



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 22, 2022

SUBJECT: **Next Meeting – March 29, 2022**

Please be advised that the business of the CMCOG Technical Committee will be conducted on **March 29th at 9:30 a.m.** Enclosed, please find an agenda and support materials for your review.

Please note that this meeting will be held virtually using a Zoom platform. Information on how to connect will be shared with you shortly.

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

If you have any questions or need any additional information, please do not hesitate to contact me at 803-744-5133 or by email at rsimmons@centralmidlands.org. I look forward to meeting with you on **March 29th**, please don't forget to mark your calendars!

Enclosures

AGENDA

TECHNICAL COMMITTEE

MEETING: TUESDAY, MARCH 29, 2022

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

VIRTUAL MEETING

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

ACTION

- 2. **2020 – 2027 TIP Amendment – Lower Saluda Greenway.....R. Simmons**
The purpose of the Lower Saluda Greenway, a proposed 10.5-mile multi-use paved path along the north side of the Lower Saluda River, is to increase safe access to nearby parks, trails, and destinations, aid in short-trip multimodal travel, and increase regional connectivity and unity between the Lexington and Irmo areas with the communities of Columbia, West Columbia, and Cayce. Staff will request approval to add \$1.5 million in non-federal funds to the 2020 – 2027 TIP. (Enclosure 1)

ACTION

- 3. **2020 – 2027 TIP Amendment – South Main Street.....R. Simmons**
CMCOG in partnership with the University of South Carolina, City of Columbia, the Comet, and the South Carolina Department of Transportation will develop and implement the South Main Street Streetscape Project. The S. Main Street project consists of streetscape improvements along 4 blocks of S. Main Street from the intersection of Blossom Street to the intersection of Pendleton Street. Staff will propose to amend the 2022 – 2027 TIP to add \$849,000 in TAP funds for the implementation of this project. (Enclosure 2)

ACTION

- 4. **2045 LRTP Amendment – Carolina Crossroads.....R. Simmons**
The Carolina Crossroads project is a \$1.7 billion state infrastructure project that will provide a safer, more modern interchange design for the state's top interstate "pinch point," commonly known as "Malfunction Junction." Staff will request to add this project to the 2045 LRTP. (Enclosure 3)

ACTION

- 5. **2020 – 2027 TIP Amendment - Transportation Alternatives Program.....R. Simmons**
The Transportation Alternatives Program (TAP) is a competitive grant program that uses federal transportation funds designated by Congress for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. Staff will propose to add the FY 2022 apportionment of \$1,783,466 to the 2020 – 2027 TIP and to increase the federal allocation cap to \$250,000 per project. (Enclosure 4)

6. **Overview of the 2022 & 2023 Unified Planning Work ProgramR. Simmons**
The 2022 & 2023 COATS Unified Planning Work Program (UPWP) is based on the COATS's 2045 Long-Range Transportation Plan, which was updated and approved by the Policy Committee on December 9, 2021. Emphasis has been placed on developing a program which can be reasonably accomplished with available staff and consultant resources, and which is consistent with the priorities of the COATS area. This 2022 & 2023 UPWP emphasizes activities that promote the implementation of the existing plan. (Enclosure 5)

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

8. **Public Comments Open**

9. **Adjourn..... R. Simmons**



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 29, 2022

SUBJECT: 2020 – 2027 TIP Amendment - Lower Saluda Greenway

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to amend the 2020 – 2027 TIP to add \$1.5 million in non-federal funding for the regionally significant Lower Saluda Greenway.

BACKGROUND

The purpose of the Lower Saluda Greenway, a proposed 10.5-mile multi-use paved path along the north side of the Lower Saluda River, is to increase safe access to nearby parks, trails, and destinations, aid in short-trip multimodal travel, and increase regional connectivity and unity between the Lexington and Irmo areas with the communities of Columbia, West Columbia, and Cayce.

Through high use of existing facilities and advocacy for additional facilities, the community has made it abundantly clear that connected, safe, and comfortable non-motorized transportation and recreational facilities are of paramount importance. The current active transportation network lacks connectivity between communities in Irmo and Lexington and those in Cayce, Columbia, and West Columbia, limiting non-motorized access to critical destinations and recreational amenities. Addressing this lack of connectivity will provide multimodal transportation choices, healthier lifestyles, access to the outdoors, a higher quality of life, and a more vibrant regional character.

ATTACHMENT

Lower Saluda Greenway Executive Summary

OVERVIEW

The Central Midlands Council of Governments (CMCOG) in cooperation with the Irmo Chapin Recreation Commission (ICRC) undertook the Lower Saluda Greenway Feasibility Study.

As the formal documentation of the Lower Saluda Greenway Feasibility Study, the Feasibility Report:

- Defines the greenway’s mission, purpose, and need;
- Identifies potential environmental, cultural, and social resources that should have direct access to the greenway;
- Determines natural features or social concerns that will become constraints for greenway construction;
- Informs, educates, and solicits input from the public about the greenway;
- Provides a detailed concept plan and recommended alignment for the greenway; and
- Provides cost estimates for implementing the project.

This Feasibility Report is part of the South Carolina Department of Transportation (SCDOT) Planning (PL) phase and must be approved by CMCOG, acting as the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) before the Preliminary Engineering (PE) phase can commence.

PURPOSE AND NEED

Purpose

The purpose of the Lower Saluda Greenway, a proposed 10.5-mile multi-use paved path along the north side of the Lower Saluda River, is to increase safe access to nearby parks, trails, and destinations, aid in short-trip multimodal travel, and increase regional connectivity and unity between the Lexington and Irmo areas with the communities of Columbia, West Columbia, and Cayce.

Need

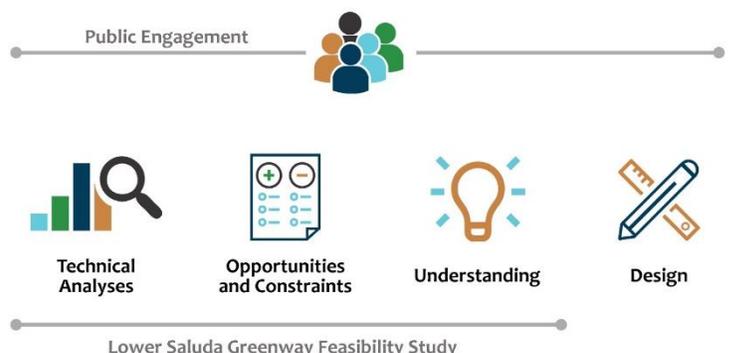
Through high use of existing facilities and advocacy for additional facilities, the community has made it abundantly clear that connected, safe, and comfortable non-motorized transportation and recreational facilities are of paramount importance. The current active transportation network lacks connectivity between communities in Irmo and Lexington and those in Cayce, Columbia, and West

PUBLIC ENGAGEMENT

Despite the COVID-19 pandemic, public participation was robust. Over 3,000 public interactions were achieved between all outreach activities. Strong support for the greenway was expressed throughout the study. The outreach activities conducted were guided by the *CMCOG Public Participation Plan* vision, goals, objectives, and techniques. In addition to the outreach activities shown below, a Project Advisory Committee (PAC) was established to guide the overall feasibility study development. The PAC was comprised by staff from CMCOG, ICRC, Town of Lexington, Town of Irmo, Lexington County, River Alliance, Saluda Shoals Park, Riverbanks Zoo and Botanical Garden, and SCDOT.

Informational Video Views	686
Survey Respondents	1,065
Interactive Map Visitors	266
Pop-up Participants	122
Stakeholder Participants	84
Summary Video Views	741
Final Comment Forms	101
TOTAL INTERACTIONS	3,065

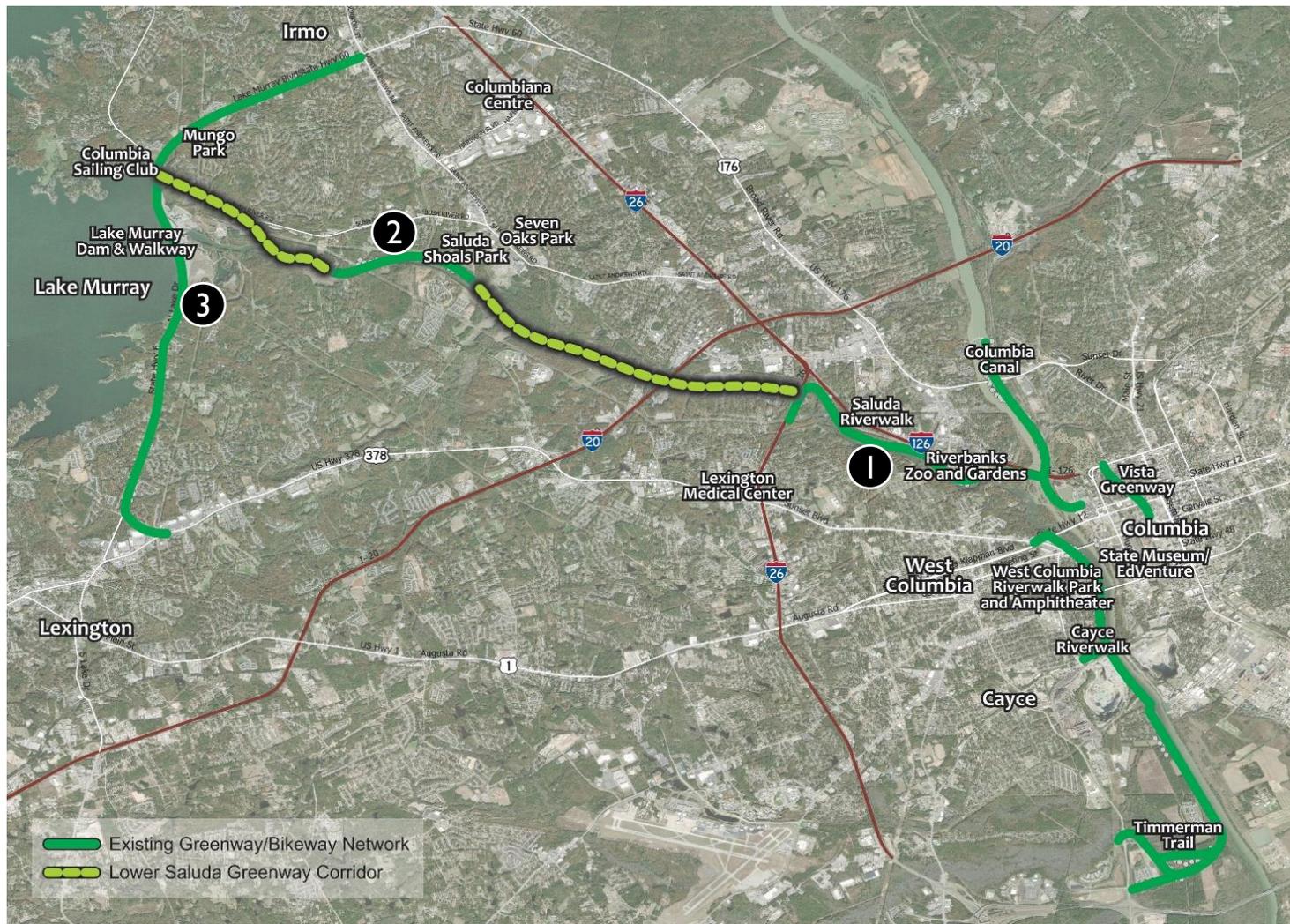
Columbia, limiting non-motorized access to critical destinations and recreational amenities. Addressing this lack of connectivity will provide multimodal transportation choices, healthier lifestyles, access to the outdoors, a higher quality of life, and a more vibrant regional character.



Feasibility Study Process

GREENWAY CORRIDOR

A corridor was identified for the study of the Lower Saluda Greenway. This greenway corridor provides a geography to which all planning efforts and technical analyses were tethered. The greenway corridor runs north of and parallel to the Saluda River. As shown below, the corridor connects three segments of the existing greenway/bikeway network: 1) the Saluda Riverwalk of the Three Rivers Greenway near I-26 to the east; 2) the Saluda Shoals Trail near the center of the corridor, within Saluda Shoals Park; and 3) the existing Johnny W. Jeffcoat Walkway and on-street bike lanes at the Lake Murray Dam to the west.



ANALYSIS AND EVALUATION

Through technical analyses and walking the entire corridor for the proposed greenway, opportunities and constraints were documented, including identifying numerous points where design decisions needed to be made. The analyses revealed areas where challenging topography, barriers to access, sensitive environmental features, and manmade obstacles exist. At each of these decision points, an evaluation of alternative alignments was performed.

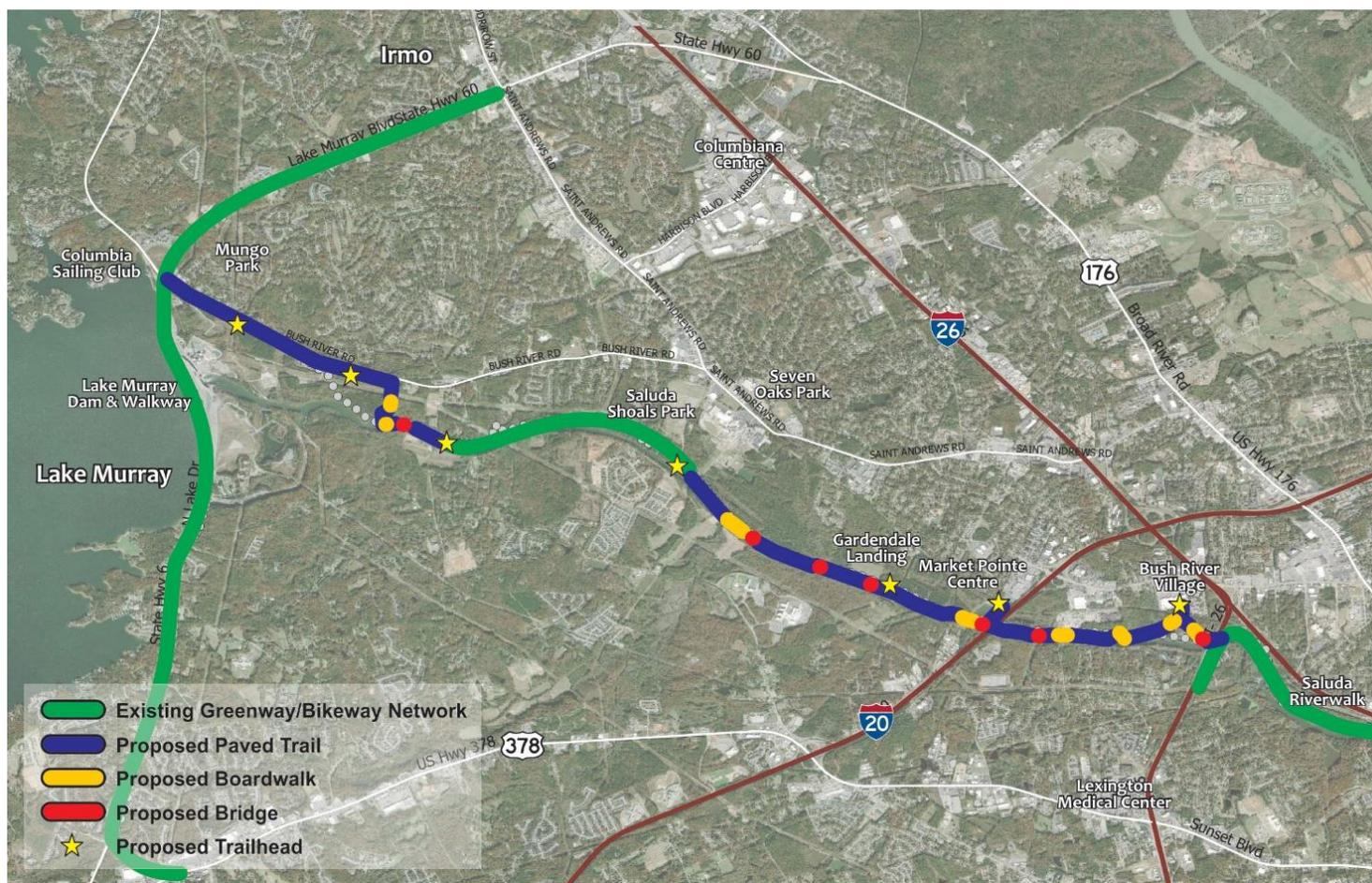
Evaluation criteria were developed, with each alternative alignment being weighed against them. While decisions were needed at each of the decision points, some were very straightforward and did not require an evaluation of alternatives.

EVALUATION CRITERIA

1. Ability to gain property owner permission, minimize property acquisition
2. Ability to increase visual and/or physical access to the Saluda River
3. Ability to connect surrounding areas/residents to the greenway network
4. Ability to avoid/mitigate environmental impacts
5. Ability to simplify construction and maintenance access
6. Ability to reduce overall cost

GREENWAY ALIGNMENT

Based on the evaluation of alternatives, a planning-level greenway alignment emerged. It includes paved greenway, boardwalks, bridges, trailheads, lighting, call boxes, and other site-specific safety improvements to complete the 10.5-mile Lower Saluda Greenway. The greenway alignment is shown below.



GREENWAY CHARACTERISTICS

The width of the greenway will directly affect user comfort, the necessary right-of-way and cost of construction, as well as ongoing maintenance. It is anticipated that the Lower Saluda Greenway will rely on federal transportation dollars as a significant funding source. Therefore, it is also anticipated that the greenway will need to be built to federal and state standards, which are taken from the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*.

The current 2012 edition of the AASHTO *Guide for the Development of Bicycle Facilities* requires that trails and greenways be 12 feet in width, allowing for 8 feet in constrained areas. The forthcoming new edition, which is expected to be published in late-2021, will recommend wider greenways and trails to encourage safer passing and side-by-side bicycling based upon anticipated user volumes. Not knowing the exact timing of the greenway or the publication of the new standards, the Feasibility Report envisions the greenway to be 12 to 14 feet wide.

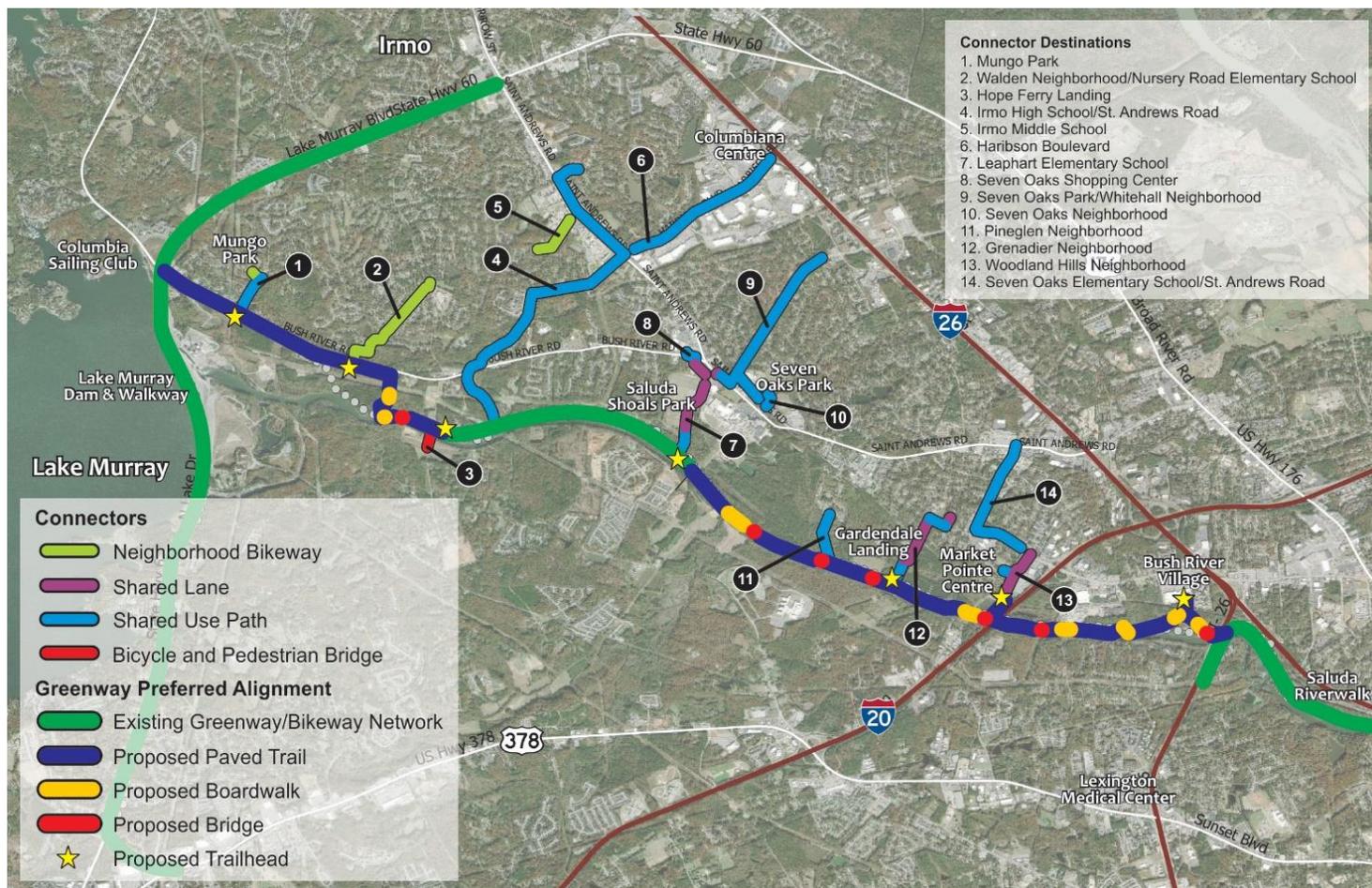
Through wetlands and flood prone areas, wooden boardwalks are recommended. It is anticipated that approximately 3,100 total linear feet of boardwalk will be needed throughout the greenway corridor. Bridges will be necessary to cross smaller waterways that flow into the Saluda River and traverse difficult terrain. Approximately 430 total linear feet of bridge will be required.



Greenway Conceptual Cross Section

LONG-TERM CONNECTIVITY

While the Lower Saluda Greenway is anticipated to be well-used by people from throughout the region, those who live closest to it will receive the greatest transportation, recreation, health, and quality of life benefits. To that end, it is important to consider connectivity to surrounding neighborhoods and destinations. The map below presents a plan for long-term connectivity to the Lower Saluda Greenway. In addition to one bicycle and pedestrian bridge to the south side of the Saluda River, three types of facilities are recommended, including neighborhood bikeways, shared lanes, and shared use paths.



IMPLEMENTATION

To assist in moving recommendations to reality, an Implementation Matrix has been created and is presented in the Feasibility Report. The Implementation Matrix summarizes recommendations, anticipated phasing, and order-of-magnitude opinions of probable cost.

If the entire project cannot be reasonably accomplished at one time, three potential phases have been identified.

Phasing is for planning purposes only; greenway phases should be implemented as soon as opportunities arise.

The table below shows costs for construction (with 30% planning-level contingency), preliminary engineering (PE), and right-of-way acquisition (ROW), resulting in total costs by phase and for the entire project.

PHASE	PE @ 10%	ROW @ 5%	CONSTR	TOTAL
PHASE 1 (Lake Murray Dam to Saluda Shoals Park)	\$557,000	\$279,000	\$5,572,000	\$6,408,000
PHASE 2 (Saluda Shoals Park to I-20)	\$820,000	\$410,000	\$8,202,000	\$9,432,000
PHASE 3 (I-20 to I-26)	\$600,000	\$300,000	\$5,998,000	\$6,898,000
TOTAL[^]	\$1,977,000	\$989,000	\$19,772,000	\$22,738,000

[^] Efficiencies may be realized to lower total costs if all phases are implemented as a single project.



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 29, 2022

SUBJECT: **TIP Amendment - South Main Street**

REQUESTED ACTION

The Central Midlands Council of Governments' staff would like to request a recommendation of approval to amend the 2020 – 2027 Transportation Improvement Program to add approximately \$849,000 to the South Main Street Streetscape Project.

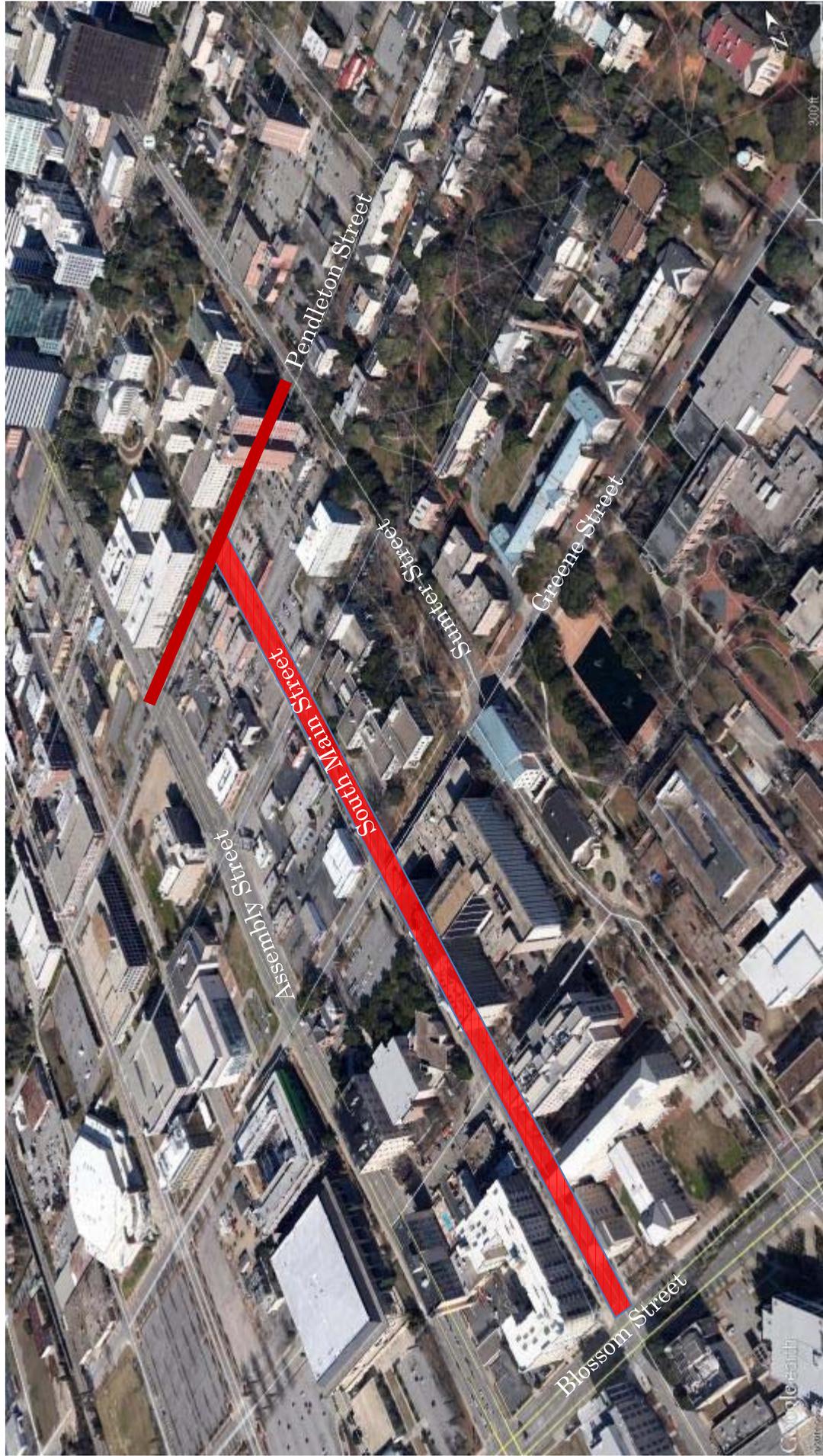
PROGRAM DESCRIPTION

CMCOG in partnership with the University of South Carolina, City of Columbia, South Carolina Department of Transportation, and the Comet will develop and implement the South Main Street Streetscape Project. The S. Main Street project consists of streetscape improvements along 4 blocks of S. Main Street from the intersection of Blossom Street to the intersection of Pendleton Street. South Main Street's current configuration consist of 2 lanes in each direction with dedicated turn lanes at each intersection and parallel parking on both sides of the street. The scope of this project would consist of reducing the number of lanes to one (1) in each direction, as well as the addition of bicycle lanes, wider sidewalks, and landscaping. In addition, safety upgrades will be added to the Pendleton Street corridor as well as enhanced connectivity to existing bus stops on Pendleton, College, and Sumter Streets.

ATTACHMENT

South Main Street Map

A Vision for the South Main Street District





Memorandum

TO: All Members of the CMCOG Technical Committee

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 29, 2022

SUBJECT: 2045 LRTP Amendment – Carolina Crossroads

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to amend the 2045 Long Range Transportation Plan to add Carolina Crossroads.

BACKGROUND

The Carolina Crossroads project is a \$1.7 billion state infrastructure project that will provide a safer, more modern interchange design for the state's top interstate "pinch point," commonly known as "Malfunction Junction."

More than 134,000 vehicles travel through this area daily. After construction, the average commuter through the I-20/26/126 corridor will save 112 hours each year. The upgrade and modernization of the corridor is critical to the state's economic vitality and will enhance the daily commute for thousands of South Carolinians.

ATTACHMENT

STIP Manager Funding Pages
Winter 2022 Newsletter

Manage - Funding - I-20/I-26/I-126 - Corridor Improvements

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Phases	Program Category	Program	Fund	ACC	2021	2022	2023	2024	2025	2026
<input type="checkbox"/>	Preliminary Engineering	SIB	SIB	SIB	<input type="checkbox"/>					
<input type="checkbox"/>	Preliminary Engineering	System Upgrade - Interstate	Widening/New Construction	*NHP	<input type="checkbox"/>					
<input type="checkbox"/>	Right of Way	System Upgrade - Interstate	Widening/New Construction	AC	<input type="checkbox"/>	0	0			
<input type="checkbox"/>	Right of Way	System Upgrade - Interstate	Widening/New Construction	*NHP	<input checked="" type="checkbox"/>	75,000,000	68,000,000	37,700,000	0	0
<input type="checkbox"/>	Right of Way	System Upgrade - Interstate	Widening/New Construction	*NHP	<input type="checkbox"/>	0	0			
<input type="checkbox"/>	Construction	Local	Local	LOC	<input type="checkbox"/>	0	0	0		
<input type="checkbox"/>	Construction	System Upgrade - Interstate	Widening/New Construction	AC	<input type="checkbox"/>	0	400,430,734	0	0	0
<input type="checkbox"/>	Construction	System Upgrade - Interstate	Widening/New Construction	*NHP	<input type="checkbox"/>	0	0	0		
<input type="checkbox"/>	Construction	System Upgrade - Interstate	Widening/New Construction	*NHP	<input checked="" type="checkbox"/>	89,600,000	60,588,385	177,059,161	266,800,512	199,694,492

Delete Selected [Add New](#)



Manage - Funding - I-20/I-26/I-126 - Corridor Improvements

Phases	Program Category	Program	Fund	ACC	2028	2029	2030	2031	2032	2033
<input type="checkbox"/> Preliminary Engineering	SIB	SIB	SIB	<input type="checkbox"/>						
<input type="checkbox"/> Preliminary Engineering	System Upgrade - Interstate	Widening/New Construction	*NHP	<input type="checkbox"/>						
<input type="checkbox"/> Right of Way	System Upgrade - Interstate	Widening/New Construction	AC	<input type="checkbox"/>						
<input type="checkbox"/> Right of Way	System Upgrade - Interstate	Widening/New Construction	*NHP	<input checked="" type="checkbox"/>						
<input type="checkbox"/> Right of Way	System Upgrade - Interstate	Widening/New Construction	*NHP	<input type="checkbox"/>						
<input type="checkbox"/> Construction	Local	Local	LOC	<input type="checkbox"/>						
<input type="checkbox"/> Construction	System Upgrade - Interstate	Widening/New Construction	AC	<input type="checkbox"/>						
<input type="checkbox"/> Construction	System Upgrade - Interstate	Widening/New Construction	*NHP	<input type="checkbox"/>						
<input type="checkbox"/> Construction	System Upgrade - Interstate	Widening/New Construction	*NHP	<input checked="" type="checkbox"/>	71,009,580	71,009,580	71,009,580	0		

Delete Selected [Add New](#)

Program Updates



From left: SCDOT Seventh Congressional District Commissioner Tony Cox, SCDOT Fourth Congressional District Commissioner Woody Willard, Jr., SCDOT Third Congressional District Commissioner Pamela Christopher, President and CEO of the S.C. Trucking Association Rick Todd, State Representative Chip Huggins, State Senator Nikki Setzler, U.S. Representative Joe Wilson, Governor Henry McMaster, Secretary of Transportation Christy A. Hall, SCDOT Commission Chairman, and Sixth Congressional District Commissioner J. Barnwell Fishburne, Federal Highway Administration S.C. Division Administrator Emily Lawton, SCDOT Fifth Congressional District Commissioner Gene Branham, Jr., SCDOT Commissioner At-Large James McLawhorne, Jr., SCDOT Second Congressional District Commissioner Bill Dukes. Photo courtesy of Mike Cameron/HDR.

SCDOT officially breaks ground on Carolina Crossroads

On Monday, November 8, 2021, Secretary of Transportation, Christy A. Hall, was joined by statewide dignitaries for a groundbreaking ceremony for the South Carolina Department of Transportation's \$1.7 billion Carolina Crossroads project. The project will improve 14 miles of I-20, I-26 and I-126 including the area commonly called "Malfunction Junction."

Governor Henry McMaster hailed the start of Carolina Crossroads as a harbinger of economic growth for the state saying, "We are booming and the next 10 years are going to be extraordinary and this is a big part of it."

Secretary Hall defined the moment as celebration of the start of Carolina Crossroads as well as "the success of a commitment to the citizens of this state by the state D.O.T."

Carolina Crossroads will be constructed in five phases and is scheduled to be finished in 2029.

Fire training takes place at SCDOT properties

In October 2021, fire personnel from City of Columbia, West Columbia, Irmo, and Lexington County came together at the Spherion Building located on Berryhill Road for training exercises.

The building was purchased as right of way for Carolina Crossroads. Its use as a fire training site gave participants the opportunity to learn about flat roof ventilation techniques and gave them simulated field experience.

After the fire training completed, the building was demolished.



Fire personnel atop the Spherion Building on Berryhill Rd. in Irmo on Oct. 27, 2021. Photo courtesy of Cody Crouch/SCDOT



Firemen from Irmo Fire Department train inside the Spherion Building on Berryhill Rd. in Irmo on Oct. 21, 2021. Photo courtesy of Cody Crouch/SCDOT





Aaron Livingston from the Archer United Joint Venture (AUJV) construction team explains a rendering to members of the public who attended the Carolina Crossroads Phase 1 Construction Public Information Meeting. Photo courtesy of Maria Yesenia Trejo/HDR.

Phase 1 Virtual Public Meeting now available

Members of the public who are interested in learning more about construction of the Carolina Crossroads Phase 1 Project can visit the virtual public meeting site to see all of the information, renderings, displays, and video that were shared at the in-person meeting.

To access the meeting site, visit [SCDOTCarolinaCrossroads.com/phase1meeting/](https://www.scdot.gov/CarolinaCrossroads.com/phase1meeting/)

SCDOT holds Phase 1 Construction Public Information Meeting

On Thursday, November 18, 2021, SCDOT hosted the Carolina Crossroads Phase 1 Construction Public Information Meeting at Dutch Square Mall.

The meeting gave the public an opportunity to interact with project personnel, ask questions, and gain an understanding of the anticipated construction impacts of Phase 1. Conceptual design renderings and project area maps were available for review. The project team also debuted an informational video that outlines project details and explains many of the key facets of Phase 1 design and construction.



Screenshot of Carolina Crossroads project video on website

Phase 1 construction updates

Archer United Joint Venture received Notice to Proceed (NTP) for the Carolina Crossroads Phase 1 Project in June 2021. The contract bid amount was \$207.9 million. In the months since NTP, preliminary and right of way design plans for Phase 1 have been submitted and are under review by SCDOT. Utility relocation coordination is on-going and there is isolated clearing taking place to facilitate the relocation of Outdoor Advertising (ODA) signs. Milling and resurfacing of the existing pavement was recently completed on I-26 eastbound and westbound between the Saluda River and the ramps nearing US-378. This activity will facilitate the installation of concrete barriers along the outside shoulders of I-26 in the coming months. Additional preliminary activity planned for the next six months includes:

- Finalizing design plans and construction permits
- Reconstructing paved shoulders on I-26 and I-126
- Beginning rehabilitation of existing bridges at Colonial Life Boulevard
- Relocating fiber optic lines and 30-inch City of Columbia force main sewer lines

Construction permits are anticipated to be obtained and full construction is scheduled to begin in early-summer 2022. Substantial completion is expected to be in fall 2024.



PHASE 2 – Broad River Road at I-20 Interchange



Preliminary design concepts of the I-20 interchange at Broad River Road. Rendering is courtesy of AUJV.

A look ahead

Our next quarterly newsletter will feature construction photos and highlights from Phases 1 and 2.

Stay informed of traffic delays and detours

Throughout the duration of the Carolina Crossroads Program, traffic changes will be inevitable.

Temporary lane closures, occasional ramp detours, and additional traffic information can be found on the Carolina Crossroads website and corresponding social media platforms.

You are also encouraged to download the **SCDOT511 Traveler Information System** to find real-time traffic information.

AUJV receives Notice to Proceed for Phase 2

In August 2021, SCDOT announced that it would be moving forward with a \$127 million contract to Archer United Joint Venture (AUJV) for Phase 2 of the Carolina Crossroads project. AUJV received Notice to Proceed (NTP) in November 2021. Now that NTP has been issued, AUJV is moving forward with preliminary design plans submittal and utility relocation coordination. Preliminary work planned in the next six months include:

- Finalizing design plans and construction permits
- Demolishing vacated structures
- Reconstructing paved shoulder on I-20
- Clearing brush throughout the project area

Construction permits are anticipated to be obtained and full construction is expected to begin in late summer 2022.





Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 29, 2022

SUBJECT: **TIP Amendment – FY 2022 Federal Apportionment**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to amend the 2020 - 2027 TIP to add the FY 2022 apportionment of \$1,783,466 to the 2020 – 2027 TIP and to increase the federal allocation cap to \$250,000 per project.

PROGRAM DESCRIPTION

The South Carolina Department of Transportation (SCDOT) partners with the Federal Highway Administration (FHWA) in facilitating and providing an opportunity for local governments to pursue non-traditional transportation related activities such as pedestrian facilities, bicycle facilities, and pedestrian streetscaping projects. TAP improves the quality of life for citizens in communities across the state by providing local governments the means to pursue projects that might not otherwise be possible. Since 1992, SCDOT has elected to allocate a portion of available federal funds for the Transportation Enhancement (TE) Program. The Federal Transportation Funding Act, Moving Ahead for Progress in the 21st Century (MAP-21), that was signed into law on July 6, 2012, authorized the Transportation Alternatives Program. TAP builds upon the legacy of the TE program by expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment.

The Transportation Alternatives Program (TAP) is a competitive grant program that uses federal transportation funds designated by Congress for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. Staff will propose to add the FY 2022 apportionment of \$1,783,466 to the 2020 – 2027 TIP and to increase the federal allocation cap to \$250,000 per project.

ATTACHMENT

TAP Guide - Funding Distribution Page

THE COATS MPO ALTERNATIVES PROGRAM

Funding Distribution

The Transportation Alternatives Program funds is determined by dividing the national total among the States based on each State's proportionate share of FY 2009 Transportation Enhancements funding. Within each State, the amount for transportation alternatives is set aside proportionately from the State's Surface Transportation Block Grant Program (STBG). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TRANSPORTATION ALTERNATIVES PROJECT FEDERAL FUNDING REQUESTS CANNOT EXCEED *\$250,000.00* PER GOVERNMENTAL ORGANIZATION PER PROJECT

Governmental organizations may submit more than one (1) project application for funding consideration.

- ❖ Each "project" must be submitted on a separate, completed application.
- ❖ **Applicants shall use the enclosed COATS MPO application for submission of their projects.**
- ❖ All submissions shall be unbounded for easy copying and distribution.
- ❖ **All applicants shall submit one (1) original, eight (8) copies, one (1) PDF for each project application.**
- ❖ Governmental organizations that submit more than one project shall prioritize their projects for submission.

Matching Funds

All allowable expenditures for transportation alternatives projects are eligible to be reimbursed as follows:

Projects located within jurisdictions with population of *less than 50,000* will require a 20% local match;

Projects located within jurisdictions with population *greater than 50,000* will require a 40% local match.

(The 20 or 40 percent local share must be provided by the applicant.)

ANY PROJECT RELATED WORK DONE PRIOR TO CONTRACT EXECUTION (BETWEEN THE SCDOT AND THE GRANTEE) SHALL NOT BE ELIGIBLE FOR REIMBURSEMENT.



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 29, 2022

SUBJECT: Overview of the FY 2022 & 2023 UPWP (*Click below to download this document*)
<http://centralmidlands.org/wp-content/uploads/FINAL-UPWP-2022-2023-FINAL-DOCUMENT-APPROVED-MAY-27-2021.pdf>

REQUESTED ACTION

The Central Midlands Council of Governments staff will provide an overview of the 2022 & 2023 UPWP. Please be advised that the final report is available on our website for your review.

PROGRAM DESCRIPTION

The 2022 & 2023 COATS Unified Planning Work Program (UPWP) is based on the COATS's 2045 Long-Range Transportation Plan, which was updated and approved by the Policy Committee on December 9, 2021. Emphasis has been placed on developing a program which can be reasonably accomplished with available staff and consultant resources and which is consistent with the priorities of the COATS area. This 2022 & 2023 UPWP emphasizes activities that promote the implementation of the existing plan. The major projects that have been completed in past work programs include:

Transportation and Land Use Studies

- Blythewood Traffic Improvement Area Plan – June 2019
- Sandy Run Area Plan – June 2019
- Kershaw County West Wateree Transportation Study – April 2017
- Broad River Road Corridor & Community Study – December 2010
- Irmo/Dutch Fork Sub-Area Plan – June 2010
- Elgin/Richland Northeast Sub-Area Plan – June 2010
- White Knoll Sub-Area Plan – December 2008
- Lower Richland Sub-Area Plan – May 2008
- Columbia Avenue Corridor Study – August 2006

Bike and Pedestrian Studies

- Lower Saluda Greenway Feasibility Study – May 2021
- Chapin, Swansea, & Batesburg-Leesville Bike and Pedestrian Master Plan – May 2019
- Cayce, West Columbia, & Springdale Bike and Pedestrian Master Plan – December 2017
- Walk Bike Columbia Bike and Pedestrian Master Plan/Bike Share Plan – March 2015
- Regional Pathways Plan – March 2010
- Regional Bike/Pedestrian Plan – March 2006

Regional and Rail Studies

- Regional Congestion Management Plan – January 2022
- 2045 Long Range Transportation Plan – December 2021
- CMCOG – COATS MPO Public Participation Plan – January 2021
- Human Services Coordination Transportation Plan – September 2020
- CMCOG – COATS MPO Title VI & Language Assistance Plan – September 2020
- CMCOG – COATS MPO Disadvantaged Business Enterprise Plan – August 2020
- Regional Freight Mobility Plan – November 2017
- Newberry – Columbia Alternative Analysis – March 2014
- Camden – Columbia Alternative Analysis – July 2011
- Batesburg-Leesville / Columbia Transit Feasibility Study – July 2010
- CMCOG Commuter Rail Feasibility Study – June 2006

Projects Under Development

- Short Range Transit Plan, Origin, Destination & Demographic Survey & Comprehensive Operational Analysis
- Bike Share Expansion Feasibility Study
- Columbia East Sub-Area Plan

Projects that are more than five years old will be considered for updating. Staff is also identifying new projects to be included into future work programs. Under state and federal guidance, capital improvements must be identified through scientific analysis to be considered for federal funding. Please inform Reginald Simmons of any potential areas where you would like for transportation improvements to be considered.