



# *CMCOG Meeting Notice*

**Thursday, March 28, 2024 ♦ 12:00 P.M.**

**Midlands Technical College – Harbison Campus (in person)**

**7300 College Street, Irmo, SC 29063**

**Continuing Education Center, Room 113 and Zoom Meeting (Virtual)**

**<https://us02web.zoom.us/j/89619091647?pwd=R1pNbDhEejlwMININ1Z5UmQxMnJFUT09>**

**Meeting ID: 896 1909 1647 ♦ Passcode: 577378 ♦ Dial-In Number (929) 205-6099**

**DATE: March 21, 2024**

**TO: CMCOG Board of Directors**

**FROM: Will Brennan, CMCOG Board Chair**

**SUBJECT: CMCOG Board Meeting – March 28, 2024 at 12:00 P.M.**

---

Please be advised that the next meeting of the Central Midlands Council of Governments Board of Directors will be held on **Thursday, March 28, 2024 at Midlands Technical College Harbison Campus, Continuing Education Center, Room 113. See attached map of the campus for additional information.**

The meeting will start promptly at 12:00 P.M., so please arrive on time. We need a quorum to conduct business, so it is very important for you to plan to attend each meeting. The meeting packet has been mailed and emailed to you.

I thank you for your time and service to the Central Midlands Council of Governments.

Enclosures

# BUILDING LOCATION MAP HARBISON CAMPUS

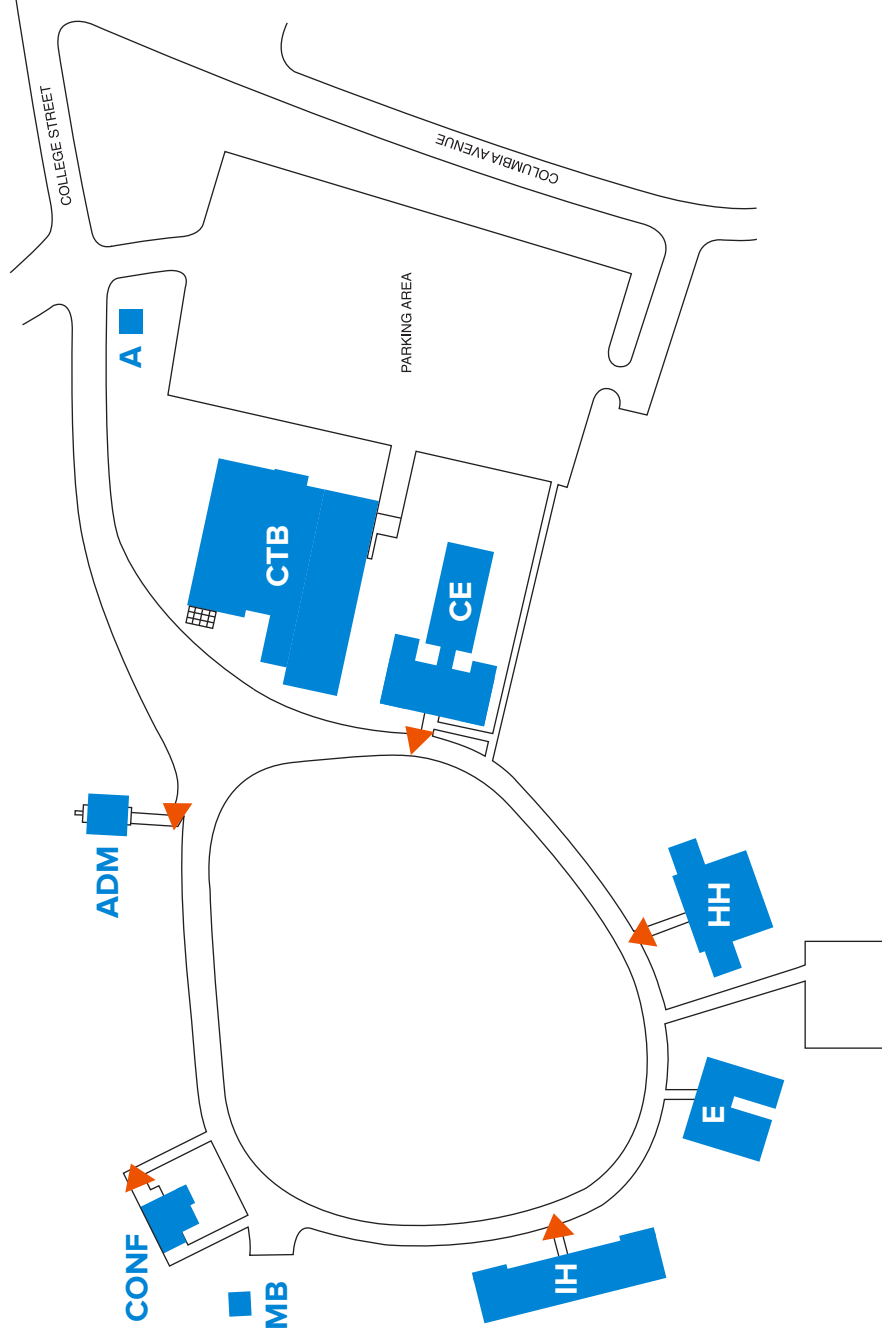


7300 College Street  
Irmo, SC 29063

## Building Legend Harbison Campus

- A - Guard Station
- ADM - Administration
- CONF - Conference Center
- IH - Irmo Hall
- E - Storage
- HH - Harbison Hall
- CE - Continuing Education Center
- MB - Maintenance Building
- CTB - Classroom and Theatre Building

▲ Curb access ramps for students with disabilities





**Board of Directors' Meeting**

**Thursday, March 28, 2024 ♦ 12:00 p.m.**

**Midlands Technical College – Harbison Campus (in person)**

**7300 College Street, Irmo, SC 29063**

**Continuing Education Center, Room 113 and Zoom Meeting (Virtual)**

**<https://us02web.zoom.us/j/89619091647?pwd=R1pNbDhEejlwMININ1Z5UmQxMnJFUT09>**

**Meeting ID: 896 1909 1647 ♦ Passcode: 577378 ♦ Dial-In Number (929) 205-6099**

**OVERALL AGENDA**

|  |   |                            |
|--|---|----------------------------|
| ACTION   | <b>A. <u>Call to Order and Introductions</u></b>  | <b>Will Brennan, Chair</b> |
|  | 1. Determination of a Quorum  |                            |
|  | 2. Approve Order and Contents of the Overall Agenda   |                            |
|  | 3. Invocation   |                            |
|  | 4. Introduction of New Board Members & Guests   |                            |
|  | 5. Chairman's Introduction  | <b>Will Brennan</b>        |
|  | Good News from CMCOG – Around the Region  | <b>Will Brennan</b>        |
|  | <b>B. <u>Consent Agenda</u></b>   |                            |
|  | 1. Approval of the February 22, 2024 Board Meeting Minutes ( <i>Enclosure 1</i> )               |                            |
|  | 2. *2024 & 2025 UPWP Amendment – Intersection Control Evaluation Process ( <i>Enclosure 2</i> ) |                            |
| 3. 2024 & 2025 RPWP Amendment – Intersection Control Evaluation Process ( <i>Enclosure 3</i> )               |   |                            |
| <b>C. <u>Regular Agenda</u></b>  |   |                            |
| 1. Monthly Financial Status Report (January 2024) ( <i>Enclosure 4</i> )                                     | <b>Melissa Labbe</b>  |                            |
| 2. Briefing on Financial and Compliance Report for FY 2023 ( <i>Enclosure 5</i> ) ( <i>Will send later</i> ) | <b>Melissa Labbe</b>  |                            |
| 3. *Congestion Management Plan – Interchange Improvements ( <i>Enclosure 6</i> )                             | <b>Reginald Simmons</b>   |                            |
| 4. *2024 & 2025 UPWP Amendment – Forest Acres Intersections ( <i>Enclosure 7</i> )                           | <b>Reginald Simmons</b>   |                            |
| INFORMATION  | <b>D. <u>Announcements / Committee or Staff Reports / Correspondences</u></b>                   |                            |
|  | 1. CMCOG Committee Reports  | <b>Britt Poole</b>         |
|  | 2. Executive Director's Report  | <b>Britt Poole</b>         |
|  | <b>E. <u>Old/New Business</u></b>   |                            |
|  | <b>F. <u>Other Business</u></b>   |                            |
|  | <b>G. <u>Adjourn</u></b>  |                            |

**REMINDER: The next CMCOG Board Meeting will be held on [Thursday, April 25, 2024](#)**

**Note: Full Agenda packets can be found on the CMCOG website at [www.cmco.org](http://www.cmco.org).**

\*Denotes item is a Metropolitan Planning Organization (MPO) Urbanized Area Request



**Board of Directors' Meeting of the  
Central Midlands Council of Governments  
Thursday, February 22, 2024 ♦ 11:00 a.m. ♦ Midlands Technical College  
Harbison Campus – 7300 College Street, Irmo, SC 29063  
Continuing Education Center, Room 113 and via Zoom (Virtual)  
Meeting ID: 895 7635 8709 ♦ Passcode: 536808 ♦ Dial-In Number: (929) 205-6099**

---

**Board Members Present:**

Will Brennan, **CHAIR**, Columbia City Council  
Rep. Annie McDaniel, **Vice-Chair**, Fairfield County  
Leg. Del.  
Vina Abrams, Newberry  
Tyler Bailey, Columbia City Council  
David Bouknight, Batesburg-Leesville  
Greg Brewer, Lexington County  
Larry Brigham, Batesburg-Leesville  
Kimberley Brown, Richland County  
David Busby, Town of Pine Ridge  
Todd Carnes, Town of Lexington  
John Carrigg, Lexington County  
Brian Carter, City of West Columbia  
Vivian Clark, City of Columbia  
Rebecca Connally, Lexington County  
Todd Cullum, Lexington County Council  
William "Bill" Danielson, Town of Irmo  
Clyde "Chuck" Fallaw, III, Richland County Council  
Clarence Gilbert, Fairfield County Council  
T. Wayne Gilbert, Richland County  
Haskell Kibler, Forest Acres City Council  
Robert Liming, City of Columbia  
Paul Livingston, Richland County  
Walton McLeod, Newberry County  
John McMeekin, Mayor, Town of Winnsboro  
Stephanie O'Cain, Richland County  
Maurice Pearl, The COMET  
William Simon, Richland County  
Charli Wessinger, Lexington County  
Rep. Joseph White, Newberry House of Rep.

**Staff Members Present:**

Britt Poole, Executive Director  
Fretoria Addison, LTC Ombudsman Volunteer  
Coordinator/Information Support Specialist  
Tammy Beagan, Director, Workforce Development  
Shelia Bell-Ford, Asst. Area Agency on Aging Director  
Aleigha Chee-you, Ombudsman Program Assistant  
Anna Harmon, Director, Area Agency on Aging  
Jason Kent, GIS Manager  
Melissa Labbe, Finance Director  
Kelly Roberson, Executive Assistant to the Boards  
Reginald Simmons, Deputy Director/Transportation  
Director  
Ed "Rocky" Simmons, Community/Economic  
Development Planner  
Gregory Sprouse, Director, Research & Planning  
Lilnora White, HR Manager

**Guests:**

Nicolle Burroughs, Town of Chapin  
Bill Davis, RC Utilities  
Courtney Dennis, Town of Irmo  
Tracy Hegler, City of Cayce  
Bill Jordan, AECOM  
Darren Ledbetter, SCDOT  
Joey McIntyre, SCDOT  
Michelle Ransom, The Comet  
Joey Riddle, AECOM  
Jim Walden, SCDOT

**Advisors:**

Will Dillard, Belser Law Firm  
Ron Rhames, Midlands Technical College

**A1. CALL TO ORDER AND INTRODUCTIONS**

Chairman Will Brennan called the meeting to order at 12:02 a.m. on February 22, 2024.

**A2. APPROVE ORDER AND CONTENTS OF THE OVERALL AGENDA**

Chairman Brennan stated that a quorum was present at the time the meeting was called to order.

**MOTION, *approved***

**Walton McLeod moved for approval, seconded by Paul Livingston to approve the Order and Contents of the Overall Agenda. The motion was approved.**

**A3. INVOCATION**

The invocation was given by Mayor, John McMeekin.

**A4. INTRODUCTION OF NEW BOARD MEMBERS & GUESTS**

Chairman Brennan introduced two new board members:

- Tyler Bailey, Councilman, City of Columbia
- Todd Carnes, Councilman, Town of Lexington

Chairman Brennan welcomed and introduced our guests for today's meeting.

**A5. CHAIRMAN'S INTRODUCTION**

Chairman Brennan presented Good News from CMCOG-Around the Region.

- President Biden announced 600 permanent jobs that are coming to South Carolina as part of the Inflation Reduction Act.
- The Cayce Museum Black History Exhibit spotlights African American Legends of Cayce.
- On Tuesday January 31<sup>st</sup>, Fairfield County Council held a ribbon cutting ceremony for their new Ridgeway Recreation Center.
- The inaugural Newberry Jigsaw Puzzle Competition was held on January 26<sup>th</sup>. The team Planet Fit This won the title of Newberry County Puzzle Master.
- A new development project known as The Station at Congaree Pointe is expected to revitalize the Bluff/Atlas Road areas and enhance one of the main passageways into the City of Columbia.
- The RE/MAX Advantage Group and the Richland County Sheriff's Department teamed up to collect 100 fans to help those persons of need in the community.

**B. CONSENT AGENDA**

**B1.** Approval of the January 25, 2024 Executive Committee Minutes  
*(correction made: Greg Brewer is from Lexington County not the Town of Lexington)*

**B2.** FY 2023-2033 COATS MPO Transportation Improvement Program (TIP)

- B3. FY 2023-2033 CMCOG RPO Transportation Improvement Program (RTIP)
- B4. 2045 LRTP Amendment – Regional Transportation Operations
- B5. 2020-2027 TIP Amendment – Columbia Traffic Signals Study

**MOTION, approved**

**Robert Liming moved for approval, seconded by Clarence Gilbert to approve the Consent Agenda. The motion was approved.**

**C. REGULAR AGENDA**

**C1. Monthly Financial Status Report (December 2023)**

Missi Labbi gave presentation regarding the Monthly Financial Status Report (December 2023).

A brief discussion took place.

**MOTION, approved**

**Robert Liming moved for approval, seconded by David Bouknight to accept the Monthly Financial Status Report (December 2023) as information only. The motion was approved.**

**C2. 208 Plan Amendment: Richland County-Eastover WWTP Expansion**

Gregory Sprouse introduced a 208 plan amendment request to expand the Richland County Utilities-Eastover Wastewater Treatment Plant from 1.2 MGD to 2.5 MGD. The Richland County-Eastover WWTP discharges into the Wateree River and provides treatment service for Southeast Richland County and the Town of Eastover. The 208 Plan for the Central Midlands Region requires a major plan amendment for the expansion of existing WWTPs that will be expanded by at least 50% of their current design capacity. The CMCOG Environmental Planning Advisory Committee (EPAC) recommended approval of the 208 Plan amendment at their January 17, 2024 meeting. As part of the recommendation, EPAC requested clarification from DHEC on Richland County’s proposed phosphorous sharing agreement between their two WWTPs. DHEC provided the requested clarification.

Mayor McMeekin commended Mr. Sprouse on his handling of the delicate topic at the EPAC meeting.

**MOTION, approved**

**Mayor John McMeekin moved for approval, seconded by Paul Livingston to approve the 208 Plan Amendment: Richland County-Eastover WWTP Expansion. The motion was approved.**

## **D. ANNOUNCEMENTS/COMMITTEE OR STAFF REPORTS/CORRESPONDENCES**

### **D1. Transportation Project Updates**

Joey McIntyre of SCDOT provided an overview of the current active transportation projects within the COATS MPO and CMCOG Planning Areas. The project categories included:

- COATS/CMCOG Widening
- COATS/CMCOG Intersections
- COATS/CMCOG Interchange
- Bridge Replacement Projects
- Interstate Rehabilitation Projects
- Interstate Widening Projects

The status of preliminary engineering, right-of-way acquisition, and construction was presented for each project.

Mr. McIntyre also provided two web links for more information on active projects. They include the following:

- Pavement Program List for each county.  
[2023-24 Pavement Improvement Program \(scdot.org\)](https://www.scdot.org/business/pavement-program)
- SCDOT's Project Viewer will give an update on active projects.  
<https://www.scdot.org/business/projectviewer.aspx>

### **D2. Southeast Crescent Regional Commission**

Rocky Simmons provided an overview of the SCRC grant program and planning process. The Southeast Crescent Regional Commission (SCRC) is a federal-state partnership authorized in the 2008 Farm Bill to promote and encourage economic development in areas of Alabama, Georgia, Mississippi, North Carolina, South Carolina, Virginia, and all of Florida. SCRC invests in projects supporting basic infrastructure, business development, natural resources, and workforce/labor development.

As part of the SCRC Local Development District (LDD) Capacity Building Program, CMCOG will assist SCRC with outreach activities regarding SCRC grant opportunities for local governments, community development groups, the business community, and the public. In addition, the CMCOG will serve as a liaison between SCRC and State and local governments, nonprofit organizations (including community-based groups and educational institutions), the business community, and citizens, planning regional projects. The SCRC State Economic and Infrastructure (SEID) Grant Program consists of funding for public infrastructure projects, telecommunications, transportation, and projects to support basic health care, access to affordable housing, business, workforce development, resource conservation and preservation, tourism, and recreation.

A brief discussion took place and Mr. Simmons stated that he would let the Board members know when the grant application process starts again.

This was for information only and no action was taken.

**D3. CMCOG Committee Reports**

There were no CMCOG Committee Reports

**D4. Executive Director's Report**

Executive Director, Britt Poole updated the Board on events and projects:

**Area Agency on Aging**

- Attended Palmetto Senior Show and the City of Columbia Health and Information Fair.

**Research, Planning and Development**

- Co-hosted the Community Planning Charrette for the Riverbanks Community Mobility Plan with the Transportation Program.
- The SC Department of Commerce released their 2024 Community Development Block Grant Application guidelines.

**Transportation**

- A workshop will be held on March 1, 2024 to learn about a new Rural Project Program with the Transportation Infrastructure Bank of SC.

**Workforce**

- Highlighted the Benedict College Best Lives Center through Benedict College.
- The career exploration workshop series continues.
- VITA (Volunteer Income Tax Assistance) provides free tax preparation and filing for low income families.
- Collaborating with Midlands Technical College and the City of Columbia to create interest in heavy equipment operators and CDL divers to work within the street and solid waste divisions.

**Announcements**

- Executive Director, Britt Poole updated the Executive Board that the lease for the new AAA offices has been signed and they are scheduled to move in on April 6, 2024.

**E. OLD/NEW BUSINESS**

None.



F. **OTHER BUSINESS**

None.

G. **ADJOURN**

There being no further business, the meeting adjourned at 12:52 p.m.

**MOTION, *approved***

**Robert Liming moved for approval, seconded by Walton McLeod to adjourn the CMCOG Board of Directors' Meeting. The motion was approved.**

---

Britt Poole, Secretary-Treasurer

---

Will Brennan, Chairman



## Memorandum

---

**TO:** All Members of the CMCOG **Board of Directors**

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** January 18, 2024

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

---

### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests 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

|                    |            |
|--------------------|------------|
| <b>PROJECT NO:</b> | <b>3AA</b> |
|--------------------|------------|

|                       |  |
|-----------------------|--|
| <b>PROJECT TITLE:</b> | <b>Intersection Control Evaluation</b> |
|-----------------------|--|

**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.

| <b>Project Sponsor/<br/>Participating Agencies:</b>  | <b>Funding Sources:</b> |              |                       |  |
|--|-------------------------|--------------|-----------------------|--|
| <b>Sponsor:</b> COATS<br><br><b>Participating Agencies:</b> COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2024                 |              | FY 2025               |  |
|  | 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                 |  |



## Memorandum

---

**TO:** All Members of the CMCOG **Board of Directors**

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** January 18, 2024

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

---

### REQUESTED ACTION

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

### BACKGROUND

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

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

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

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

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

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

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

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

**ATTACHMENT**  
RPWP Page

|                    |           |
|--------------------|-----------|
| <b>PROJECT NO:</b> | <b>30</b> |
|--------------------|-----------|

|                       |  |
|-----------------------|--|
| <b>PROJECT TITLE:</b> | <b>Intersection Control Evaluation</b> |
|-----------------------|--|

**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 CMCOG will navigate either the SCDOT LPA and/or FTA Procurement Process prior to initiating any work that involves the hiring of a contractor or consultant\*

**END PRODUCT:**

An evaluation and assessment of intersection improvement projects identified in the 2045 LRTP. These assessments will determine future capital improvements.

| <b>Project Sponsor/<br/>Participating Agencies:</b>  | <b>Funding Sources:</b> |                    |                       |  |
|--|-------------------------|--------------------|-----------------------|--|
| <b>Sponsor:</b> CMCOG<br><br><b>Participating Agencies:</b> CMCOG, Other agencies as appropriate | FY 2024                 |                    | FY 2025               |  |
|  | FHWA/FTA Consolidated   | \$8,000.00         | FHWA/FTA Consolidated |  |
|  | FTA (Section 5307)      |                    | FTA (Section 5307)    |  |
|  | Local                   | \$2,000.00         | Local                 |  |
|  | <b>Total</b>            | <b>\$10,000.00</b> | <b>Total</b>          |  |

**Financial Statement-CMCOG**  
**January 31, 2024**

|  | <u>Approved<br/>Budget</u> | <u>Y-T-D<br/>Actual</u> | <u>Percent<br/>of Budget</u> |
|--|----------------------------|-------------------------|------------------------------|
| <b>Revenue</b>                         |                            |                         |                              |
| Local Revenue                          |                            |                         |                              |
| Member Governments                     | 668,772.00                 | 501,579.03              | 75%                          |
| State Aid                              | 125,102.00                 | 146,019.00              | 117%                         |
| Interest                               | 400.00                     | 271.77                  | 68%                          |
| Fringe Recovery                        | 1,822,838.00               | 682,964.54              | 37%                          |
| Indirect Cost Recovery                 | 740,303.00                 | 270,929.99              | 37%                          |
| Total Local Revenue                    | <u>3,357,415.00</u>        | <u>1,601,764.33</u>     | <u>48%</u>                   |
| Program Revenue                        |                            |                         |                              |
| Aging Planning & Administration        | 6,596,039.00               | 3,637,309.90            | 55%                          |
| Midlands Workforce Development Board   | 4,619,104.00               | 2,556,073.91            | 55%                          |
| Transportation                         | 2,772,547.00               | 385,799.32              | 14%                          |
| Regional Planning                      | 240,915.00                 | 30,421.78               | 13%                          |
| Community Development                  | 70,000.00                  | 135,681.98              | 194%                         |
| Economic Development Administration    | 333,360.00                 | 43,851.01               | 13%                          |
| Local Contracts                        | 41,000.00                  | 47,288.13               | 115%                         |
| Total Program Revenue                  | <u>14,672,965</u>          | <u>6,836,426.03</u>     | <u>47%</u>                   |
| Total Revenue                          | <u>18,030,380</u>          | <u>8,438,190.36</u>     | <u>47%</u>                   |
| <b>Expenses</b>                        |                            |                         |                              |
| Operating Expenses                     |                            |                         |                              |
| Personnel Costs                        | 4,277,199                  | 2,265,683.65            | 53%                          |
| Fringe and Indirect Cost Allocation    | 2,563,141                  | 953,894.53              | 37%                          |
| Operations and Maintenance             | 1,403,484                  | 570,097.13              | 41%                          |
| Employee Training & Development        | 82,390                     | 21,359.11               | 26%                          |
| Travel, Transportation & Board Expense | 85,419                     | 27,312.21               | 32%                          |
| Consultants and Contracts              | 8,715,582                  | 4,314,766.08            | 50%                          |
| Capital Outlays                        | 119,000                    | 7,750.00                | 7%                           |
| Transfer To/(From) Other Programs      | 624,509                    | 30,139.09               | 25%                          |
| Total Expenses                         | <u>17,870,724</u>          | <u>8,191,001.80</u>     | <u>46%</u>                   |
| <b>Revenue Over/(Under) Expenses</b>   | <u><u>247,188.56</u></u>   |                         |                              |





# COUNTY OF LEXINGTON

Lynn Sturkie  
County Administrator  
212 South Lake Drive  
Lexington, SC 29072  
(803) 785-8100  
Fax (803) 785-8101  
countyadministrator@lex-co.com

March 5, 2024

D. Britt Poole  
Executive Director  
Central Midlands Council of Governments  
236 Stoneridge Drive  
Columbia, SC 29210

RE: Interchange Improvement Program

Dear Britt:

The purpose of this letter is to request the development of an interchange improvement program as part of the 2045 Long Range Transportation Plan (LRTP). Lexington County has experienced a tremendous amount of growth and development over the past 10 years. As part of that, we have seen our traffic volumes and congestion grow and our accessibility to the interstate reduced.

We have identified several areas where increased accessibility to the interstate would greatly reduce our overall traffic congestion. Locations such as Calks Ferry Road and Mineral Springs Road are critical corridors and should be considered as part of this request. We understand that the Central Midlands Council of Governments (CMCOG) is currently working on a study to evaluate these types of requests, and we support these efforts.

SCDOT currently has a prioritized list of interchange improvements, but no program to implement them. If our region takes this step, it will provide a tremendous opportunity to begin the discussion in addressing an important need to our transportation network. Including this program will be a value-added addition to our toolbox in our continuous efforts to reduce congestion and increase safety on our roadways.

Please let me know if you have any questions or need any additional information. I am happy to assist in any way to make sure this request is included in your 2045 LRTP.

Respectfully,

Lynn Sturkie  
County Administrator

cc: Reginald Simmons, Deputy Executive Director, CMCOG  
Brent Rewis, Deputy Secretary, SCDOT

|  |  |              |                       |  |
|--|--|--------------|-----------------------|--|
| <b>PROJECT NO:</b>   | <b>3Z</b>                                      |              |                       |  |
| <b>PROJECT TITLE:</b>  | <b>Interstate System Access Change Request</b> |              |                       |  |
| <b>OBJECTIVE:</b>  |  |              |                       |  |
| Providing on call technical support for the interstate system access change request.   |  |              |                       |  |
| <b>METHODOLOGY:</b>  |  |              |                       |  |
| <p>The purpose of this task to analyze and evaluate potential locations to determine the feasibility for future access to the interstate system.</p> <p>Provision of a change in access, particularly new access, should be considered in the context of statewide and local transportation and land use planning. The Interstate System typically serves as the backbone of the transportation network, and access to this facility can have significant impact on local and regional traffic circulation. The existing transportation planning activities provide a venue for coordination of stakeholders with divergent interests and concerns. Understanding the stakeholder interests and concerns is an important aspect of developing an informed decision about the merits of a change in access.</p> <p>Each Interstate System Access Change Request should include an analysis or confirmation of the project’s inclusion and consistency with the various transportation planning activities (long-range plan, TIP, air quality conformity plan). The planning for an Interstate access request should address the following as applicable to the proposal:</p> <ul style="list-style-type: none"> <li>• Stakeholder and Public Involvement</li> <li>• Operational and Safety Analysis</li> <li>• Access Management</li> <li>• Travel Demand Forecasts</li> <li>• Air Quality Conformity</li> <li>• Environmental Impacts Assessment</li> <li>• Transportation System Management Assessment</li> <li>• Transportation Demand Management Assessment</li> <li>• Financial Plan (when required for project phasing)</li> <li>• Determination of consistency with local, regional, and/or State land use and transportation plans</li> </ul> <p>The MPO will combine its efforts with the Council of Governments and SCDOT to evaluate potential interstate access requests throughout the CMCOG and COATS MPO planning areas.</p> |  |              |                       |  |
| <b>END PRODUCT:</b>  |  |              |                       |  |
| On Call Technical Support Services for the interstate system access change request.  |  |              |                       |  |
| <b>Project Sponsor/<br/>Participating Agencies:</b>  | <b>Funding Sources:</b>                        |              |                       |  |
| <b>Sponsor:</b> COATS<br><br><b>Participating Agencies:</b> COATS, CMCOG Member Governments, Other agencies as appropriate   | <b>FY 2024</b>                                 |              | <b>FY 2025</b>        |  |
|  | 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                 |  |



## Memorandum

---

**TO:** All Members of the CMCOG **Board of Directors**

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** March 21, 2024

**SUBJECT:** 2024 & 2025 UPWP Amendment – Forest Acres Intersections

---

### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2024 & 2025 to evaluate the Forest Acres through the Intersection Control Evaluation Process. A total of \$75K will identified for this project.

### BACKGROUND

The City of Forest Acres has requested a review of the Forest Drive corridor particularly at the intersections of Beltline Boulevard and Trenholm Road. Currently, Forest Drive is a five lane corridor located between Two Notch Road and I-77. It has an average AADT of 24,000 vehicles per day. It's a heavily developed commercial and residential corridor that continues grow. Currently, Richland Fashion Mall is being re-developed which could include a proposed \$100 million investment as part of their future plans.

CMCOG has been requested to review this corridor for access management, traffic calming measures, and pedestrian safety. We will work in coordination with SCDOT to explore existing measures being implemented such as the Carbon Reduction and Regional Mobility Programs, hold public meetings to received feedback and potentially engage a consultant to assist in developing recommendations for the jurisdictions to consider.

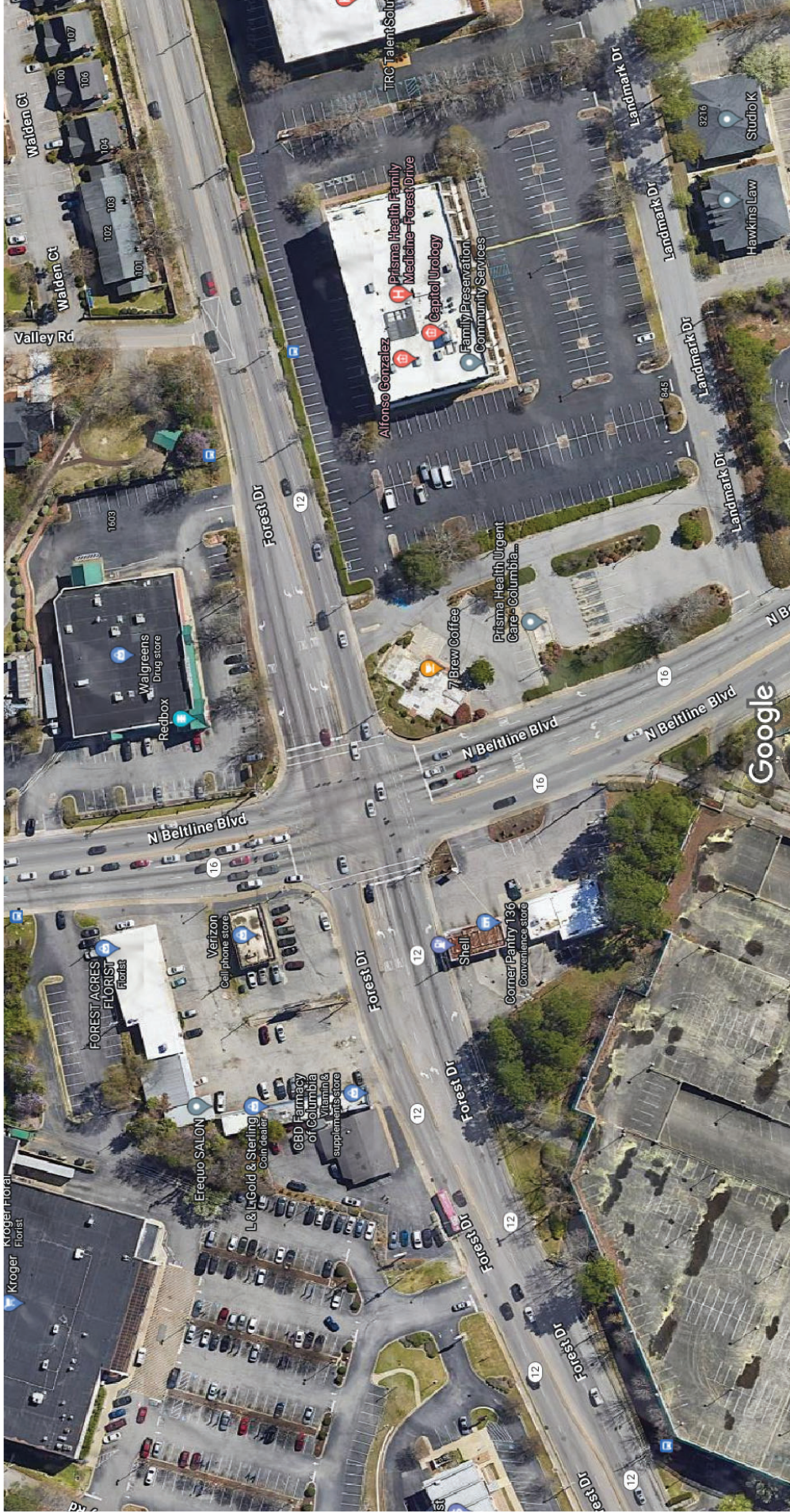
Staff requests to add this project to the 2024 & 2025 UPWP under the Intersection Control Access Program to begin this planning analysis.

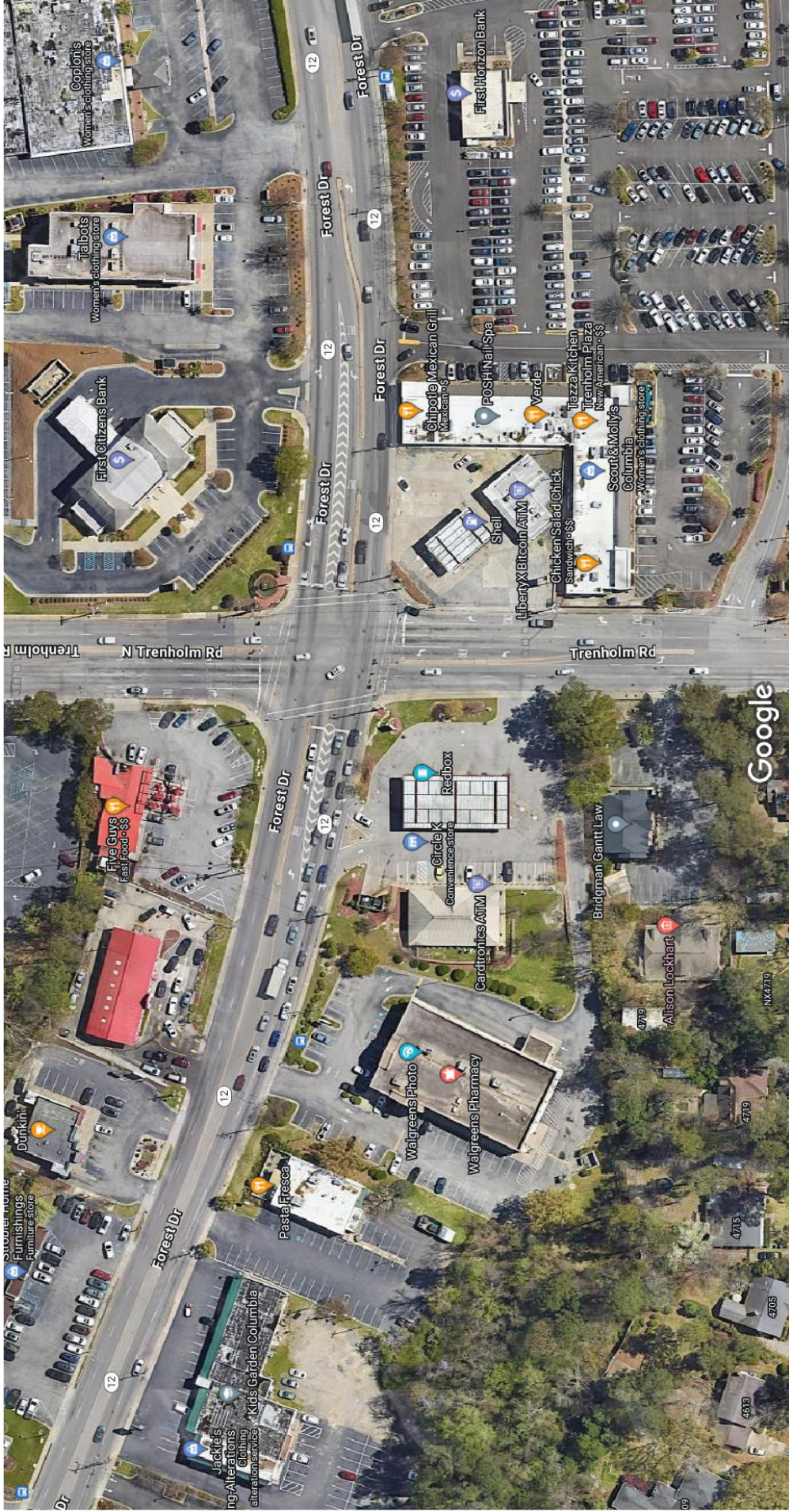
### ATTACHMENT

Accident Data  
Forest Drive and Beltline Blvd Map  
Forest Drive and Trenholm Road Map  
Richland Fashion Mall Article



|   |  |                         |                       |  |
|---|--|-------------------------|-----------------------|--|
| <b>PROJECT NO:</b>  | 3AA - 1  |                         |                       |  |
| <b>PROJECT TITLE:</b>   | Intersection Control Evaluation – Forest Drive |                         |                       |  |
| <b>OBJECTIVE:</b>   |  |                         |                       |  |
| To allow staff to utilize a procured consultant for specific engineering, planning, or other necessary services as needed in support of intersection improvement projects.  |  |                         |                       |  |
| <b>METHODOLOGY:</b>   |  |                         |                       |  |
| 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:   |  |                         |                       |  |
| <ul style="list-style-type: none"> <li>• Implementation of safer, more balanced, and more cost-effective solutions.</li> <li>• Consistent documentation that improves the transparency of transportation decisions.</li> <li>• Increased awareness of innovative intersection solutions and emphasis on objective performance metrics for consistent comparisons.</li> <li>• 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.</li> </ul> |  |                         |                       |  |
| Projects include:   |  |                         |                       |  |
| <ul style="list-style-type: none"> <li>• Forest Drive Intersections</li> </ul>  |  |                         |                       |  |
| A safety analysis, operational analysis, and multimodal considerations will also be conducted as part of this evaluation.   |  |                         |                       |  |
| This project may 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**   |  |                         |                       |  |
| <b>END PRODUCT:</b>   |  |                         |                       |  |
| An evaluation and assessment of intersections along the Forest Drive Corridor between Two Notch Road and I-77.  |  |                         |                       |  |
| <b>Project Sponsor/<br/>Participating Agencies:</b>   |  | <b>Funding Sources:</b> |                       |  |
| <b>Sponsor:</b> COATS<br><br><b>Participating Agencies:</b> COATS, CMCOG Member Governments, Other agencies as appropriate  | <b>FY 2024</b>                                 |                         | <b>FY 2025</b>        |  |
|   | FHWA/FTA Consolidated                          | \$60,000.00             | FHWA/FTA Consolidated |  |
|   | FTA (Section 5307)                             |                         | FTA (Section 5307)    |  |
|   | Local  | \$15,000.00             | Local                 |  |
|   | Total  | \$75,000.00             | Total                 |  |

Google Maps Forest Drive @ Beltline Blvd Intersection





- 
-  2
- 
- 
- 
- 

 **WACH Columbia** Follow 3.2K Followers 

## Richland Mall's demolition begins: Major move in Forest Acres' redevelopment

Story by Dejon Johnson | Joey Mattei • 11h • 2 min read



**L** Richland Mall's demolition begins: Major move in Forest Acres' redevelopment  
© Provided by WACH Columbia


A new chapter is officially underway on a longtime fixture in the midlands.

Demolition work has started on the Richland Fashion Mall to make way for a highly anticipated re-development plan in Forest Acres.

Wednesday morning when demolition crews took down the first piece of the iconic Richland Mall.

Paramount+

**The Chi New Episodes**

 Ad

The redevelopment crews are clearing the way for has been years in the making.

“This type of mall is just not going to survive in a community like this but what these guys are proposing, it’s really nice.” Said Frank Brunson, Former Forest Acres Mayor.

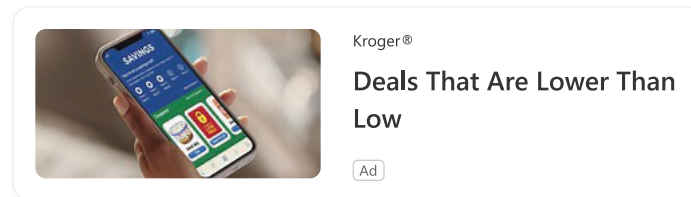
“I’ve been waiting for this day because I’m excited to see it go down and have a new facility there.” Said Sally St John, Forest Acres Resident

The new development at this site will include apartments, retail stores, restaurants, and even a park with an Amphitheater.

“Sort of an economic win for the area but it’s also just to create space for gathering as a community in a vibrancy which i think is amazing for our residents and i think they are excited about it.” Said Mayor of Forest Acres, Thomas Andrews.

The demolition work is expected to take up to a year.

The reason for the long timeline is due to environmental factors that would have been aggravated by an implosion here.



Instead, crews will have to take each section down piece by piece.

“I just sort of tell people to be patient, you know it’s going to go down for a year and we’re really using this year time to fine tune a couple things. Southeastern development, the developer is fine tuning their plans especially for phase one to bring them to the city in the next six months or so.” Said Mayor Andrews.

As the demolition crews continue their work here, developers want people to know that they will be bringing in water later this week to help limit the amount of dust that comes with the demolition.

Demolition on Richland Mall began on Wednesday morning at 10am.

Officials say it’s expected to take about a year to knock down and clear all 930,000 feet of concrete.

“

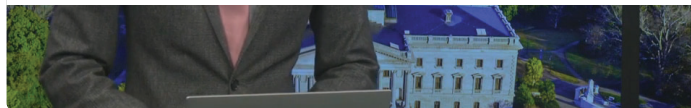
“Forest Drive and Beltline is a crossroads for the residents of Forest Acres and really for all of Richland County. And its redevelopment is a generational opportunity for Forest Acres. It will not only grow economic



development as well as the park Forest Acres is planning will create spaces for community and gathering," said Mayor Thomas Andrews. "The demolition of the mall is the first step toward the property's revitalization. As the mall begins to come down we remember with fondness the memories made here, but also look forward to the new memories that will be created here by a new generation of residents and visitors. We thank Southeastern Development for their commitment to Forest Acres. We also thank Richland County Council for their partnership in this project as well as Senator Mia McLeod and Representatives Beth Bernstein and Heather Bauer for their continuing support."

 WACH Columbia

Richland Mall's demolition begins: Major move in Forest Acres' redevelopment



### Sponsored Content

