



Memorandum

TO: All Members of the CMCOG **Rural Transportation Committee**

FROM: Walton McLeod, Chairman

DATE: January 11, 2024

SUBJECT: Next Meeting: **January 18, 2024**

Please be advised that the business of the CMCOG Rural Transportation Committee will be conducted on **Thursday, January 18th, at 12:00 p.m.** in the CMCOG Virtual Conference Room. Enclosed, please find an agenda for your review.

Please note that this meeting will be held virtually using a Zoom platform. The phone number can be found on the attached agenda.

Please be advised that in order for the Rural Transportation Committee to conduct business, a quorum must be established. A quorum is established when three (3) out of the four (4) counties are represented. Please note that delays in conducting business may result in delays in the flow of funding to CMCOG for carrying out transportation planning activities, so please don't forget to mark your calendars.

If you have any questions or need any additional information, please do not hesitate to contact Reginald Simmons of the CMCOG staff. Reginald can be reached at 803-744-5133 or by email at rsimmons@centralmidlands.org. Thank you for your dedication and service as I look forward to seeing each of you on **January 18th**.

Enclosures

AGENDA

RURAL TRANSPORTATION COMMITTEE

THURSDAY, JANUARY 18, 2024

12:00 PM TO 1:00 PM

Meeting ID: 832 9378 9989 ♦ Passcode: 065661 ♦ Dial-In Number (301) 715 8592

OVERALL AGENDA

1. **Welcome, Introductions, and Call to Order** **Walton McLeod**

2. **Determination of a Quorum** **Roll Call**

ACTION

→ 3. **Approval of the December 5, 2023 Meeting Minutes**..... **Entire Group**
(Enclosure 1)

4. **Project Updates** **SCDOT**

SCDOT is currently managing various highway, intersection, interstate, and bridge projects throughout our planning region. SCDOT will provide the latest status updates.

ACTION

→ 5. **FY 2023 - 2033 Transportation Improvement Program (TIP)**.....**R. Simmons**
The Transportation Improvement Program (TIP) is a minimum four-year listing of planned highway, bridge, transit, rail, and multi-modal projects. The TIP makes up a ten-year Regional Program and is formally updated every four years. The TIP contains project-specific information and is fiscally constrained, i.e., cannot include projects for which the cost exceeds funding identified as being available by the Department of Transportation. The TIP is a living document that is continuously revised and amended as needed. (Enclosure 2)

ACTION

→ 6. **2024 & 2025 RPWP Amendment – Intersection Evaluations**.....**R. Simmons**
CMCOG in partnership with SCDOT, its member governments, and the COMET will implement an Intersection Control Evaluation Process. This will be a data-driven, performance-based framework and approach used to objectively screen alternatives and identify an optimal geometric and control solution for an intersection. (Enclosure 3)

7. **Update on Transportation Planning Projects** **R. Simmons**

CMCOG staff will provide an update on transportation planning projects in the CMCOG Planning Area.

a. **Regional Bike and Pedestrian Accommodation Master Plan** (Enclosure 4)

8. **Old/New Business**..... **Walton McLeod**

9. **Public Comments** **Open**

10. **Adjourn**..... **Walton McLeod**

MEETING SUMMARY

RURAL TRANSPORTATION COMMITTEE

December 5, 2023

Organization

Members Present

Others Attending

Newberry County:

Walton McLeod (Chair)

Richland County:

Leonardo Brown

Richland County CTC:

James Brown

Lexington County:

Larry Brigham

SCDOT:

Melissa Edmonds
Jim Walden
Erin Porter
Joey McIntyre
Darren Ledbetter

CMCOG Staff:

Reginald Simmons
Roland Bart

1. WELCOME, INTRODUCTIONS AND CALL TO ORDER

Chairman Walton McLeod called the meeting to order at 12:10 p.m.

2. DETERMINATION OF A QUORUM

It was determined that a quorum was present.

3. APPROVAL OF THE APRIL 26, 2023 MEETING MINUTES

Leonardo Brown made a motion to approve the minutes of the April 26, 2023 meeting. Larry Brigham seconded the motion. All were in favor and the minutes were approved.

4. 2045 LRTP Amendment – Regional Transportation Operations

Reginald Simmons requested a recommendation of approval to amend the 2045 LRTP to add the CMCOG Regional Transportation Operations and Technology Strategic Planning Program. The purpose of the Regional Transportation Operations and Technology Strategic Planning Program is to guide the Central Midlands Council of Governments’ efforts to deploy technology, tools and coordinated system procedures to manage the multimodal transportation system. Regional Transportation Operations and Technology is a set of tools and processes used by public and private operating agencies’ staff to meet the day-to-day demands of the traveling public.

Transportation operations staff work to provide the best mobility services and facilities to people and businesses across the region every day. Rail and bus operators, maintenance crews, emergency responders, traffic management center staff, law enforcement personnel, Transportation District dispatchers, shared mobility providers and many others all work tirelessly to keep the transportation system operating safely and efficiently. Maintaining reliable operations also requires monitoring performance over time to improve service and to account for changes in transportation demand.

This approach examines existing challenges to transportation operations in the region and identifies a vision, goals and objectives for regional transportation operations and technology. Performance measures will be used to track progress. Several strategic initiatives are defined that will subsequently guide investments for the deployment of system operation projects. One of the first set of investments will be defined through the evaluation and implementation of the Carbon Reduction Program.

Mr. Simmons reviewed the Vision, Goals, Objectives, Prioritization Process and the Project List for the Regional Transportation Operations and Technology Strategic Program.

There was a brief discussion.

MOTION, approved

At this time, a motion was made by Larry Brigham to amend the 2045 LRTP to add the CMCOG Regional Transportation Operations and Technology Strategic Planning Program. The motion was seconded by Leonardo Brown. All were in favor and the motion was approved.

5. 2045 LRTP AMENDMENT – SETTING THE SAFETY PERFORMANCE MEASURES

Reginald Simmons requested a recommendation of approval to amend the 2045 LRTP to add the 2020 – 2024 SCDOT’s Safety Performance Measures. Erin Porter of SCDOT noted that per federal requirements, performance measures must be set in seven categories to meet the national goals. SCDOT was required to evaluate and report on safety targets for the five required measures by August 31, 2023. This action starts the 180-day clock for CMCOG to take action to evaluate and set regionally specific targets or to accept and support the state’s targets. Through a coordinated effort with COGs and MPOs, SCDOT presented for the following 2020 – 2024 Safety Targets for consideration:

Total Number of Fatalities	1,079
Fatality Rate per 100 Million Vehicle Miles Traveled	1.870
Total Number of Serious Injuries	2,549
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.410
Total Number of Non-motorized Fatalities and Serious Injuries	454.8

There was a brief discussion.

MOTION, approved

At this time a motion was made by Larry Brigham to amend the 2045 LRTP to adopt SCDOT’s 2020 – 2024 Safety Targets. The motion was seconded by Leonardo Brown. All were in favor and the motion was approved.

6. UPDATE ON TRANSPORTATION PLANNING PROJECTS

Reginald Simmons provided an overview of current transportation planning projects that are being managed by CMCOG and SCDOT. Those projects include the Congestion Management Plan, Regional Bike and Pedestrian Master Plan, US 76/176 Corridor Feasibility Study, and the Pine Street Corridor Feasibility Study.

- Congestion Management Plan
 - Kimley Horn is the selected consultant.
 - They’re collecting background information on each county.

- One of the important elements of the study is determining criteria for future interstate interchanges.
- Regional Bike and Pedestrian Master Plan
 - SCDOT has completed negotiations with the consultant.
 - SCDOT is in the process of executing the contract.
 - A notice to proceed could be issued by the end of the year.
- US 76 / 176 Corridor Feasibility Study
 - WSP is the selected consultant.
 - Contract negotiations are completed.
 - Notice to proceed has been issued.
- Pine Street Corridor Feasibility Study
 - Submitted request to SCDOT for permission to advertise.
 - Expect to advertise within the next two weeks.

A brief discussion took place.

This item was received as information.

7. OLD/NEW BUSINESS

There were none.

8. PUBLIC COMMENTS

There were none.

9. ADJOURN

The meeting adjourned at 12:43 p.m.



Memorandum

TO: All Members of the CMCOG Rural Transportation Committee

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: January 11, 2024

SUBJECT: 2023 - 2033 Rural Transportation Improvement Program *(Full document available for download)*

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to adopt the 2023 - 2033 Rural Transportation Improvement Program. Please be advised that the draft final report is available on our website for your review.

PROJECT DESCRIPTION

The Central Midlands Council of Governments staff is requesting your review and approval of the 2023 - 2033 Rural Transportation Improvement Program. This program is fiscally constrained and is expected to obligate over \$55 million in federal and state highway funds over the specified timeframe. The following is an overview of the program.

Guideshare Program

Approximately \$55 million is expected to be obligated through FY 2033.

- \$18.2 million investment in previous obligations to the US 1 Phases I Widening Project in Lexington County
- \$6.8 million investment in the Macedonia Church Road Resurfacing Project in Newberry County
- \$1.7 million investment in Exit 119 Interchange Improvement Project in Lexington County
- \$13.8 million investment in US 1 Phases II & III Widening Project in Lexington County
- \$8.3 million investment in the Longtown Road Resurfacing Project in Fairfield County
- \$1.2 million investment in Signal System Improvement Projects
- \$350,000 investment in Planning Corridor & Feasibility Studies
- \$150,000 investment in Intersection Improvement Projects

Exempt from Guideshare Federal Aid Bridge Projects

- Twenty (20) active projects have been identified.
- Over \$139 million in federal dollars have been obligated.
- New bridge projects will continue to be added on an annual basis.

Exempt from Guideshare Federal Aid Interstate & Corridor Improvement Projects

- Ten (10) active projects have been identified.
- Over \$1.2 billion in federal dollars have been obligated.
- New interstate & corridor improvement projects will continue to be added on an annual basis.

Transit Program

- Section 5310 – Enhance Mobility for Seniors & Disabled – Approximately \$801,000 investment in thirteen (13) projects.
- Section 5311 – Rural Transportation Formula Funds – Approximately \$4.2 million investment in four (4) projects.
- Section 5339 – Bus and Bus Facilities – Approximately \$341,000 investment in two (2) projects.

BACKGROUND

The Rural Transportation Improvement Program (RTIP) is a state mandated document designed to program federal funds. The RTIP provides a fiscally constrained list of highways, interstate, bridge, and transit project that have been identified for funding.

Historically, the South Carolina Department of Transportation (SCDOT) has developed and maintained a local RTIP for CMCOG projects. CMCOG will now maintain its own RTIP which will enable the CMCOG staff to monitor and track federally funded projects in the rural study area of the CMCOG region. Projects approved in the RTIP will be incorporated into SCDOT's STIP.



Memorandum

TO: All Members of the CMCOG Rural Transportation Committee

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: January 11, 2024

SUBJECT: 2024 & 2025 RPWP Amendment – Intersection Control Evaluation Process

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to amend the 2024 & 2025 RPWP to add \$10,000 for the Intersection Control Evaluation Process.

BACKGROUND

CMCOG in partnership with SCDOT, its member governments, and the COMET will implement an Intersection Control Evaluation Process. This will be a data-driven, performance-based framework and approach used to objectively screen alternatives and identify an optimal geometric and control solution for an intersection. The benefits to using this approach include:

- Implementation of safer, more balanced, and more cost-effective solutions.
- Consistent documentation that improves the transparency of transportation decisions.
- Increased awareness of innovative intersection solutions and emphasis on objective performance metrics for consistent comparisons.
- The opportunity to consolidate and streamline existing intersection-related policies and procedures, including access or encroachment approvals, new traffic signal requests, and impact studies for development.

Scoping Analysis. The scoping analysis involves a combination of quantitative and qualitative performance metrics. The analysis will be sufficient to estimate a preliminary footprint of each intersection alternative to determine whether it is practical to pursue and to answer the following questions:

- Does the alternative meet the transportation purpose and need?
- Does the alternative address the key system performance criteria (e.g., safety, non-motorized user accommodation, operational quality, etc.)?
- Does the alternative meet the needs and values of the local community and directly affected stakeholders?

Safety Analysis. The safety analysis will provide a basis to characterize safety performance of the possible alternatives. This distinction may rely on both qualitative and quantitative methods. The safety analysis in the scoping phase generally determines one of the following, depending on the project intent:

- If improving safety is the primary need for a project, does the intersection alternative address the safety need by enhancing safety performance?
- If improving safety is not the primary need for a project, does the intersection alternative maintain or enhance safety performance?

Operational Analysis. The operational analysis also considers both qualitative and quantitative methods. The primary goal of the operational analysis in the scoping phase is to determine if the intersection alternative will perform at an acceptable quality of service. Appropriate traffic control device warrant analyses may be conducted. ICE generally focuses on the specific intersection (isolated) or intersections (corridor) under consideration for improvement, but evaluations may sometimes need to extend beyond to assess impacts on adjacent intersections or facilities.

Multimodal Considerations. The suitability of each alternative for pedestrians and bicyclists should be assessed with an emphasis on convenience and accessibility and consideration of pedestrian and bicyclist network information from local and community plans. Potential items to consider include the number of lanes to cross, protected versus permitted turning movements, and motorist approach speeds. Additionally, the multimodal assessment should consider the suitability of each alternative for transit, freight, and other large vehicle operations when applicable. The scoping analysis with respect to freight and other large vehicle operation can be informed by whether an intersection is part of a designated Truck Route or Over-Size-Over-Weight Route. Transit assessments can be informed by discussions with the transit provider about different treatment options and any operating restrictions associated with different intersections and control types.

ATTACHMENT
RPWP Page

PROJECT NO:	30			
PROJECT TITLE:	Intersection Control Evaluation			
OBJECTIVE:				
To allow staff to utilize a procured consultant for specific engineering, planning, or other necessary services as needed in support of intersection improvement projects.				
METHODOLOGY:				
<p>Intersection Control Evaluation (ICE) is a data-driven, performance-based framework and approach used to objectively screen alternatives and identify an optimal geometric and control solution for an intersection. The benefits to using this approach include:</p> <ul style="list-style-type: none"> • Implementation of safer, more balanced, and more cost-effective solutions. • Consistent documentation that improves the transparency of transportation decisions. • Increased awareness of innovative intersection solutions and emphasis on objective performance metrics for consistent comparisons. • The opportunity to consolidate and streamline existing intersection-related policies and procedures, including access or encroachment approvals, new traffic signal requests, and impact studies for development. <p>Scoping Analysis. The scoping analysis involves a combination of quantitative and qualitative performance metrics. The analysis will be sufficient to estimate a preliminary footprint of each intersection alternative to determine whether it is practical to pursue and to answer the following questions:</p> <ul style="list-style-type: none"> • Does the alternative meet the transportation purpose and need? • Does the alternative address the key system performance criteria (e.g., safety, non-motorized user accommodation, operational quality, etc.)? • Does the alternative meet the needs and values of the local community and directly-affected stakeholders? <p>A safety analysis, operational analysis, and multimodal considerations will also be conducted as part of this evaluation.</p> <p>This project will require the support of consultant services.</p> <p>** Please be advised that the CMCOG will navigate either the SCDOT LPA and/or FTA Procurement Process prior to initiating any work that involves the hiring of a contractor or consultant*</p>				
END PRODUCT:				
An evaluation and assessment of intersection improvement projects identified in the 2045 LRTP. These assessments will determine future capital improvements.				
Project Sponsor/ Participating Agencies:		Funding Sources:		
Sponsor: CMCOG Participating Agencies: CMCOG, Other agencies as appropriate	FY 2024		FY 2025	
	FHWA/FTA Consolidated	\$8,000.00	FHWA/FTA Consolidated	
	FTA (Section 5307)		FTA (Section 5307)	
	Local	\$2,000.00	Local	
	Total	\$10,000.00	Total	

December 5, 2023

Ms. LaTonya Derrick
Project Manager
Stantec Consulting Services Inc.
1411 Gervais Street; Suite 325
Columbia, SC 29201-3337

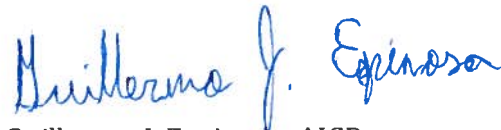
RE: SCDOT Regional Bicycle-Pedestrian Accommodation Master Plan Pilots;
CMCOG/COATS Regional Bike and Pedestrian Master Plan (P#042077) and Lower
Savannah Regional Bike Ped Master Plan (P#042625)

Dear Ms. Derrick:

Attached with this letter is the agreed-upon scope of work and its associated fee between Stantec Consulting Services Inc. and the South Carolina Department of Transportation (SCDOT) for the subject project. This letter will serve as the official notice to proceed with the services outlined in the scope of work.

I look forward to continue working with you and the project team on these projects. If you need any further information, please contact me at (803)737-1723.

Sincerely,



Guillermo J. Espinosa, AICP
Active Transportation Planning Manager

Enclosures: Scope of Work + Associated Fee Estimates for CMCOG/COATS and LSCOG plans

ec: Machael Peterson, SCDOT Director of Planning
Joe Sturm, Regional Mobility Planning Chief

SCDOT Regional Bike-Ped Accommodation Master Plan (RBAMP)

Milestone Flowchart

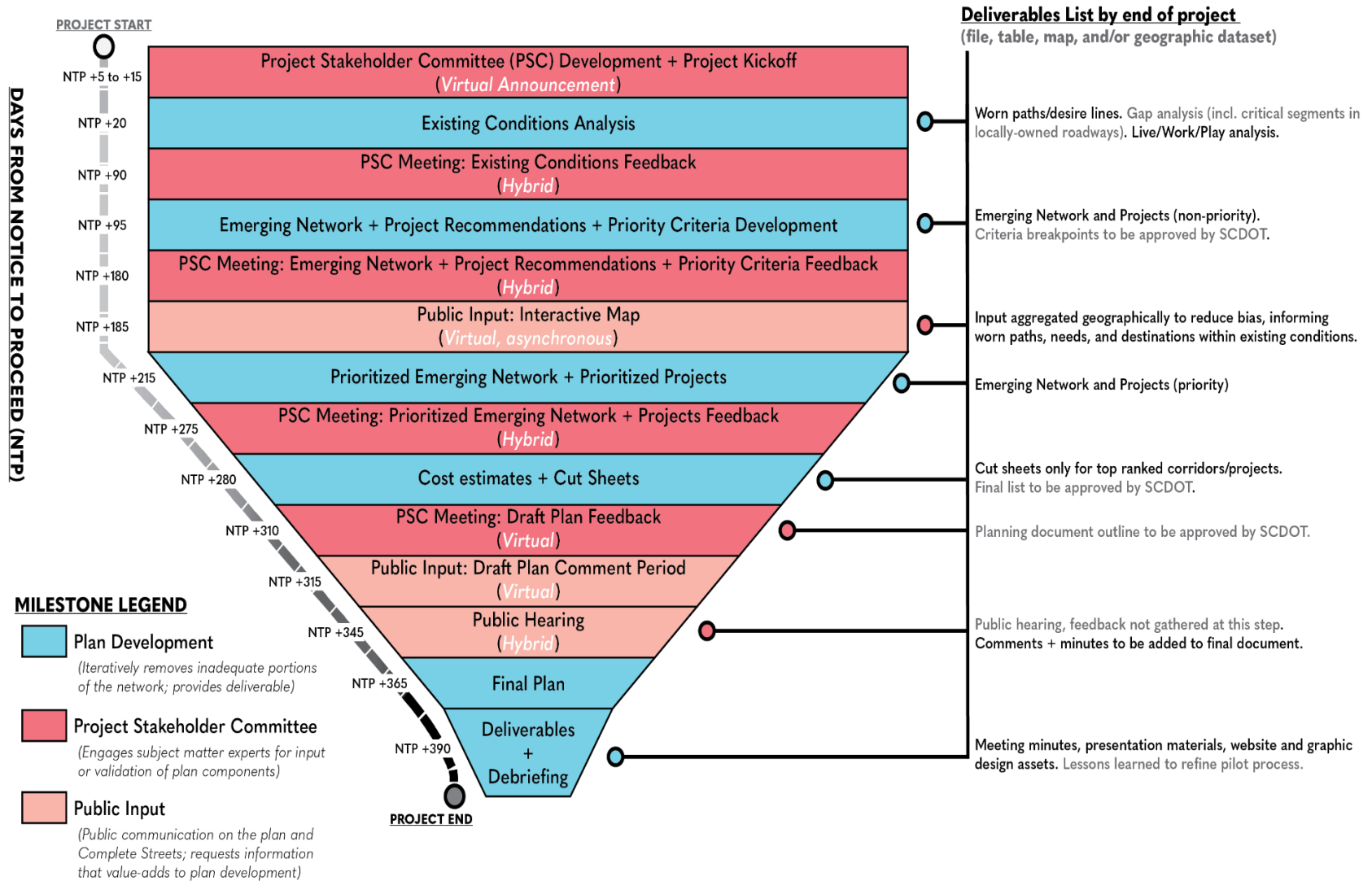


Figure 1 - Pilot RBAMP Milestone Flowchart