budget data. The 75<sup>th</sup> percentile value was determined and used as the basis for establishing targets. With the expansive amount of Interstate work taking place and replacement of Open Graded Friction Course (OGFC) during the 2<sup>nd</sup> performance period, the working group recommended the targets below. For the Non-Interstate NHS System the agency used the same methodology described above but noted that the agency delegates the District Offices within each county of South Carolina to propose resurfacing projects causing the amount of Non-Interstate NHS versus Non-NHS projects to fluctuate from year to year.

Bridge targets were established using historical National Bridge Inventory (NBI) data and planned investments. The model was used to forecast a trendline and incorporated any projects that were let, forecasted to let and planned capital projects that would “move the needle” on bridge condition. The established targets took into consideration on-going inspections of NHS bridge condition and underwater inspections that would shift bridge condition categories. The group also expressed concern over effects of rising inflation costs for bridge letting over the 2<sup>nd</sup> performance period. Gathering all available data the agency established the targets below in Table 5 for bridges over the next performance period.

<b>Table 5. SCDOT Pavement and Bridge Performance Measures (2<sup>nd</sup> Performance Period)</b>					
<b>Performance Measure</b>	<b>Baseline</b>	<b>2-Year Condition/ Performance</b>	<b>2-Year Target</b>	<b>4-Year Condition/ Performance</b>	<b>4-Year Target</b>
<b>Percentage of Pavements on the Interstate System in Good Condition (Federal Metric)</b>	75.8%		77.0%		78.0%
<b>Percentage of Pavements on the Interstate System in Poor Condition (Federal Metric)</b>	0.2%		2.5%		2.5%
<b>Percentage of Pavements of the Non-Interstate NHS in Good Condition (Federal Metric)</b>	38.8%		36.0%		38.0%
<b>Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Federal Metric)</b>	1.6%		10.0%		10.0%
<b>Percentage of NHS Bridges Classified as in Good Condition</b>	38.5%		35.0%		34.0%
<b>Percentage of NHS Bridges Classified as in Poor Condition</b>	4.3%		6.0%		6.0%

## System Performance, and Freight Movement / PM-3 - First Performance Period (2018-2021)

FHWA established measures to assess the performance and reliability of the National Highway System and freight movement on the interstate. These measures became effective on May 20, 2017, and are as follows:

### System Performance Measures

1. Percent of person-miles on the Interstate system that are reliable – (2) two-year and (4) four-year targets
2. Percent of person-miles on the non-Interstate NHS that are reliable – (4) four-year targets
  - Performance measure assesses the reliability of travel time on the Interstate or non-Interstate NHS through the Level of Travel Time Reliability (LOTR). It is ratio of longer travel times (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile) over four time periods (AM peak, Mid-day, PM Peak, and weekends) which covers 6AM to 8PM each day. The ratio is expressed as a percentage of the person miles traveled that are reliable through the sum of the number of reliable person miles traveled divided by the sum of total person miles traveled.

### Freight Movement Performance Measures

3. Truck Travel Time Reliability (TTTR) – (2) two-year and (4) four-year targets
  - Performance measure is a ratio generated by dividing the longer travel time (95<sup>th</sup> percentile) by a normal travel time (50<sup>th</sup> percentile) for each segment of the interstate over five time periods throughout weekdays and weekends (AM Peak, Mid-day, PM peak, weekend and overnight). This performance measure covers all hours of the day. The TTTR's of Interstate segments are then used to create the TTTR index for the entire system using a weighted aggregate calculation for the worst performing times of each segment.

Table 6 displays the results of the performance measures and targets for system performance. The 4-year condition of 95.9% outperformed the 4-year target of 90.0% for the Percent of Person Miles Traveled on the Interstate that are Reliable. The number of Vehicle Miles Traveled (VMT) has an inverse relationship with reliability. The VMT share of unreliable TMC decreased from the baseline year due to the effects of COVID pandemic contributing to the difference in actual and target 4-year values. Over the first performance period over 82.5 miles of Interstate have been improved. Interstate capacity widening projects on I-85, I-26 and I-20 are currently under construction or completed in addition to preservation and rehabilitation projects that contributed towards progress towards the 4-year target. There are consistently unreliable sections on the Interstate System in South Carolina that are responsible for making 4.1% of the Interstate's unreliable, the majority of which are located in 3 MPO's: Charleston (CHATS), Greenville-Pickens (GPATS) and Columbia (COATS). Addressing these unreliable sections and pinch points of System to System Interchanges in these areas has been a top priority for the agency and is being completed through the management of the STAMP.

Table 6. System Performance Measures, and Freight (1 <sup>st</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	95.9%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	91.4%	NA	NA	95.0%	81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	1.31	1.45

Table 6 also displays the (4) four-year performance measure for Truck Travel Time Reliability (TTTR) at 1.31, which outperformed the target of 1.45. The SCDOT has made addressing congestion at freight bottlenecks a priority to improve operational efficiency and accommodate future traffic volumes. Some of the bottleneck areas with projects currently under construction and/or in planning stages include:

- **I-20:** The I-77 and Clemson Road interchanges are the respective bottleneck points along I-20 during the AM peak hour and PM peak hour. **This Corridor and Interchange improvement Project is complete and operational.**
- **I-77:** The primary bottleneck point along I-77 southbound is approaching the Forest Drive interchange in the Columbia area every Thursday in the AM peak hour, due to weekly graduation ceremonies of Fort Jackson. **This Corridor Improvement Project is complete and operational.**
- **I-26:** In the Columbia area, bottleneck points during the PM peak hours are located at the Broad River Road (Exit 101). Capacity improvements are needed from Exit 101 to east of the Saluda River (Exit 85). **Corridor improvements are currently underway to address these issues and estimated to be complete in 2024.**
- **I-26:** In the Columbia area, the I-20 interchange is the primary bottleneck points during the AM peak hour and the I-126, I-20 and St. Andrews Road interchanges are the primary bottleneck points during the PM peak hour. **As part of the 5-phase Carolina Crossroads Project, corridor and interchange improvement projects have begun and all phases are currently scheduled for completion by 2029.**
- **I-26:** In the Charleston area, the U.S. 52 Connector/Ashley Phosphate Road interchange and the merge to I-526 are the primary bottleneck points during the AM peak hour and the I-526 and Ashley Phosphate Road interchanges are the primary bottleneck points during the PM peak hour. **Planning activities for the Ashley Phosphate Road Safety Improvements Project are currently underway for these areas. ROW acquisition is estimated to begin in Fall 2022 with construction start estimated for 2023.**
- **I-526:** During the PM peak hour, the primary bottleneck along I-526 eastbound is the I-26 interchange and the primary bottleneck points along I-526 westbound are the I-26 interchange,

the merge from Leeds Avenue, and the Paul Cantrell Boulevard interchange. **Preliminary activities are underway on I-526 East & West interchange and corridor improvements. Phase 1 construction estimated to start 2023.**

- **I-85**: Corridor improvements necessary to alleviate traffic congestion, improve safety, and increase capacity. Widening and rehabilitation of the existing Interstate 85 beginning at mile marker 96 and continuing to the North Carolina state line. **Corridor Improvements are currently in construction.**
- **I-85**: The Woodruff Road/I-385 interchange is the primary bottleneck for both directions of I-85 during both the AM and PM peak hours. **Preliminary activities are underway for the Woodruff Road Congestion Relief Project. Estimated construction start is to be determined.**
- **I-385**: The primary bottleneck along I-385 is the interchange with I-85. **This interchange improvement project (as part of the 85/385 Gateway project) is complete and operational.**

In October 2018, the SCDOT Commission approved the Rural Interstate Freight Mobility Improvement Program (RIFMIP). This interstate widening program specifically targets rural sections of South Carolina's interstate system with a focus on freight safety and mobility. These projects can be found on the SCDOT website under "Interstate Capacity" <https://www.scdot.org/inside/planning-project-prioritization-list.aspx>. This program is in addition to the interstate widening projects planned for urban areas of the state.

- **I-26**: between Columbia and Charleston (MM-125 to MM-194). **Corridor Improvement Project construction between mile marker 184 and 194 near Charleston began in 2022. Preliminary activities for the remaining Corridor Improvement Project are underway. Construction estimated to begin in 2023.**
- **I-26 at I-95 Interchange**: in Dorchester and Orangeburg Counties (MM-172-182 and MM 69-86). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2023.**
- **I-95**: in the Lowcountry from the Georgia State Line (MM-0 to MM-33). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2024.**
- **I-85**: in the Upstate from the Georgia State Line (MM-0 to MM-19). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2035.**
- **I-77**: in the Catawba Region (MM-65 to MM-77). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2035.**

The RIFMIP was recently re-examined in 2022 based on new Transearch data and other data that was available to initiate planning to align with an updated 2050 horizon. Three additional segments were identified for future projects which include:

- **I-95**: from US-17 (Ridgeland North) / Exit 33 to I-26 / Exit 86
- **I-95**: from the North Carolina State Line (MM 198.76) to Exit 170 (SC-327)

- **I-26:** from I-385 / Exit 51 to SC-202 / Exit 85

**System Performance, and Freight Movement / PM-3 - Second Performance Period (2022-2025)**

For the 2<sup>nd</sup> Performance Period (2022-2025) the following targets were set in Table 7 below. To calculate travel time reliability the System Performance Group in the Planning Office observed historical trends and created scenarios to model the future impact that construction projects would have on the effected segments. *Due to the impacts of COVID-19 the years of 2020 and 2021 were excluded from the data set.* The baseline numbers below reflects the impacts of COVID-19 and the expectation is for a return to normal patterns of congestion which will negatively impact the performance measures.

Similar to Travel Time Reliability, Truck Travel Time Reliability (TTTR) was also effected by COVID-19 patterns. The expectation is for normal congestion patterns to return which will negatively impact the performance measures for TTTR. The established targets were adjusted to the 97<sup>th</sup> percentile to accommodate for the construction impact of interstate projects within the appropriate time frames.

Table 7. System Performance Measures, and Freight (2 <sup>nd</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	95.9%		89.1%		89.1%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	95.0%		85.0%		85.0%
Truck Travel Time Reliability Index (TTTR)	1.31		1.45		1.45

**Congestion Mitigation & Air Quality Improvement Program / PM-3**

Congestion Mitigation and Air Quality Improvement Program (CMAQ) measures apply to MPOs that are within the boundaries of each U.S. Census Bureau-designated Urbanized Area (UZA) that contains a NHS road, has a population of more than one million, and contains any part of nonattainment or maintenance area for emissions. If applicable the FHWA has established measures, which became effective on May 20, 2017 to assess the following performance measures.

1. CMAQ Only - Annual hours of peak hour excessive delay per capita (PHED) – (4) four-year targets
  - Peak Hour Excessive Delay (PHED) is a measurement of traffic congestion and is expressed as annual hours of peak hour excessive delay per capita. The threshold for excessive delay is based on travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals on National Highway System (NHS) roads. Peak travel hours are defined as 6:00 to 10:00 a.m. on weekday mornings; the weekday afternoon period is 3:00 to 7:00 p.m. or 4:00 to 8:00 p.m. The total excessive delay metric is weighted by vehicle volumes and occupancy. Thus, PHED is a measure of person-hours of delay experienced on NHS roads on an annual basis.
  
2. CMAQ Only - Percent of non-single occupant vehicle travel (Non-SOV) – (2) two-year and (4) four-year targets
  - Non-Single Occupancy Vehicle (Non-SOV) Travel measures the percent of vehicle travel that occurs with more than one occupant in the vehicle.
  
3. CMAQ Only - Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction) – (2) two-year and (4) four-year targets
  - The On-Road Emissions Reduction measure represents the cumulative two-year and four-year emission reductions in kg/day for CMAQ funded projects within the boundaries of the planning area.

Table 8 provides the System Performance Congestion Mitigation and Air Quality Improvement Program. The SCDOT worked in conjunction with NCDOT and the relative MPO to develop the (2) two-year and (4) four-year targets with NCDOT taking the lead on data gathering and analysis due to most of the UZA being located in North Carolina. Trend lines in data have changed with the uncertainty involved with COVID-19 and reduced travel and social distancing practices that have affected travel behavior through the remainder of the performance period. Due to this uncertainty the (4) four-year target was elected to stay at 34.0 annual hours of Peak Hour Excessive Delay (PHED) even though the (2) two-year performance target was reduced.

To develop the Non-Single Occupancy Vehicle (SOV) travel target a conservative approach was taken based on a trend analysis that was completed. Data used for the measure was developed from the commuting to work data from the American Community Survey. The data fluctuates slightly above 21.0%. The (2) two-year performance was slightly above the (2) two-year target, but in line with the trending data that was expected.

Total Emission reduction for Nitrous Oxide (NOx) and for Volatile Organic Compounds (VOC) performance measures were less than the expected (2) two-year target due to changes in project delivery schedules and a series of challenges encountered by the project management team. Six (6) of the eight (8) CMAQ projects in the 2020 CMAQ Performance Plan were completed with two projects expected to be completed in the next performance period.

Table 8. System Performance Congestion Mitigation & Air Quality Improvement Program (1 <sup>st</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	NA	14.8	NA	9.8	34.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	21.7%	21.6%	21.0%	25.6%	21.0%
Total Emission Reductions: NOx	18.800	8.290	58.670	8.290	58.730
Total Emission Reductions: VOC	22.430	11.010	40.820	11.010	46.262

**Congestion Mitigation & Air Quality Improvement Program / PM-3**

Table 9 represents the CMAQ Program for the 2<sup>nd</sup> Performance Period (January 2022 – December 2025). The unified PHED and Non-SOV targets were set in conjunction with NCDOT and represent continued uncertainty about the lingering effects from the COVID pandemic.

Total Emission reductions for Nitrous Oxide (NOx) and Volatile Organic Compounds (VOC) represent the estimated reductions benefit resulting from the CMAQ projects authorized for funding in the 2022-2025 performance period. These benefits are highly dependent on the project type and project delivery schedules.

Table 9. System Performance Congestion Mitigation & Air Quality Improvement Program (2 <sup>nd</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	9.8		34.0		34.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	25.6%		21.0%		21.0%
Total Emission Reductions: NOx	8.290		58.670		58.963
Total Emission Reductions: VOC	11.010		40.820		41.894



Mayor  
Elise Partin

Mayor Pro-Tem  
James E. Jenkins

Council Members  
Phil Carter  
Tim James  
Hunter Sox

City Manager  
Tracy Hegler

Deputy City Manager  
Jim Crosland  
Assistant City Manager  
Michael Conley

Tracy Hegler, AICP  
City Manager  
City of Cayce  
1800 12<sup>th</sup> Street  
Cayce, SC 20933

February 9, 2022

Reginald Simmons  
CMCOG  
236 Stoneridge Drive  
Columbia, SC 29210

Re: UPDATED - Request for Additional Funding - Julius Felder Sidewalk Project Completion

The City of Cayce is in the process of completing COATS project P038442 – Julius Felder Street phase III sidewalk project (from Hemlock to Frink Street). This project was estimated to cost to be paid for by a TAP award \$156,941.00 and \$39,235.00 City match.

Right of way costs and increased construction costs far exceed the original award. Estimated Right of Way costs are \$200,000.00 with a 10% contingency. Additionally, construction costs have risen since the 2019 application. Thus, the City of Cayce is requesting additional funding to complete this project as scoped. The breakdown is as follows based on updated estimates from SCDOT on February 7, 2023:

Right of way	\$200,000.00
Construction Costs	\$330,000.00
Minus Existing TAP Funding	(\$114,253.97)
Total Additional Needs	\$415,706.43
Minus City Match	(\$83,149.20)
<b>New Request Total</b>	<b>\$332,596.82</b>

Thank you for your time and assistance with this request.

Sincerely,

Tracy Hegler, AICP  
City Manager

# Cayce Sidewalk Map

Phases 1, Phase 2 and Phase 3



## Legend

### Sidewalks

- █ Phase 1
- █ Phase 2
- █ Phase 3

### Roads

- Arterial
- Collector
- Local
- Limited Access Highway
- Local Connector



GIS Data DISCLAIMER: The City of Cayce disclaims all warranties and assumes no liabilities for any errors, omissions, or inaccuracies in the information provided regardless of how caused, or any decision made or action taken or not taken by any person in reliance upon any information or data furnished hereunder. Some features may not be fully geo-referenced and vetted, and as such may not be positioned at their exact geographical coordinates. Portions of the data on these maps were provided by Lexington County. For a complete copy of the Lexington County data disclaimer, please visit the following site: <https://lex-co.sc.gov/departments/planning-gis/gis-disclaimer>.

Sources: The data on this map was provided by the following sources: The City of Cayce Utilities Department, South Carolina, Lexington County GIS, South Carolina.

Created by the City of Cayce 02/07/2023





## Memorandum

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**TO:** All Members of the CMCOG **Board of Directors**

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** February 16, 2023

**SUBJECT:** Feasibility Study: Corley Mill Road Corridor

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### **REQUESTED ACTION**

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 Transportation Improvement Program to add \$250K to conduct a feasibility analysis for the Corley Mill Road Corridor.

### **BACKGROUND**

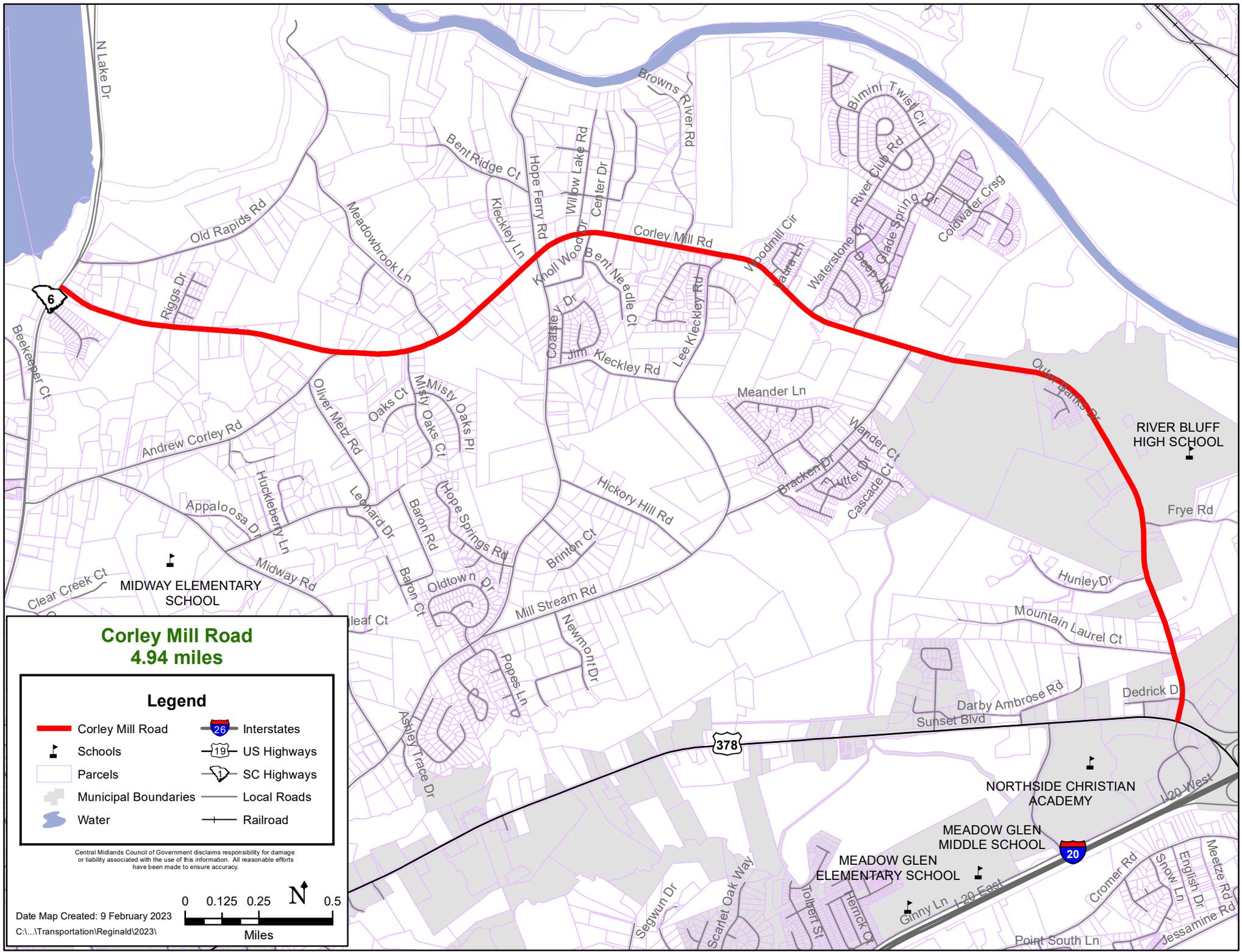
The Central Midlands Council of Governments and Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the CMCOG region and the Columbia urbanized area through the plan horizon year of 2045. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Based on this plan, a feasibility study has been requested for the Corley Mill Road Corridor. This analysis will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis.

The study will be conducted from North Lake Drive (SC 6) to Sunset Blvd (US 378)

### **ATTACHMENT**

Study Area Map



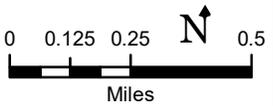
**Corley Mill Road**  
4.94 miles

**Legend**

-  Corley Mill Road
-  Schools
-  Parcels
-  Municipal Boundaries
-  Water
-  Interstates
-  US Highways
-  SC Highways
-  Local Roads
-  Railroad

Central Midlands Council of Government disclaims responsibility for damage or liability associated with the use of this information. All reasonable efforts have been made to ensure accuracy.

Date Map Created: 9 February 2023



CA...Transportation\Reginald\2023\



## Memorandum

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**TO:** All Members of the CMCOG **Board of Directors**

**FROM:** Gregory Sprouse, Director of Research, Planning, and Development

**DATE:** February 16, 2023

**SUBJECT:** South Carolina Brownfields Environmental Site Testing (SC BEST) Program

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff will provide an overview of the South Carolina Brownfields Environmental Site Testing (SC BEST) Program.

### BACKGROUND

Catawba Regional Council of Governments (CRCOG) received a \$1,000,000 sub-grant from the South Carolina Department of Health and Environmental Control (SC DHEC) for the implementation of the South Carolina Brownfields Environmental Site Testing (SC BEST) program. The SC BEST program was created to fund environmental assessments of brownfield sites across the state. CRCOG will serve as the Program Administrator and has allocated funding to each of the ten SC Councils of Governments to conduct eligible site testing within their respective regions. Funds allocated to each COG region may be used to conduct Phase I and Phase II Environmental Site Assessments. CMCOG received an allocation of approximately \$104,748 and is currently seeking potential brownfield projects within the region to conduct Phase I and Phase II site assessments. All potential projects will be scored and ranked based upon pre-determined selection criteria established by CRCOG and DHEC.

**CMCOG partners that know of potential brownfield projects in their communities should contact Gregory Sprouse, Director of Research, Planning, and Development to discuss program eligibility. Gregory Sprouse can be reached at [gsprouse@centralmidlands.org](mailto:gsprouse@centralmidlands.org) or (803)744-5158.**



## Memorandum

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**TO:** All Members of the CMCOG **Board of Directors**

**FROM:** Tony Magwood, SCDOT

**DATE:** February 16, 2023

**SUBJECT:** Interstate 77 Bridge Deck Rehabilitation Project

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### REQUESTED ACTION

The South Carolina Department of Transportation requests to share information on the Interstate 77 Bridge Deck Rehabilitation Project. You can also visit the project webpage at: <https://scdot-environmental-project-site-scdot.hub.arcgis.com/pages/i77-bridge-deck-rehab>.

### BACKGROUND

The South Carolina Department of Transportation (SCDOT) proposes to rehabilitate a total of fourteen (14) bridge decks on I-77 from I-26 (MM 0) to Bluff Road (MM 5). Eight (8) Northbound bridges and six (6) Southbound bridges will be rehabilitated.

The project will utilize hydro-demolition to remove unsound concrete and the bridge decks will be overlaid with new concrete to provide a new riding surface. **The bridges in each direction will be completed under two separate close and detour operations where I-77 will be closed for a period of nine (9) consecutive days for each direction.**

- The Northbound and Southbound directions will not be closed at the same time.
- Construction is anticipated to begin in the Spring of 2023.

### PURPOSE AND NEED

The purpose of this project is to rehabilitate the deteriorating bridge decks on fourteen (14) bridges on I-77 from I-26 (MM 0) to Bluff Road (MM 5).

### DETOUR ROUTE

The deck rehabilitation projects will have two (2) separate close and detour operations. Each close and detour will last for a consecutive nine (9) days for the Northbound (NB) deck rehabilitation and a consecutive nine (9) days for the Southbound (SB) deck rehabilitation.

The signed detour route is about 20 miles using I-26 WB, I-20 EB, and SC 277 NB for the Northbound closure and SC 277 SB, I-20 WB, and I-26 EB for the Southbound closure.

- Local citizens may take their preferred route.
- Refer to the maps below to see the signed detour route.