



Memorandum

TO: All Members of the CMCOG **Technical Committee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: January 16, 2024

SUBJECT: **Next Meeting – January 23, 2024**

Please be advised that the business of the CMCOG Technical Committee will be conducted on **January 23rd at 9:30 a.m.** Enclosed, please find an agenda and support materials for your review.

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

The CMCOG would like to thank you for your continued service and participation. The Technical Committee serves as an integral part of our transportation planning process and is often the first step for reviewing and approval of transportation projects which affect our region. Your continued dedication has been admirable and appreciated.

If you have any questions or need any additional information, please do not hesitate to contact me at 803-744-5133 or by email at rsimmons@centralmidlands.org. I look forward to meeting with you on **January 23rd**, please don't forget to mark your calendars!

Enclosures

AGENDA

TECHNICAL COMMITTEE

MEETING: TUESDAY, JANUARY 23, 2024

9:30 A.M. TO 10:30 A.M.

Meeting ID: 844 6969 1571 ♦ Passcode: 038880 ♦ Dial-In Number (646) 558 8656

OVERALL AGENDA

1. **Welcome, Introductions, and Call to Order R. Simmons**

2. **2020 – 2027 TIP Amendment – West Main Street Improvement.....R. Simmons**

In partnership with SCDOT, Town of Lexington, and the COMET, the Central Midlands Council of Governments staff requested a recommendation of approval to amend the 2020 – 2027 TIP to add \$2 million in guideshare funds to conduct preliminary engineering for the W. Main Street Corridor Improvement Project. The MPO Policy Committee reviewed this request and recommended that a feasibility study be conducted in lieu of PE. Staff will request approval to conduct a feasibility study on this corridor. (Enclosure 1)

ACTION

→ 3. **FY 2024 - 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

→ 4. **2024 & 2025 UPWP 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)

5. **Update on Transportation Planning ProjectsR. 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)**

6. **Old/New Business..... R. Simmons**

7. **Public Comments Open**

8. **Adjourn..... R. Simmons**



Memorandum

TO: All Members of the CMCOG **Technical Committee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: January 16, 2024

SUBJECT: 2020 – 2027 TIP Amendment – W. Main Street Corridor Improvement Project

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to amend the 2020 – 2027 TIP to add \$250,000 in guideshare funds to conduct feasibility study for the W. Main Street Corridor Improvement Project.

BACKGROUND

West Main Street is a corridor in the heart of the Town of Lexington. It provides access to shopping, restaurants, recreational and religion activities, as well as government offices. It's primarily a three-lane corridor that averages approximately 19,000 vehicles per day.











West Main Street is currently the number one project in the COATS MPO 2045 Long Range Transportation Plan. The proposed purpose and need is to relieve congestion and enhance safe access and mobility along this corridor. The COATS MPO would like to begin preliminary engineering to determine the best opportunity to address this purpose and need. The corridor is not to be considered for widening but to be evaluated for mitigation measures that will make overall improvements to safety, accessibility, and mobility.

ATTACHMENT

W. Main Street Corridor Map

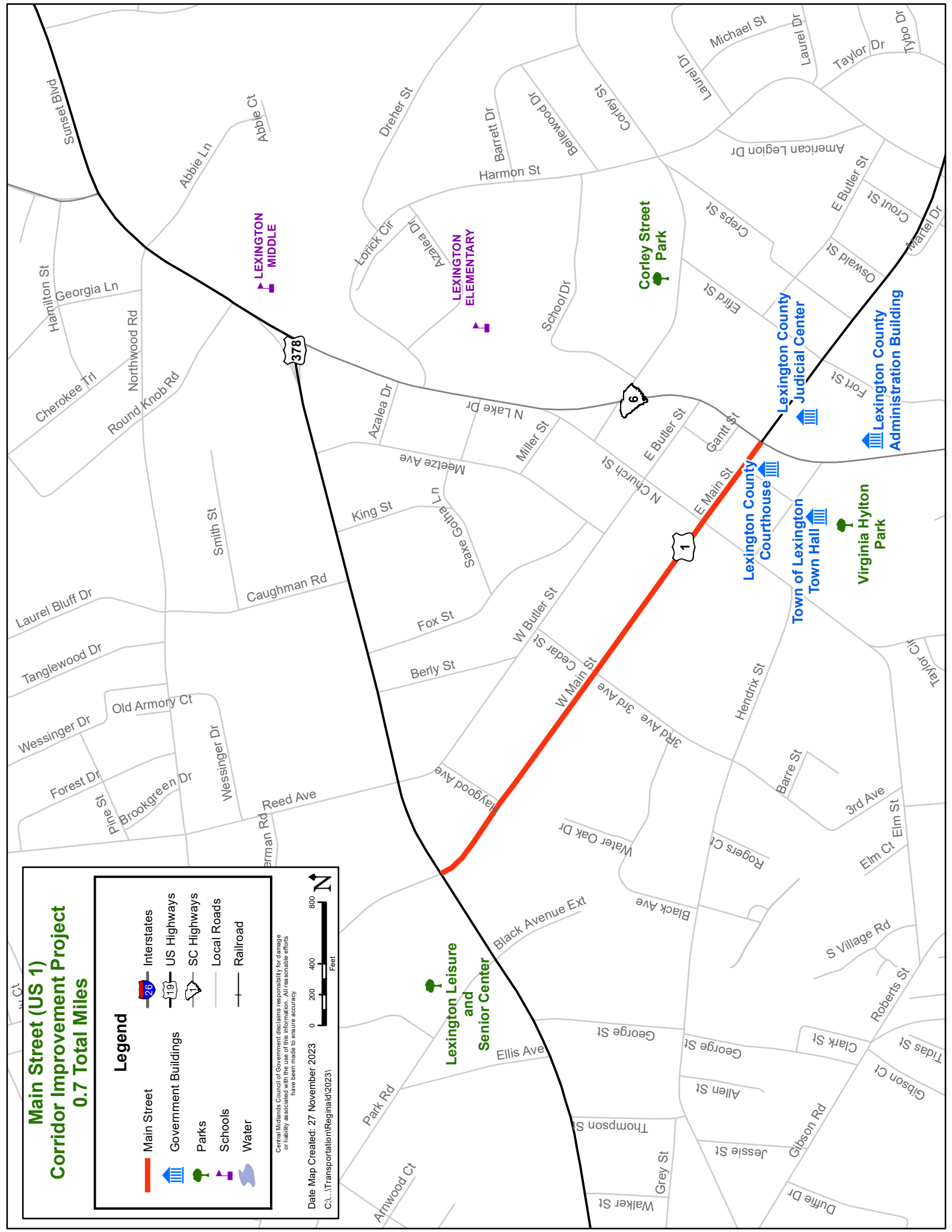
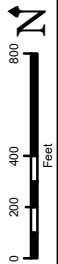
Main Street (US 1) Corridor Improvement Project 0.7 Total Miles

Legend

	Main Street		Interstates
	Government Buildings		US Highways
	Parks		SC Highways
	Schools		Local Roads
	Water		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: 27 November 2023
 C:\...Transportation\Regional\2023\1





DATE: January 16, 2024
TO: Technical Committee
FROM: Reginald Simmons, Deputy Executive Director/Transportation Director
SUBJECT: 2024 - 2033 Transportation Improvement Program (*Available for downloading at www.centralmidlands.org*)

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to adopt the 2024 - 2033 Transportation Improvement Program.

PROJECT DESCRIPTION

The Central Midlands Council of Governments staff is requesting your review and approval of the 2024 - 2033 Transportation Improvement Program. This program is fiscally constrained and is expected to obligate over \$304 million in federal and state highway funds over the specified timeframe. The following is an overview of the program.

Guideshare Program

- Approximately \$304 million is expected to be obligated through FY 2033.
 - \$7.8 million investment in Leesburg Road @ Patricia Drive
 - \$225,000 investment in Intersection Improvement projects
 - \$1.4 million investment in Planning Feasibility Studies
 - \$10 million investment in Lower Saluda Greenway
 - \$3 million investment in Assembly Street Phase II
 - \$93 million investment in Hardscrabble Road
 - \$45 million investment in Columbia Avenue
 - \$6 million investment in South Main Street
 - \$60 million investment in Leesburg Road
 - \$56 million investment in Exit 119

Enhancements Program

- Twelve (12) active projects have been identified.
- Over \$4.8 million in federal dollars have been obligated.
- New enhancement projects will continue to be added on an annual basis.

Transit Program

- Section 5307 – Large Urban Funds – Approximately \$13 million has been programmed in previous years
- Section 5307 – Large Urban Funds – Approximately \$14 million has been programmed in CARES Act Funding
- Section 5307 – Large Urban Funds – Approximately \$8 million has been programmed in ARP Funding
- Section 5310 – Enhanced Mobility – Approximately \$2.8 million has been programmed
- Section 5339 – Bus and Bus Facilities – Approximately \$5.2 million has been programmed in previous years
- New transit projects will continue to be added on an annual basis.

Federal Appropriations

- Approximately \$15.1 million is expected to be obligated through FY 2033.
 - \$2.4 million investment in I-26 Saluda River Crossing
 - \$2.1million investment in Harden Street Phase II
 - \$500,000 investment in Harden Street Reconfiguration
 - \$10 million investment in the Seamless City Revitalization Project

Recreational Trails

- Approximately \$2 million is expected to be obligated through FY 2033.
 - \$100,000 investment in the Saluda River Pedestrian Bridge Project
 - \$100,00 investment in the Saluda River & Riverwalk Access Improvement
 - \$1.5 million investment in the Lower Saluda Greenway
 - \$95,900 investment in the Owens Field Park Pump Track
 - \$77,000 investment in Riverwalk Phase IV
 - \$77,000 investment in the Lower Saluda River Blue Trail
 - \$99,000 investment in the Taylor Street Trail

Exempt from Guideshare Federal Aid Bridge Projects

- Twenty-Three (23) active projects have been identified.
- Over \$370 million in federal dollars have been obligated.
- New bridge projects will continue to be added on an annual basis.

Exempt from Guideshare Federal Aid Intersection & Safety Projects

- Nineteen (19) active projects have been identified.
- Over \$48 million in federal dollars have been obligated.
- New intersection and safety projects will continue to be added on an annual basis.

Exempt from Guideshare Federal Aid Interstate & Corridor Improvement Projects

- Nineteen (19) active projects have been identified.
- Over \$3.7 billion in federal dollars have been obligated.
- New interstate & corridor improvement projects will continue to be added on an annual basis.

BACKGROUND

The Transportation Improvement Program is a federally mandated document designed to program federal funds. The TIP provides a fiscally constrained list of highway, enhancement, and transit projects that have been identified for funding by the MPO Policy Committee. Historically, the South Carolina Department of Transportation (SCDOT) has developed and maintained a local TIP for COATS MPO projects. COATS now maintains its own TIP which will enable the CMCOG staff to monitor and track federally funded projects in the urbanized study area of the CMCOG region. Projects approved in the TIP will be incorporated into SCDOT's STIP.



Memorandum

TO: All Members of the CMCOG **Technical Committee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: January 16, 2024

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

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to amend the 2024 & 2025 UPWP to add \$250,000 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
UPWP Page

PROJECT NO:	3AA
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PROJECT TITLE:	Intersection Control Evaluation
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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:

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:

- 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?

A safety analysis, operational analysis, and multimodal considerations will also be conducted as part of this evaluation.

This project will require the support of consultant services.

**** Please be advised that the COATS MPO 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****

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:			
	FY 2024		FY 2025	
Sponsor: COATS Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate	FHWA/FTA Consolidated	\$200,000.00	FHWA/FTA Consolidated	
	FTA (Section 5307)		FTA (Section 5307)	
	Local	\$50,000.00	Local	
	Total	\$250,000.00	Total	

December 5, 2023

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

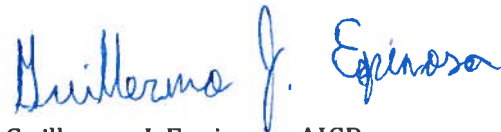
RE: SCDOT Regional Bicycle-Pedestrian Accommodation Master Plan Pilots;
CMCOG/COATS Regional Bike and Pedestrian Master Plan (P#042077) and Lower
Savannah Regional Bike Ped Master Plan (P#042625)

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

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

SCDOT Regional Bike-Ped Accommodation Master Plan (RBAMP)

Milestone Flowchart

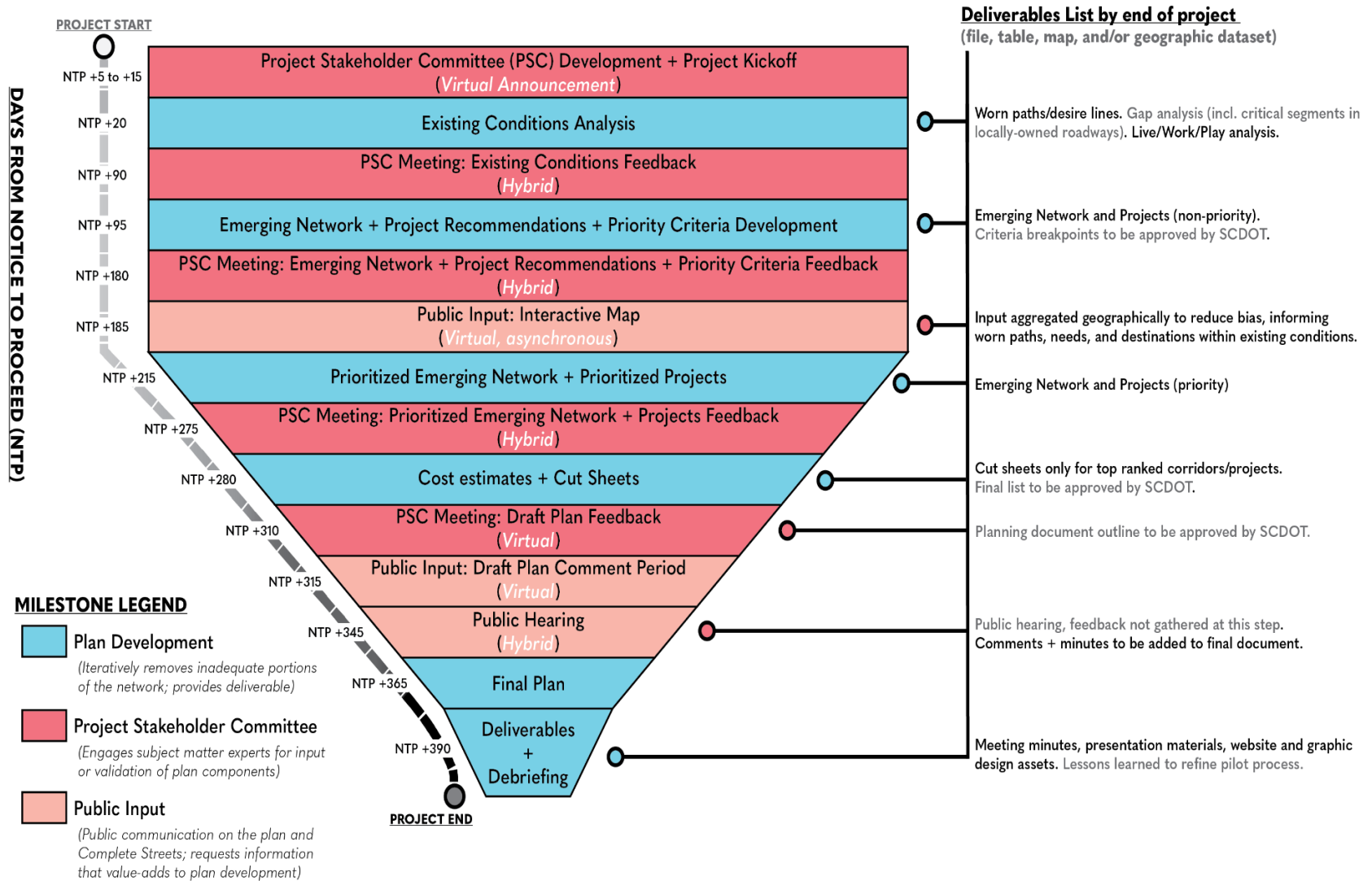


Figure 1 - Pilot RBAMP Milestone Flowchart