



Memorandum

TO: All Members of the CMCOG Transportation Subcommittee

FROM: Paul Livingston, Chairperson

DATE: January 4, 2024

SUBJECT: **Next Meeting: January 11, 2024**

Please be advised that the business of the CMCOG Transportation Subcommittee will be conducted on **Thursday, January 11th, at 12:00 p.m.** in the CMCOG Virtual Conference Room. 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.

Please be advised that in order for the Subcommittee to conduct business, a quorum of three (3) out of the six (6) local governments or appointed members must be present. Delays in conducting business may result in delays to 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 time, dedication, and service as I look forward to seeing each of you on **January 11th**.

Enclosures

AGENDA

TRANSPORTATION SUBCOMMITTEE

THURSDAY, JANUARY 11, 2024

MEETING TIME: 12:00 PM TO 1:00 PM

https://us06web.zoom.us/j/88522950527?pwd=I05L8TETW5caESZwiOKM6hTaMVPxoJ.1

Meeting ID: 885 2295 0527 ♦ Passcode: 655268 ♦ Dial-In Number (646) 558 8656

OVERALL AGENDA

1. Welcome, Introductions, and Call to Order..... Paul Livingston

2. Invocation.....Open

3. Determination of a Quorum Entire Group

ACTION

→ 4. Approval of the November 30, 2023 Meeting Minutes Entire Group (Enclosure 1)

ACTION

→ 5. 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

→ 6. 2020 – 2027 TIP Amendment – West Main Street ImprovementR. 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 2)

ACTION

→ 7. 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 3)

ACTION

→ 8. 2024 & 2025 UPWP Amendment – Intersection EvaluationsR. 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 4)

9. Old/New Business.....R. Simmons

10. Public Comments Open

11. Adjourn..... Paul Livingston

MEETING SUMMARY

Transportation Subcommittee

November 30, 2023

<u>Organization</u>	<u>Members Present</u>	<u>Others Attending</u>
Richland County:	Paul Livingston (Chair)	
Lexington County:	Charli Wessinger Todd Cullum	
City of Cayce:	Elise Partin	
ABLESC	Brittany Terry	
CMRTA:		Michelle Ransom
SCDOT:		Melissa Edmonds Joey McIntyre Darren Ledbetter Christina Lewis
CMCOG Staff:		Reginald Simmons Britt Poole Roland Bart

1. Welcome, Introductions, and Call to Order

Paul Livingston welcomed everyone and called the meeting to order at 12:04 p.m.

2. Invocation

Britt Poole gave the invocation.

3. Determination of a Quorum

It was determined that a quorum was present.

4. Approval of the October 12, 2023, Meeting Minutes

A motion was made by Todd Cullum to approve the minutes of October 12, 2023. The motion was seconded by Paul Livingston. All were in favor and the minutes were approved.

5. 2045 LRTP Amendment – Regional Transportation Operations

Reginald Simmons requested a recommendation of approval to amend the 2045 LRTP to add the COATS MPO 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 Todd Cullum to amend the 2045 LRTP to add the COATS MPO Regional Transportation Operations and Technology Strategic Planning Program. The motion was seconded by Paul Livingston. All were in favor and the motion was approved.

6. 2020 – 2027 TIP Amendment – Columbia Traffic Signals Study

Reginald Simmons requested a recommendation of approval to amend the 2020 – 2027 TIP to add \$300,000 in guideshare funds for the Columbia Traffic Signal Study. This request will also amend the 2045 Long Range Transportation Plan and the 2024 & 2025 Unified Planning Work Program. 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, CMCOG member governments, and the COMET, the Central Midlands Council of Governments will perform a Columbia Traffic Signal Study to enhance safety, reduce congestion, and 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 throughout the City of Columbia.

At this time there was a discussion.

MOTION, approved

At this time a motion was made by Todd Cullum to amend the 2020 – 2027 TIP to add \$300,000 in guideshare funds for the Columbia Traffic Signal Study. This request will also amend the 2045 Long Range Transportation Plan and the 2024 & 2025 Unified Planning Work Program. The motion was seconded by Charli Wessinger. All were in favor and the motion was approved.

7. 2020 – 2027 TIP Amendment – West Main Street Improvement

Reginald Simmons 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. 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.

There was a brief discussion.

MOTION, approved

At this time a motion was made by Todd Cullum 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 motion was seconded by Charli Wessinger. All were in favor and the motion was approved.

8. 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 US 1 Corridor Feasibility Study, Corley Mill Road/Andrew Corley Road Corridor Feasibility Study, Regional Bike and Pedestrian Master Plan, and the SC 6/SC 60 Corridor Feasibility Study.

9. Old/New Business

There were none.

10. Public Comments

There were none.

11. Adjourn

The meeting was adjourned at 12:40 p.m.



Memorandum

TO: All Members of the CMCOG **Transportation Subcommittee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: January 4, 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

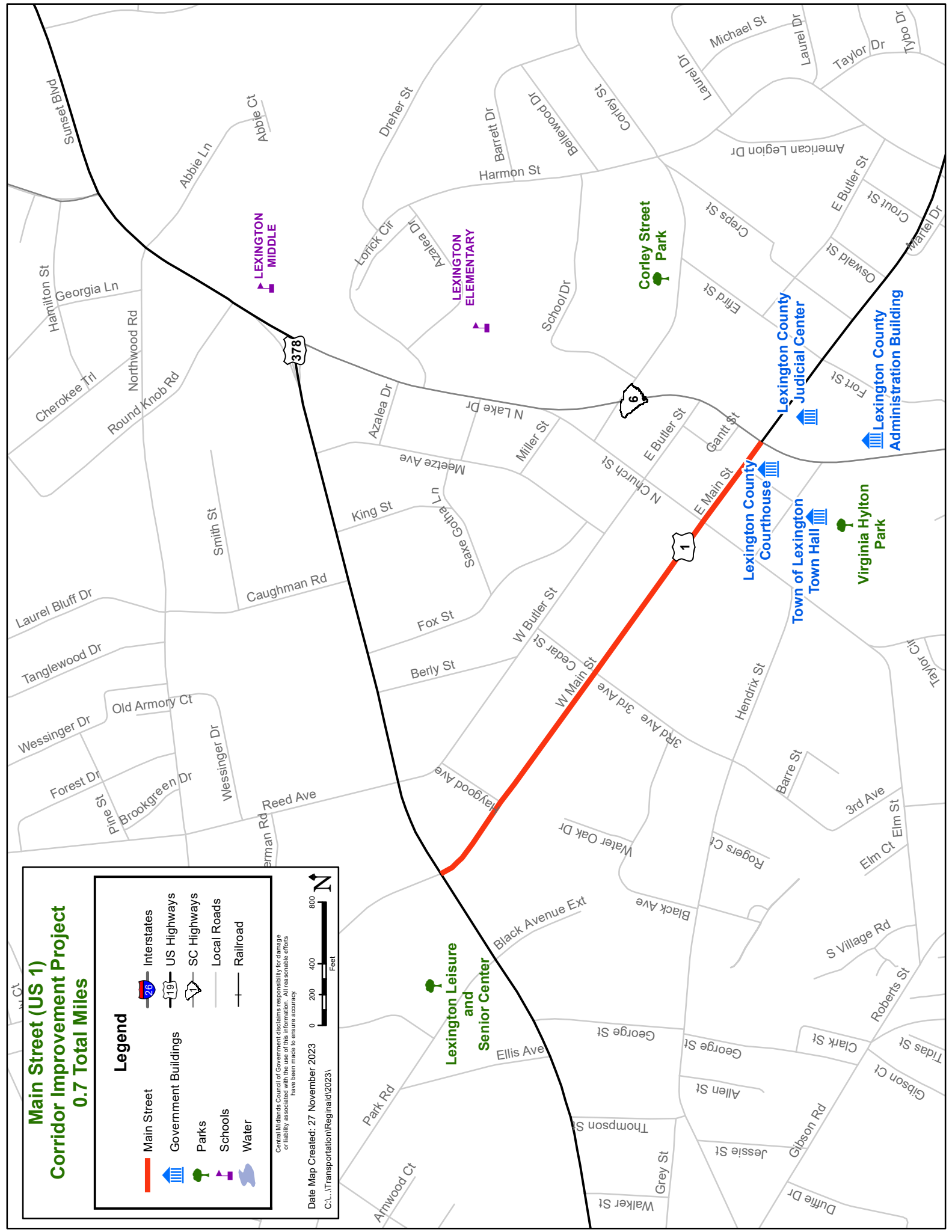
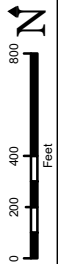
Main Street (US 1) Corridor Improvement Project 0.7 Total Miles

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 11, 2024
TO: Transportation Subcommittee
FROM: Reginald Simmons, Deputy Executive Director/Transportation Director
SUBJECT: 2024 - 2033 Transportation Improvement Program ([Available for downloading at www.centralmidlands.org](http://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 **Transportation Subcommittee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: January 4, 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
--------------------	------------

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:

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	