



Memorandum

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

FROM: Paul Livingston, Chairperson

DATE: September 7, 2023

SUBJECT: **Next Meeting: September 14, 2023**

Please be advised that the business of the CMCOG Transportation Subcommittee will be conducted on **Thursday, September 14th, 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 **September 14th**.

Enclosures

AGENDA

TRANSPORTATION SUBCOMMITTEE

THURSDAY, SEPTEMBER 14, 2023

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

https://us06web.zoom.us/j/84716854475?pwd=RXB6cTVnQTdQanZsSVhmYU5vY3J0QT09

Meeting ID: 847 1685 4475 ♦ Passcode: 200976 ♦ 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 June 8, 2023 Meeting Minutes Entire Group (Enclosure 1)

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. 2045 LRTP Amendment – Setting the Safety Performance Measures..SCDOT
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 on 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 2)

ACTION

→ 7. 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 3)

8. Update on Transportation Planning Projects..... R. Simmons
CMCOG staff will provide an update on transportation planning projects in the COATS MPO Area. Updates on the Riverbanks Land Use and Transportation Plan, US 1 Corridor Feasibility Study, and Blythewood Road Feasibility Study.

9. Old/New Business R. Simmons
a. Discussion of the Transportation Subcommittee Membership (Enclosure 4)

10. Public Comments..... Open

11. Adjourn Paul Livingston

MEETING SUMMARY

Transportation Subcommittee

August 10, 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	
City of Columbia		Dana Higgins
CMRTA:		Michelle Ransom
SCDOT:		Diane Lackey Jim Walden Joey McIntyre Darren Ledbetter Samatha Carr Guillermo Espinosa Christina Lewis Siddiqui Chowdhury David Gray
Kimley-Horn		Joe Robertson Jonathan Guy
FHWA:		Shantrise Harris
CMCOG Staff:		Reginald Simmons
Guest:		Roland Bart

1. Welcome, Introductions, and Call to Order

Paul Livingston welcomed everyone and called the meeting to order at 12:15 p.m.

2. Invocation

Reginald Simmons gave the invocation.

3. Determination of a Quorum

It was determined that a quorum was present.

4. Approval of the June 8, 2023, Meeting Minutes

A motion was made by Charli Wessinger to approve the minutes of June 8, 2023. The motion was seconded Brittany Terry. All were in favor and the minutes were approved.

5. 2020 – 2027 TIP Amendment – Assembly Street Railroad Project

Reginald Simmons requested approval to amend the 2020 – 2027 Transportation Improvement Program to add \$40 million in non-guideshare funds to the Assembly Street Railroad Project. Dana Higgins of the City of Columbia provided an overview of the project. The City of Columbia is working in partnership with the South Carolina Department of Transportation to bring the Assembly Street Railroad Separation Project to design and construction. The CMCOG/COATS MPO 2045 Long Range Transportation Plan proposes a railroad bridge over Assembly Street near Whaley Street which would remove five grade crossings. The comprehensive Assembly Street project will eliminate 15 grade crossings. Currently, funding totals \$40 million via Federal, State and City funds. The City is requesting this project be placed in the 2020 – 2027 TIP in order to continue their development efforts and strengthen their ability to build a more robust funding package. Their financial breakdown and project components are listed below:

The current funding package is as follows:

- \$5 million - Repurposed Assembly Street Railroad Consolidation ISTEA Authorization 1991, 2003 Appropriations Act, 2004 Appropriations Act and 2006 Appropriations Act.
- \$5 million - City of Columbia
- \$30 million - South Carolina Department of Commerce

The city is requesting for this project to be included in the 2020 – 2027 TIP with funding for the following phases:

- PE – 2023 – \$5 million
- PE – 2024 – \$18 million
- ROW – 2024 – \$17 million

Preliminary engineering has already begun through the repurposed earmarks. The environmental analysis is currently being conducted with a Finding of No Significant Impact expected by spring of 2024.

MOTION, approved

At this time, a motion was made by Todd Cullum to amend the 2020 – 2027 Transportation Improvement Program to add \$40 million in non-guideshare funds to the Assembly Street Railroad Project. The motion was seconded by Charli Wessinger. All were in favor and the motion was approved.

6. Update on the Columbia East Traffic Improvement Area Plan

Joe Robertson of Kimley-Horn provided an overview of the Columbia East Traffic Improvement Area Plan. The Columbia East Traffic Improvement Area Plan will develop a comprehensive land use and transportation plan to accommodate existing and future development in the southeastern portion of the City of Columbia generally located around the Garners Ferry Road at I-77 interchange area. The Plan will evaluate existing land uses and potential transportation alternatives to address the long-term, multimodal transportation improvements required to accommodate a potentially significant level of development within and adjacent to the Project area.

The study area encompasses nearly 11,000 acres in southeast Columbia and Richland County. The primary focus of this transportation study is the Garners Ferry Road (US 76) corridor from Fort Jackson Boulevard to Trotter Road.

This area has experienced rapid growth in recent years including residential, commercial, industrial, and institutional uses. However, portions of the corridor remain undeveloped, and some land uses are changing.

The roadway serves as Columbia’s southeast gateway and provides access to I-77, the VA Hospital, the USC School of Medicine, and Fort Jackson.

The study’s main goal is to identify cost-effective transportation solutions that support and encourage compact, pedestrian-friendly, and mixed-use development.

This study will guide CMCOG and local efforts to address present and future development along the corridor. High priority projects will be recommended to address driver, cyclist, and pedestrian safety as well as traffic congestion.

Mr. Robertson noted that the study’s first public workshop will be held from 5 p.m. to 7 p.m. on August 29th at the Richland Library Southeast.

A brief discussion took place.

This item was received as information.

7. Update on SCDOT Managed Transportation Planning Projects.

SCDOT staff provided an overview of current transportation planning projects that are being managed by SCDOT. Those projects include the Regional Bike and Pedestrian Master Plan, the Regional Congestion Management Process update, and the US 76/176 Corridor Improvement Feasibility Study.

Regional Bike and Pedestrian Master Plan

- Project scope has been developed.
- Project contractor has been selected.
- Project details are being reviewed by SCDOT.

Regional Congestion Management Process Update

- Kimley Horn has been selected as the contractor.
- Notice to proceed has been provided.
- Project kick-off meeting has been held.

US 76/176 Corridor Improvement Feasibility Study

- WSP has been selected as the contractor.
- Project scope of being developed.
- Project is in both the urban and rural study areas.

This item was received as information.

8. Old/New Business

- Mr. Simmons presented the fiscal year 2024 & 2025 meeting dates.

9. Public Comments

There were none.

10. Adjourn

The meeting was adjourned at 1:05 p.m.



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, 2022, 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)

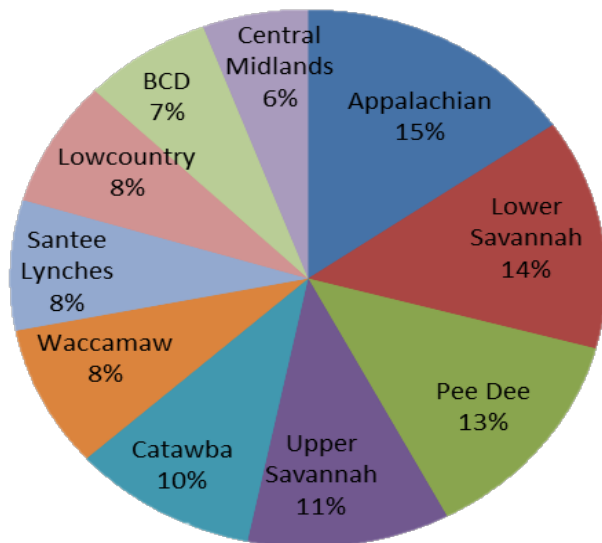
Study Area	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
Appalachian	68.0	2.156	175.0	5.548	17.6
BCD	41.8	2.332	68.6	3.827	9.4
Catawba	45.8	2.442	113.8	6.067	10.2
Central Midlands	34.8	1.829	56.0	2.943	7.4
Lowcountry	44.6	2.152	75.8	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

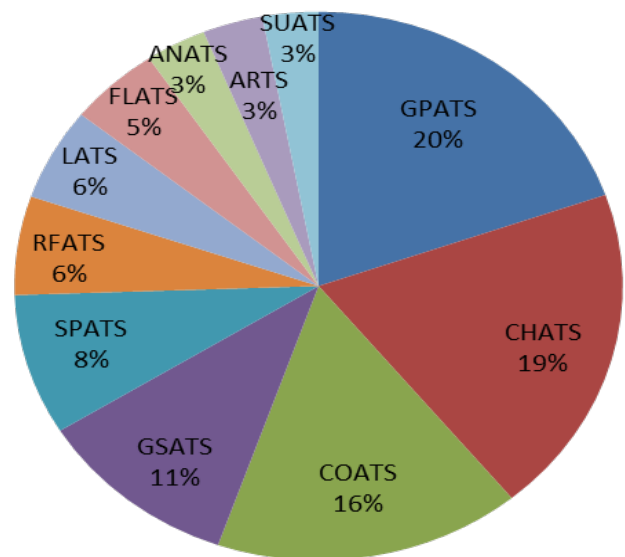
*Per 100 million vehicle miles traveled

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 December 14, 2023.

Will Brennan, Chairman
Central Midlands Council of Governments

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

Witness

Witness

Composition of the Transportation Subcommittee

- ◎ **Three** (3) **Representatives from City of Columbia**
 - Will Brennan
 - Vacant
 - Vacant

- ◎ **Three** (3) **Representatives from Lexington County**
 - Todd Cullum
 - Charli Wessinger
 - Elise Partin

- ◎ **Three** (3) **Representatives from Richland County**
 - Paul Livingston
 - Yvonne McBride
 - Vacant

- ◎ **One** (1) **Representative for the five small local member governments in Lexington County (Springdale, Cayce, Lexington, West Columbia, Irmo)**
 - Steve MacDougall

- ◎ **One** (1) **Representative of the Fixed Route Transit Service (CMRTA or designee)**
 - Jackie Bowers

- ◎ **One** (1) **Representative of the Disabled Community (Advocacy group designee)**
 - Brittany Terry

Staff will review the current membership of the Transportation Subcommittee and the process of updating this membership.