



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: September 19, 2023

SUBJECT: **Next Meeting – September 26, 2023**

Please be advised that the business of the CMCOG Technical Committee will be conducted on **September 26th 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 link 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 **September 26th**, please don't forget to mark your calendars!

Enclosures

AGENDA

TECHNICAL COMMITTEE

MEETING: TUESDAY, SEPTEMBER 26, 2023

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

<https://us06web.zoom.us/j/88521220180?pwd=Ytwe0QubqRf5b6vYbhgCkCHgHAWFcT.1>

Meeting ID: 885 2122 0180 ♦ Passcode: 103324 ♦ Dial-In Number (646) 558 8656

OVERALL AGENDA

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

2. **Project Updates..... D. Ledbetter**

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

ACTION

→ 3. **2045 LRTP Amendment – Setting the Safety Performance Measures..... E. Porter**

SCDOT, in coordination with the South Carolina Department of Public Safety, have established statewide targets for safety. 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 the MPO to take action to evaluate and set regionally specific targets or to accept and support the state’s targets. Staff will recommend accepting the State’s Safety Targets and will present these targets for inclusion into the 2045 COATS MPO LRTP. (Enclosure 1)

ACTION

→ 4. **Resolution to apply for Federal and State Grants..... R. Simmons**

Each year staff requests approval of a resolution which allows CMCOG to apply for federal and state grants. This resolution has been attached for your review. (Enclosure 2)

ACTION

→ 5. **2020 – 2027 TIP Amendment – Guideshare Increase R. Simmons**

The South Carolina Department of Transportation Commission approved two increases to the guideshare funding allocation for MPOs and COGs. The first funding increase was from \$188 million to \$213 million beginning in federal fiscal year 2024. The second increase will be from \$213 million to \$238 million beginning in federal fiscal year 2025. The COATS MPO will receive a total of \$6,074,581 in new funding as part of these increases. Staff will request to add this new funding to our 2020 – 2027 TIP. (Enclosure 3)

ACTION

→ 6. **2020 – 2027 TIP Amendment – Downtown Columbia Signals Study R. Simmons**

In partnership with SCDOT, City of Columbia, and the COMET, the Central Midlands Council of Governments will perform a traffic signal study in downtown Columbia to enhance safety, reduce congestion, and continue to promote a pedestrian friendly multi-modal transportation network. This study is estimated at \$500K and will provide a plan of action to update the downtown traffic signal systems. This request will also update the 2024 & 2025 UPWP and the 2045 LRTP. (Enclosure 4)

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

8. **Public Comments..... Open**

9. **Adjourn R. Simmons**



December 14, 2023

Ms. Christina Lewis
Transportation Planner
South Carolina Department of Transportation
955 Park Street, Room 516
Columbia, SC 29202

RE: Acceptance of 2020 – 2024 SCDOT Safety Performance Measures

Dear Ms. Lewis:

The Columbia Area Transportation Study Metropolitan Planning Organization approved and adopted an amendment to the agency's 2045 Long Range Transportation Plan on December 9, 2021, incorporating the SCDOT Performance Measures and Targets.

For the 2023 performance period, the Columbia Area Transportation Study Metropolitan Planning Organization has elected to accept and support the State of South Carolina DOT targets for the PM1 Safety Performance Measures as described below:

Performance Measure 2020 – 2024 Statewide Targets

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

The amended 2045 Long Range Transportation Plan is available for viewing on our website at www.centralmidlands.org. 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. Thank you for your interest in this matter.

Sincerely,

Reginald Simmons
Deputy Executive Director/Transportation Director



RESOLUTION

RESOLUTION AUTHORIZING THE COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION TO ADOPT THE SAFETY PERFORMANCE MANAGEMENT TARGETS AS APPROVED BY THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

WHEREAS, Federal regulations require that the Long Range Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and,

WHEREAS, the South Carolina Department of Transportation in coordination with the Federal Highway Administration has reviewed the requirement to adopt the following 2020 - 2024 Safety Performance Management Targets by August 31, 2023; and,

Performance Measures 2020 – 2024 Statewide Targets

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

WHEREAS, the adoption the Safety Performance Management Targets by the South Carolina Department of Transportation begins a 180-day time period for metropolitan planning organizations to evaluate and set regionally specific targets or accept and support the state's targets; and,

WHEREAS, the Policy Committee of the Columbia Area Transportation Study Metropolitan Planning Organization in coordination with the Federal Highway Administration and the South Carolina Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the metropolitan transportation planning process; and,

WHEREAS, the Transportation Subcommittee at its meeting on _____ recommended that MPO Policy Committee support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

WHEREAS, the Technical Committee at its meeting on _____ recommended that MPO Policy Committee support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

NOW, THEREFORE BE IT RESOLVED BY THE COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION:

1. The Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee concurs with the recommendation of the Transportation Subcommittee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.
2. The Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee concurs with the recommendation of the Technical Advisory Committee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.

CERTIFICATION

THE UNDERSIGNED is the duly qualified Chairman of Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at an open meeting of the Central Midlands Council of Governments held on December 14, 2023.

Will Brennan, MPO Chairman
Columbia Area Transportation Study
Metropolitan Planning Organization

Reginald Simmons, MPO Director
Columbia Area Transportation Study
Metropolitan Planning Organization

Witness

Witness

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually



South Carolina Safety Performance Target Baselines (2018-2022 Average)

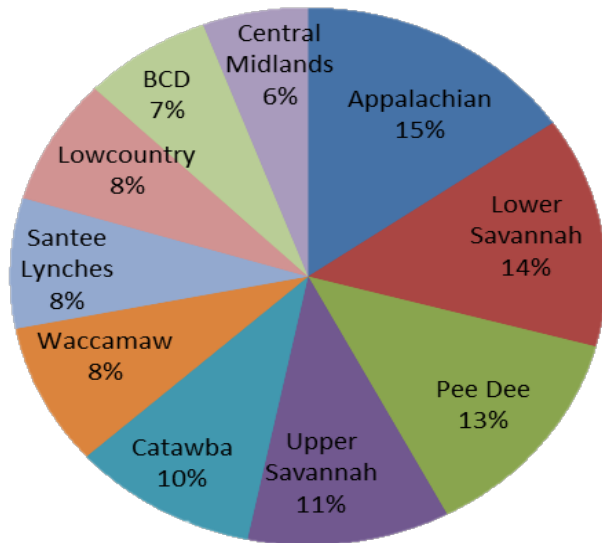
Study Area	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
Appalachian	68.0	2.156	175.0	5.548	17.6
BCD	41.8	2.332	68.6	3.827	9.4
Catawba	45.8	2.442	113.8	6.067	10.2
Central Midlands	34.8	1.829	56.0	2.943	7.4
Lowcountry	44.6	2.152	75.8	3.657	12.0
Lower Savannah	64.4	2.165	155.6	5.232	12.0
Pee Dee	72.6	2.605	134.8	4.837	22.8
Santee Lynches	37.4	1.920	86.8	4.455	8.0
Upper Savannah	54.8	2.334	119.4	5.086	14.0
Waccamaw	43.0	3.033	92.6	6.532	10.8
ARTS	21.6	1.469	52.0	3.537	11.6
ANATS	21.4	2.070	53.2	5.147	8.8
CHATS	93.6	1.587	353.4	5.992	81.2
COATS	109.4	1.469	265.6	3.566	54.6
FLATS	31.2	1.835	80.0	4.706	19.4
GSATS	56.8	1.783	191.4	6.008	43.0
GPATS	112.4	1.805	338.2	5.431	55.6
RFATS	29.6	1.309	104.0	4.599	14.6
SPATS	52.6	1.790	138.4	4.710	20.0
SUATS	17.4	2.462	50.8	7.187	8.2
LATS	26.6	1.413	98.8	5.247	16.8

SC Baseline (2018-2022)	1079.6	1.900	2802.0	4.930	457.0
SC Targets (2020-2024)	1079.0	1.870	2549.0	4.410	454.8

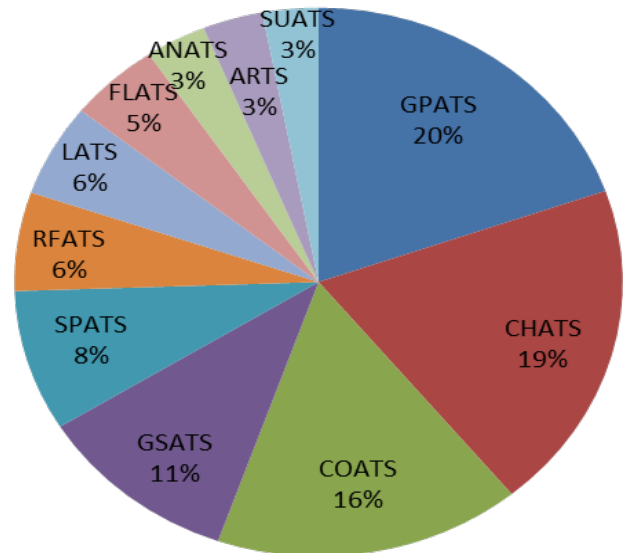
*Per 100 million vehicle miles traveled

Fatal and Serious Injuries by Percentage (2018-2022)

As Percentage of Total COG



As Percentage of Total MPO



Note: 2022 Data are preliminary and subject to change. The sum of individual MPO/COG may not equal the state total. Also, the sum of the percentages may not equal 100% due to rounding.



RESOLUTION

RESOLUTION AUTHORIZING THE FILING OF GRANT APPLICATIONS WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION AND THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION AND THE EXECUTION OF GRANT AGREEMENTS THAT MAY RESULT FROM THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENT GRANT APPLICATIONS.

WHEREAS, the United States Department of Transportation (USDOT) and the South Carolina Department of Transportation (SCDOT) are authorized to make grants for transportation and mass transit planning programs and projects and intermodal transportation programs and projects; and

WHEREAS, the Central Midlands Council of Governments (CMCOG) is eligible to receive capital, operating/administrative, and planning/special studies funding assistance from the USDOT and the SCDOT, in accordance with the Code of Laws of South Carolina; and

WHEREAS, contracts for planning/special studies, operating/administrative, and capital assistance will impose certain obligations upon the applicant, including the provision, as applicable, of the local share of the project costs; and

WHEREAS, it is required by the USDOT and the SCDOT in accordance with the provisions of Title VI of the Civil Rights Act of 1964, as amended, that the applicant gives assurance that it will comply with Title VI and other pertinent USDOT and SCDOT requirements; and

WHEREAS, it is the goal of the applicant that minority business enterprise be utilized to the fullest extent possible in connection with these projects, and that procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts.

NOW, THEREFORE BE IT RESOLVED BY THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS:

- 1) that the Executive Director of the Central Midlands Council of Governments is authorized to execute and file grant applications on behalf of the Central Midlands Council of Governments with the U.S. Department of Transportation and the South Carolina Department of Transportation to aid in the financing of projects.
- 2) that the Executive Director is authorized to execute and file with such applications any assurances or any other documents required by the U.S. Department of Transportation and the S.C. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.

- 3) that the Executive Director is authorized to furnish such information as the U.S. Department of Transportation and/or the S.C. Department of Transportation may require in connection with the applications for the programs listed above.
- 4) that the Executive Director is authorized to set forth and execute affirmative minority business policies in connection with the program's procurement needs.
- 5) that the Executive Director is authorized to execute grant agreements on behalf of the Central Midlands Council of Governments with the U.S. Department of Transportation and the S.C. Department of Transportation for aid in the financing of transportation planning/special studies, capital, and operating/administrative assistance programs.

CERTIFICATION

THE UNDERSIGNED is the duly qualified Executive Director of Central Midlands Council of Governments, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at an open meeting of the Central Midlands Council of Governments held on September 28, 2023.

Will Brennan, Chairman
Central Midlands Council of Governments

D. Britt Poole, Executive Director
Central Midlands Council of Governments

Witness

Witness

Regional Mobility Program Funding and Scorecard

Regional Mobility Program: Background

- The federal aid highway program requires a minimum of ≈\$62M be distributed to Metropolitan Planning Organizations (MPOs). In most states, the local governments are typically asked to provide the required 20% match.
- However, in South Carolina, the Commission has taken the policy position to delegate a much larger amount of funding annually (\$238M) to not only the MPOs, but to all of the regional planning organizations. Additionally, the Commission has generally agreed to provide the required 20% matching funds.
- The delegation of funding and project selection to the regional planning organizations is *in lieu* of the SCDOT itself selecting projects outside of our paving, bridge, interstate and safety programs.

Regional Mobility Program: What is it's purpose?

Guide the MPOs and COGs to use their funding for strategic purposes identified at the state level by the Commission and measure the results in terms of projects advanced to construction.

- 1. Optimize the existing network by pushing more volume through using spot improvements, access management and signal systems/ITS solutions while also tackling known safety issues identified through Road Safety Audits.**
- 2. Expand the existing network by widening existing roads, building new location roads and targeting bike/ped needs.**

Regional Mobility Program: Optimize Existing Network

As of June 30, 2023

Intersection Improvements

50 advanced to construction at a cost of **\$213M** since July 1, 2017

83 in the project development pipeline

Access Management

1 advanced to construction at a cost of **\$13M** since July 1, 2017

2 in the project development pipeline

Signal Systems & ITS

2 advanced to construction at a cost of **\$5M** since July 1, 2017

16 in the project development pipeline

Road Safety Audits

0 advanced to construction at a cost of **\$0M** since July 1, 2017

0 in the project development pipeline

Regional Mobility Program: Expand Existing Network

As of June 30, 2023

Lane Miles Added

70 advanced to construction at a cost of **\$470M** since July 1, 2017

18 in the project development pipeline

Bike / Ped

10 advanced to construction at a cost of **\$103M** since July 1, 2017

26 in the project development pipeline

Transit

0 new routes added to address workforce needs since July 1, 2017

1 in the planned expansion in the development pipeline

Recommended Policy Approach for FFY 2024 & FFY 2025

(Oct 1, 2023- Oct 1, 2024)

1. Continue ramp up of the funding levels originally envisioned by boosting the Regional Mobility Program by approximately \$100M over original funding levels.

\$25M - \$50M - \$75M - \$100M

\$138M → \$164M → \$188M → \$213M → \$238M

2. For FFY 2024, allocate **\$213M** to be distributed in the historical manner based on population with a minimum required investment level of **\$5M** per MPO/COG
3. For FFY 2025, allocate **\$238M** to be distributed in the historical manner based on population with a minimum required investment level of **\$5M** per MPO/COG

Regional Mobility Program Allocation

Now that the 2020 Census data and boundaries have essentially been finalized, calculate the fully phased-in allocations for year 4 @ \$238M and ramp up half that amount for FFY2024-25. Retain minimum guarantee of \$5M for any MPO/COG.

COG	FFY 2021 Guideshare (Baseline)	FFY 2022 Guideshare (1st Increase)	FFY 2023 Guideshare (2nd Increase)	FFY 2024 Guideshare (3rd Increase)	Fully Phased-in Prorata Share Based on Population	Additional Allocation to get to \$5M minimum	Fully Phased-in FFY 2025 Guideshare (4th Increase)
Appalachian	\$7,579,497	\$8,690,986	\$9,802,475	\$10,032,996	\$10,263,517		\$10,263,517
BCD	\$2,181,422	\$4,000,000	\$5,000,000	\$5,000,000	\$2,802,948	\$2,197,052	\$5,000,000
Catawba	\$4,903,284	\$5,622,322	\$6,341,360	\$6,918,095	\$7,494,830		\$7,494,830
Central Midlands	\$2,883,809	\$4,000,000	\$5,000,000	\$5,000,000	\$4,210,034	\$789,966	\$5,000,000
Lowcountry	\$2,688,118	\$4,000,000	\$5,000,000	\$5,000,000	\$3,898,306	\$1,101,694	\$5,000,000
Lower Savannah	\$5,489,253	\$6,294,220	\$7,099,187	\$7,395,664	\$7,692,140		\$7,692,140
Pee Dee	\$6,622,076	\$7,593,165	\$8,564,254	\$8,915,021	\$9,265,788		\$9,265,788
Santee Lynchies	\$3,208,717	\$4,000,000	\$5,000,000	\$5,370,057	\$5,740,113		\$5,740,113
Upper Savannah	\$6,263,156	\$7,181,611	\$8,100,067	\$8,650,149	\$9,200,230		\$9,200,230
Waccamaw	\$3,187,564	\$4,000,000	\$5,000,000	\$5,000,000	\$4,588,094	\$411,906	\$5,000,000
Sub-Total	\$45,006,896	\$55,382,305	\$64,907,344	\$67,281,981	\$65,156,000	\$4,500,618	\$69,656,618
MPO	FFY 2021 Guideshare (Baseline)	FFY 2022 Guideshare (1st Increase)	FFY 2023 Guideshare (2nd Increase)	FFY 2024 Guideshare (3rd Increase)	Fully Phased-in Prorata Share Based on Population	Additional Allocation to get to \$5M minimum	Fully Phased-in FFY 2025 Guideshare (4th Increase)
ANATS	\$2,815,237	\$4,000,000	\$5,000,000	\$6,657,977	\$8,315,955		\$8,315,955
ARTS (TMA)	\$3,593,769	\$4,103,890	\$5,000,000	\$5,855,426	\$6,710,851		\$6,710,851
CHATS (TMA)	\$19,026,279	\$21,726,983	\$24,427,686	\$28,971,698	\$33,515,710		\$33,515,710
COATS (TMA)	\$19,199,741	\$21,925,067	\$24,650,393	\$27,687,683	\$30,724,974		\$30,724,974
FLATS	\$3,107,082	\$4,000,000	\$5,000,000	\$5,321,178	\$5,642,356		\$5,642,356
GPATS (TMA)	\$18,077,921	\$20,644,009	\$23,210,097	\$26,204,779	\$29,199,461		\$29,199,461
GSATS (TMA)	\$7,599,944	\$8,678,725	\$9,757,507	\$12,708,110	\$15,658,714		\$15,658,714
LATS	\$4,625,288	\$5,281,829	\$5,938,370	\$7,228,409	\$8,518,448		\$8,518,448
RFATS (TMA)	\$6,035,144	\$6,891,808	\$7,748,473	\$10,079,784	\$12,411,095		\$12,411,095
SPATS	\$6,376,359	\$7,281,457	\$8,186,556	\$10,414,261	\$12,641,966		\$12,641,966
SUATS	\$2,536,368	\$4,000,000	\$5,000,000	\$5,000,000	\$4,204,469	\$795,531	\$5,000,000
Sub-Total	\$92,993,132	\$108,533,768	\$123,533,092	\$146,129,306	\$167,544,000	\$795,531	\$168,339,531
	\$138,000,028	\$163,916,073	\$188,440,436	\$213,411,287	\$232,700,000	\$5,296,149	\$237,996,149

**Proposed Regional
Mobility Guideshare
Funding Allocation
for:
FY 2023 of ≈ \$213M
FY 2024 of ≈ \$238M**



Recommended Motion for Consideration

I move for the federal fiscal year 2024, the Regional Mobility Program is increased by approximately \$25 Million, from \$188 Million per year to approximately \$213 Million. In federal fiscal year 2025, the Regional Mobility Program is increased by approximately \$25 Million, from \$213 Million per year to approximately \$238 Million. The funds are to be distributed by the proposed formula base of 100% population. Every MPO/COG will have a minimum required investment level of \$5 Million. The \$238M approved for the federal fiscal year 2025 for the Regional Mobility Program will remain constant for future federal fiscal years unless adjusted and approved by the Commission.

I further move that the Commission adopt the performance measures for the Regional Mobility Program as proposed by the Secretary of Transportation be adopted and reported to the Commission regularly.



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: September 19, 2023

SUBJECT: 2020 – 2027 TIP Amendment – Downtown Traffic Signals Study
2045 LRTP Amendment
UPWP Amendment

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to amend the 2020 – 2027 TIP to add \$500K guideshare for a traffic signal study in downtown Columbia. This request will also amend the 2045 Long Range Transportation Plan and the 2024 & 2025 Unified Planning Work Program.

BACKGROUND

The operation of a traffic control system should closely mirror a city's policy goals and objectives. Managing traffic signals is important because signals directly impact the quality of the transportation system. While geometric enhancements to a corridor may demarcate space for bikes and buses and create a more multi-modal cross-section, signal timing influences delay, compliance, safety, and mode choice.

Traffic signal timing that provides insufficient time for someone to cross the street, for instance, is likely to create an unpleasant experience and may discourage walking entirely. Likewise, significant delays may cause street users to violate the traffic signal or take unsafe risks entering intersections.

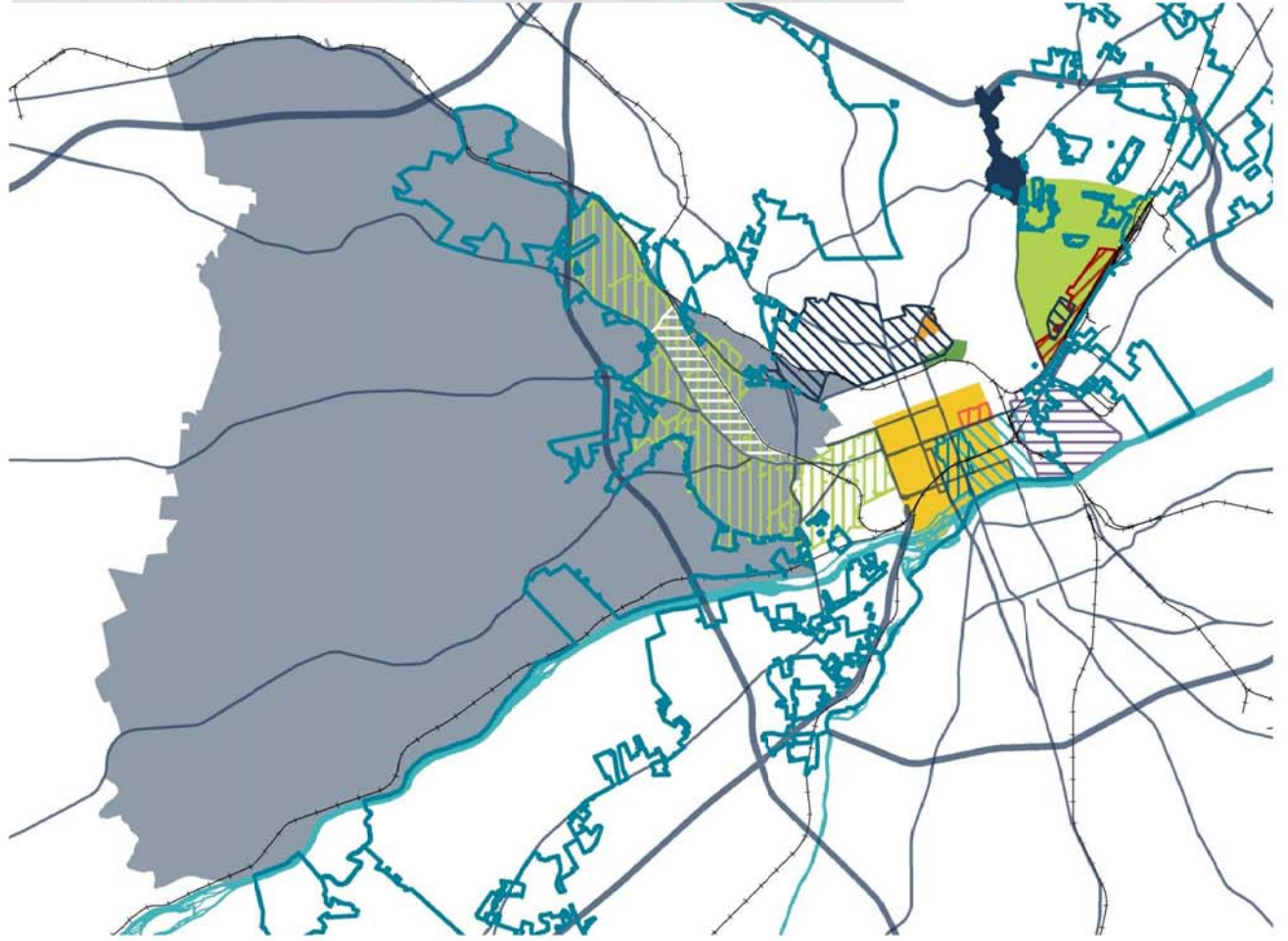
In partnership with SCDOT, City of Columbia, and the COMET, the Central Midlands Council of Governments will perform a traffic signal study in downtown Columbia to enhance safety, reduce congestion, and continue to promote a pedestrian friendly multi-modal transportation network. Signal timing is an essential tool, not just for the movement of traffic, but also for a safer environment that supports walking, bicycling, public transportation, and economic vitality. The outcomes of this study will create a plan of action that will facilitate traffic signal improvements in downtown Columbia.

ATTACHMENT

City of Columbia Neighborhood and Future Planning Area Maps

Neighborhood, Area, and Corridor Plans, and Corridor Plans & Historic Surveys

11



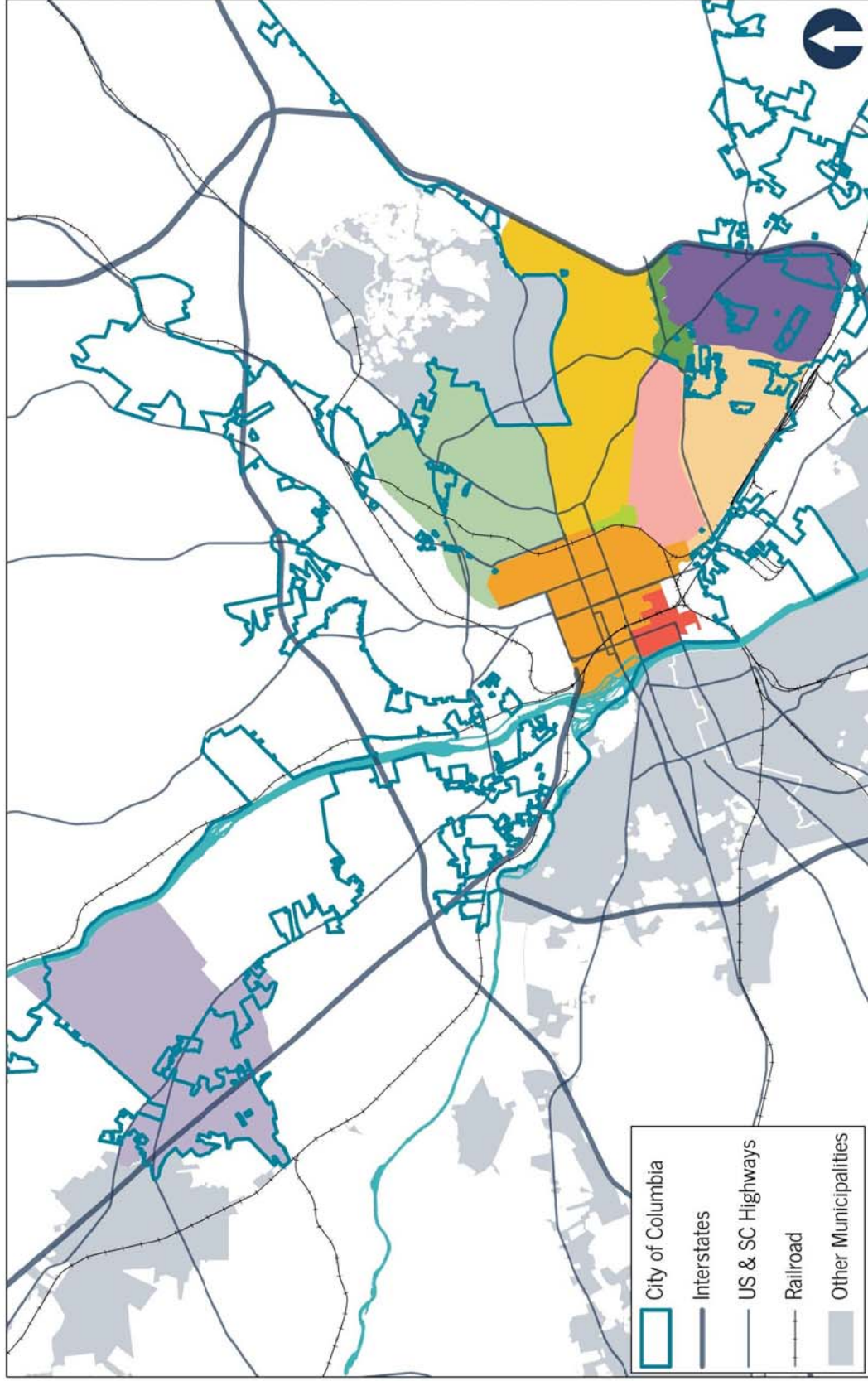
Adopted Area Plans

- City Center Master Plan (1999)
- Columbia Owens Master Plan (2002)
- A Plan for the Redevelopment of East Central City (2004)
- Villages of North Columbia (2005)
- Five Points Master Plan (2006)
- Lower Waverly Catalyst Redevelopment Plan (2006)
- Innovista Master Plan (2007)
- Rosewood Corridor & Neighborhood Plan (2012)
- Devine St. / Ft. Jackson Commercial Node Plan (2014)
- Capital City Mill District Area & Corridor Master Plan (2017)
- South Main Capital District Plan (2017)
- Walkable 29203 Pedestrian Master Plan (2017)
- West Gervais District Plan (2017)
- Eau Claire Historic Resources Survey (2018)

- City of Columbia
- Other Municipalities
- Waterbodies
- Interstates
- US & SC Highways
- Railroad



Future Planning Areas



- Devine Street / Fort Jackson Commercial Node
- Downtown Area
- Five Points
- Hampton Area
- Harbison Area
- Innovista Area
- South Beltline / North Devine Area
- North Beltline Area
- Rosewood Area
- South Devine

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