

RICHLAND COUNTY
TRANSPORTATION IMPROVEMENT
WORK SESSION

AGENDA



TUESDAY JUNE 25, 2024

2:00 PM

COUNCIL CHAMBERS



Richland County Council 2023-2024



Derrek Pugh
District 2
Vice Chair



Jessica Mackey
District 9
Chair



Jason Branham
District 1



Overture E. Walker
District 8



Gretchen D. Barron
District 7



Yvonne McBride
District 3



Chakisse Newton
District 11



Allison Terracio
District 5



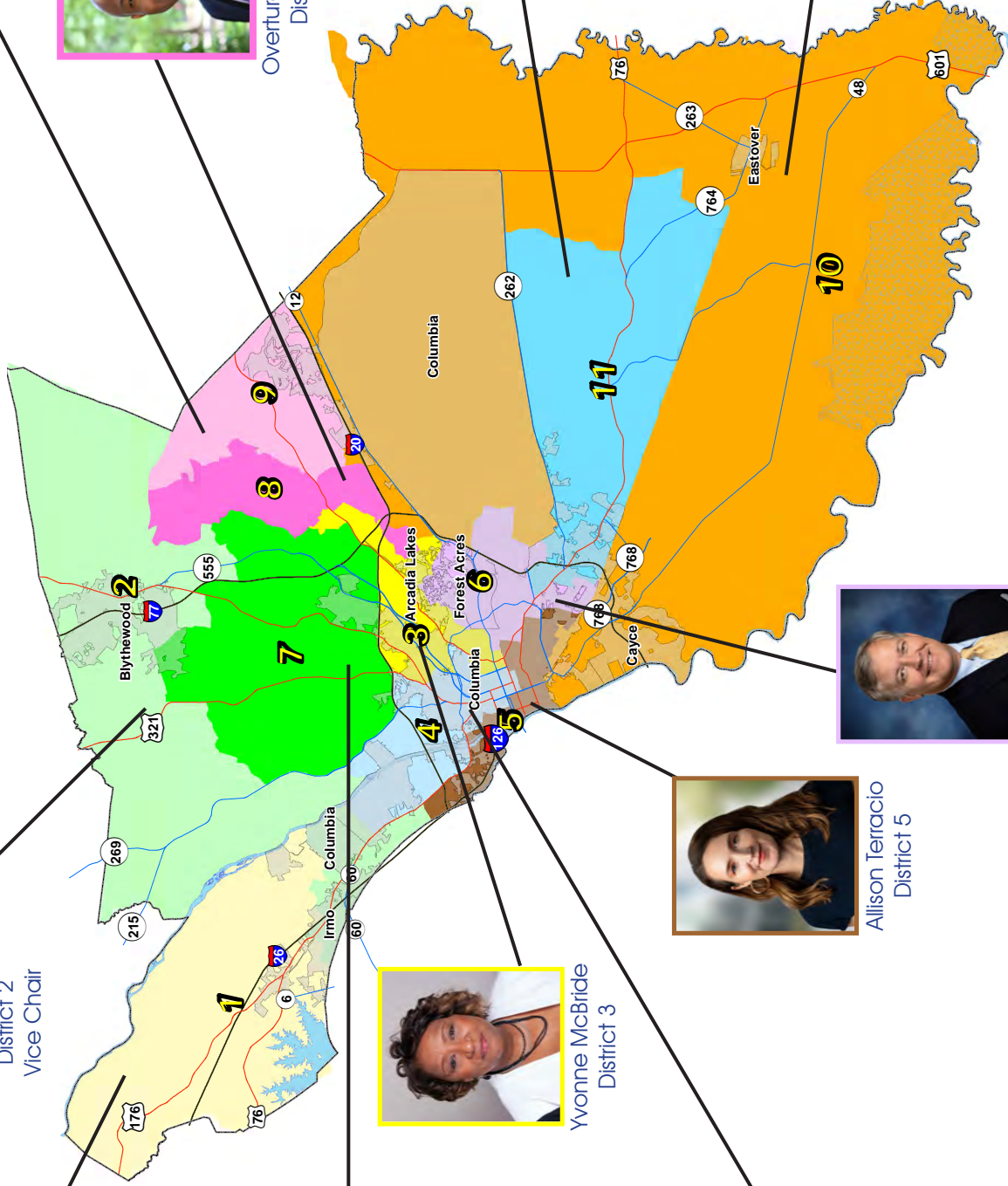
Paul Livingston
District 4



Don Weaver
District 6



Cheryl D. English
District 10





Richland County

Transportation Improvement

Work Session

AGENDA

June 25, 2024 02:00 PM

Council Chambers

2020 Hampton Street, Columbia, SC 29204

1. CALL TO ORDER

The Honorable Jesica Mackey, Chair
Richland County Council

2. ITEMS FOR DISCUSSION

a. Report of the Transportation Ad Hoc Committee

b. Finalize Projects, Principles, and Allocations
[PAGES 5-14]

3. ADJOURNMENT



Special Accommodations and Interpreter Services Citizens may be present during any of the County's meetings. If requested, the agenda and backup materials will be made available in alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), as amended and the federal rules and regulations adopted in implementation thereof. Any person who requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting may request such modification, accommodation, aid or service by contacting the Clerk of Council's office either in person at 2020 Hampton Street, Columbia, SC, by telephone at (803) 576-2061, or TDD at 803-576-2045 no later than 24 hours prior to the scheduled meeting.

**RICHLAND COUNTY, SOUTH CAROLINA
2024 PENNY PROJECTS, PRINCIPLES AND CATEGORIES**

INTRODUCTION

This document shall serve as a guide to the implementation of and application of revenues collected from a new one percent (1%) sales and use tax (“New Penny”) to be imposed in Richland County (“County”) subject to referendum approval on November 5, 2024. This document reflects the recommendations of the Transportation Penny Advisory Committee (“TPAC”) and the Transportation *Ad Hoc* Committee (“TAHC”) of County Council. The purpose of the New Penny is to provide funding for (i) the current capital transportation needs of the County which were identified through (A) a county-wide Transportation Needs Assessment (“Needs Assessment”) conducted by Stantec, Inc. and (B) other requests submitted to the County, including from the municipalities located with the County, the University of South Carolina, the SC Department of Transportation, and citizens (collectively, (A) and (B) are “Current Needs” and described on the attached **Exhibit A**), and (ii) the expected future transportation needs resulting from new or continued growth and development in the County, or arising because of the aging or obsolescence of the County’s infrastructure over the term of the New Penny due to normal wear or a weather-related event (“Emerging Needs”).

The County acknowledges there are needs described in the Needs Assessment that were identified and slated to be funded from the sales and use tax imposed in 2012 that are viable but have not been funded (“2012 Needs”). The County is also mindful of the importance of the continued vitality of the COMET mass transit system and addressing the needs of the COMET identified and communicated by its board of directors and attached as **Exhibit B** (“COMET Needs,” and together with 2012 Needs, Current Needs and Emerging Needs, “Transportation Needs”).

The Transportation Needs have been assigned to one of the three categories established by the County Council: (1) Community Investment; (2) County Advancement; and (3) COMET Enhancement. These three categories will appear on the ballot on November 5, 2024. A summary of the Transportation Needs that fall within each category is shown on the attached **Exhibit C**.

PRINCIPLES

A. GENERAL CONDITIONS

The funding of Transportation Needs from revenues collected from the New Penny is at all times subject to the following:

1. The Transportation Need must be addressed in accordance with applicable policies and ordinances of the County;
2. The Transportation Need should support or further the current strategic objectives of the County as periodically adopted by County Council;
3. Compliance with statutory and regulatory requirements including, specifically, SC Revenue Ruling #22-2; and

Each County Council district shall receive a minimum of \$20 million in funding from the New Penny for projects in the Community Investment or County Advancement categories.

B. ADDRESSING TRANSPORTATION NEEDS

The New Penny will be administered by the Transportation Department of the County. Accordingly, County Council established the following principles for the Transportation Department to follow when preparing the recommendation of which Transportation Needs would be funded in a fiscal year (each, a “Project”) from the available revenues collected from the New Penny or the available proceeds of any bonds issued and repaid from the proceeds of the New Penny.

2012 Needs

A guiding principle of the New Penny shall be that the 2012 Needs will be addressed first. The 2012 Needs shall be prioritized in accordance with any applicable ordinance of the County. In the absence of an applicable ordinance, the 2012 Needs will be addressed in order (from highest to lowest) based on the respective Project Score (defined below) assigned to each by the Transportation Department.

Remaining Transportation Needs

There are programmatic expenditures described in the Need Assessment for Resurfacing, Sidewalks and Dirt Road Paving (“Programmatic Expenditures”). They shall be prioritized in accordance with any applicable ordinance of the County. In the absence of an applicable ordinance, the Programmatic Expenditures will be addressed in order (from highest to lowest) based on the respective Project Score (defined below) assigned to each by the Transportation Department.

The Transportation Department will apply the following principles to each Transportation Need to determine its Project Score. Transportation Needs with higher Project Scores should be prioritized for funding over other Transportation Needs within the same category. Transportation Needs should be reassessed periodically and scoring updated, if applicable.

1. Additional Funding Sources (up to ten (10) points). The existence of matching state or federal funds and any associated deadline (*if state or federal funds are available, or could become available, and enable the County to leverage the proceeds of the New Penny to complete a Transportation Need, then the Transportation Need should be prioritized*).

a. One (1) point for every ten percent (10%) contribution toward Project Cost by the outside funding source.

2. Overall Impact and Cost Ratio (up to twenty (20) points). The number of County residents affected by Transportation Need subject to the following factors:

a. One (1) point for every one thousand (1,000) Average Annual Daily Traffic (AADT);

b. In case of a road that serves as the sole means of ingress and egress for a community, one (1) point for every one hundred (100) AADT.

3. Safety (up to twenty-five (25) points). The effect a Transportation Need would have on improving public safety subject to the following factors:

- a. Two (2) points for every signalized crosswalk;
- b. Two (2) points for one-way traffic crosswalk from refuge to refuge point;
- c. Ten (10) points for every mile of new sidewalk;
- d. Five (5) points for ability to meet four-hour or pedestrian warrant analysis with improved traffic control;
- e. Five (5) points for reducing the vehicle to vehicle conflicts by fifty percent (50%);
- f. Five (5) points for reducing the vehicle to pedestrian conflicts by fifty percent (50%);
- g. Five (5) points if the road serves as the sole means of ingress and egress for a community;
- h. Fifteen (15) points to address a critical issue caused by a weather-event.

4. Improvement of Overall Condition (up to ten (10) points). The effect a Transportation Need would have on removal of blight or improvement of blighted conditions subject to the following factors:

- a. Five (5) points for restoring the roadway system surfaces;
- b. Three (3) points for removing standing water;
- c. Three (3) points for adding or improving the drainage system;
- d. Five (5) Points for ability to clear aged and rundown roadside blight within the right-of-way (ROW).

5. Economic Development (up to twenty (20) points). The impact a Transportation Need would have on economic development activity in the County subject to the following factors:

- a. Ten (10) points for opening transportation corridor to a planned County development area;
- b. Ten (10) points for supporting a committed economic development project;
- c. Five (5) points for providing capacity to alternative roadways or intersections that will serve ingress or egress routes for planned economic development areas.

6. Public Support (up to fifteen (15) points). The input of the public or other stakeholders in the County (e.g. municipalities).

- a. Five (5) points to a project identified in the Needs Assessment;
- b. Five (5) points to a project indicated in the upper fifty percent (50%) of priority by the stakeholder;
- c. Ten (10) points to a project indicated in the upper twenty-five percent (25%) of priority by the stakeholder.

Below is an example of how two different Transportation Needs might be scored and compared. In this instance, it is anticipated the Transportation Department would first pursue Need 2 because of its higher Project Score.

	<i>Additional Funding</i>	<i>Impact/Cost</i>	<i>Safety</i>	<i>Overall Condition</i>	<i>Economic Development</i>	<i>Public Support</i>	<i>Project Score¹</i>
<i>Need 1</i>	5	5	5	5	5	5	30
<i>Need 2</i>	8	15	23	9	20	12	86

C. PROJECT CATEGORIES

The County Council has established three broad categories into which Projects shall be grouped: Community Investment Projects, County Advancement Projects and COMET Enhancement Projects.

1. Community Investment Projects: These Projects address the integrity, safety, reliability and sustainability of the transportation infrastructure in local communities and impact the day-to-day activities of citizens and local businesses. These Projects may include viable and unfunded 2012 penny projects as well as road improvements, widening, resurfacing, paving of dirt roads, intersection improvements, bikeways, greenbelts, sidewalks, and other pedestrian-friendly enhancements;
2. County Advancement Projects: These Projects target the expansion of transportation infrastructure to achieve, support and sustain economic growth on a county-wide basis. These Projects may include new construction, improvements and widening for major roadways, intersections and commuting corridors; and
3. COMET Enhancement Projects: These Projects target the operation and expansion of the COMET. These Projects may include operational sustainability, establishment of new routes, new construction and improvements to enhance rider safety and comfort, and acquisition of new buses and other modes of transportation.

In general, County Advancement Projects shall be defined by the following characteristics and such other consistent factors as may be identified by the Transportation Department:

1. Traffic volume over 10,000 AADT;
2. Major transportation corridor to interstate access;
3. Widening projects with complete streets; and
4. Affecting a major growth area for new development.

¹ To the extent one or more Projects have equal scoring, the Transportation Department will develop a recommendation for a tie breaker and present the recommendation to the TAHC along with such other information as may be reasonably requested by the TAHC. The TAHC will then determine whether to accept the recommendation or reject the recommendation and seek additional information. . If the TAHC determines that the Projects are of high significance, it may submit the tiebreak recommendation for consideration by the full County Council.

D. EMERGING NEEDS

The County Council's plan for the New Penny anticipates the presence of Emerging Needs. To identify and track Emerging Needs, the Transportation Department shall undertake the following:

1. Working with TPAC, establish a protocol for identifying, tracking and addressing Emerging Needs;
2. The process should occur in regular intervals at least semi-annually commencing with the first calendar year occurring after the year in which the New Penny is imposed;
3. The protocol should solicit input from County Administration, each member of County Council and other stakeholders, including the entities represented in the Needs Assessment;
4. TPAC shall review any newly proposed Emerging Needs and make a recommendation to TAHC regarding which proposed Emerging Needs should be addressed by the New Penny;
5. TAHC should review and approve the compiled list of Emerging Needs and then send to County Council for approval; and
6. Once the Emerging Needs are established, the Transportation Department shall assign each of them a Project Score and then appropriately prioritize them in their program of work for the New Penny.

E. MANAGEMENT OF THE NEW PENNY

To accommodate the timely submission of the County's overall budget to County Council for consideration, the County Administrator will prepare a proposed annual budget for the New Penny for the next succeeding fiscal year together with a statement describing the important features of the proposed budget. The proposed budget and statement will be based on the recommendation from the Transportation Director of the Projects for the corresponding fiscal year that were determined in accordance with Section A.

The annual budget may be modified by the County Council in accordance with its established procedures to address unforeseen or exigent circumstances.

F. NEW PENNY; ROLE OF TPAC

The TPAC shall hold regular meetings and receive updates on the progress of the New Penny. From time to time, the TPAC may be asked to provide input on particular Transportation Needs and/or Project Scoring. All TPAC input shall be provided to the TAHC for deliberation and, if necessary, a final recommendation to County Council. The TPAC shall also take an active role with respect to Emerging Needs as described herein. The TPAC, in cooperation with the County Council and TAHC, shall conduct an Annual State of the Penny to keep citizens informed regarding progress in address the Transportation Needs.

EXHIBIT A
CURRENT NEEDS

EXHIBIT B

COMET NEEDS

1. EXPAND AND ENHANCE GEOGRAPHICAL COVERAGE THROUGHOUT RICHLAND COUNTY
 - Provide more effective and efficient service to the Lower Richland community to establish a micro-transit system, like a customized rideshare service provided by The COMET.
 - Provide expanded service throughout Richland County into areas such as Blythewood to better serve businesses like Scout Motors.
2. INCREASE FREQUENCY ON HIGHEST RIDERSHIP ROUTES
 - Increase the frequency on six routes ending in 01 (101, 301, 401, 501, 701 and 801).
 - By increasing frequency, we can boost ridership and improve access to work, medical facilities and retail.
3. TARGETED CUSTOMIZED FIXED ROUTE PROGRAMS
 - Provide customized, fixed-route programs for senior citizens, military, and workforce-related transportation to ease the financial burden of riders needing access to medical appointments, employment and essential travel.
4. RECONFIGURATION OF ROUTES
 - Substantially enhance passenger convenience and accessibility by reconfiguring the current system to incorporate multiple direct routes, rather than just multiple changes.

EXHIBIT C

PROJECT CATEGORIES

Community Investment Projects: Thirty Percent (30%):

Road Resurfacing and Rebuilding [\$690 million]²

To improve the overall conditions and safety of the roadways in the County. These may include roadways owned and maintained by the State, the County or the other municipalities.

Pedestrian Safety and Access [\$410 million]

Installing sidewalks and other pedestrian accommodations to improve access and safety.

Road Paving [\$165 million]

To pave and modernize roadways in the County subject to the County's local code and rules.

Multimodal Transportation Improvements [\$200 million]

Installing bikeways, greenways and shared use paths throughout the County and improving the alternative transportation network across the County.

Traffic Safety and Congestion Relief [\$220 million]

Intersection improvements and traffic signal installation and upgrades to reduce occurrence and severity of traffic incidents and improve traffic flow to reduce commuting times.

Emerging Community Investment Needs [\$100 million]

Expected funds necessary to address needs arising from continued residential growth or development in the County.

County Advancement Projects: Fifty Percent (50%):

Widening of roadways to improve capacity and access. Roadways which have been identified for potential widening are as follows: [\$750 million]

Two Notch Road US 1 Pontiac (from Richland County Line to S-53
Spears Creek)

Kennerly Rod S-129 (from Hollingshed Rd to Broad River Rd)

Shady Grove Rd (from Broad River Rd to Koon Rd)

Broad River Rd US 176 North (from I-26 to Chapin Rd)

Lost Creek Rd (from Broad River Rd to Boat Ramp Rd)

Hardscrabble Rd North (from Langford Rd to Kelly Mill Rd)

Rauch Metz Road (from Dutch Fork Rd to Broad River Rd (US 176))

Pineview Road (from Shop Rd to Bluff Rd)

Broad River Rod (I-26 (Exit 97) to Dutch Fork Rd)

² Costs provided are estimates of current base construction costs. The costs do not include costs for the related PE, rights-of-way, utility relocation or construction engineering for each project. Additionally, the costs do not account for an inflation over the time period in which the New Penny will be collected. Accordingly, the above dollar amounts should not be deemed as a budget or limitation on funds collected from the New Penny to be allocated to any type of project funded under each category.

US 76 (from Broad River Rd (US 176) to SC 6)
US 76 (from Shadowood Dr to Richland County Line)
Langford Rd (from Main St to Hardscrabble Rd)
Main St (US 21) (from I-77 (Ex 24) to Langford)
Blythewood Rd (from I-77 (Ex 27) to Main St)
Longtown Rd (from Farrow Rd to Longtown Rd E/W)
N Springs Rd (from Brickyard Rd to Clemson Rd)
Spears Creek Ch Rd (from I-20 (Ex 82) to Percival Rd)
Garners Ferry Rd (from Trotter Rd to Lower Richland Blvd)
Patterson Rd (from Garners Ferry Rd to Caroline Rd)
Bookman Rd S-53 (from Two Notch Rd to Kelly Mill Rd)
Percival Rd (from Forest Dr to Decker Blvd)
Percival Rd (from I-77 to Clemson Rd)
Rimer Rd (from US 21 to Hardscrabble)
Rabon Rd (from SC 555 to US 1)
Beltline Blvd (from Elmhurst to River Dr)
South Stadium Road (from Bluff Rd to the End)
National Guard Rd (from Bluff Rd to the End)
Bluff Industrial Blvd (from Bluff Rd to Silo Ct)
Silo Ct (from Bluff Industrial Blvd to the End)

Railroad Projects [\$30 million]

Improvements along rail-lines and at crossings to reduce noise and improve traffic flow at crossings.

Construction of new roadways to open transportation corridors or provide alternated roadways. New roadways which have been identified for potential construction are as follows: [\$35 million]

Creech Rd Ext (from Creech Rd to Firetower Ct)
New Connector Rd (from Arborwood Rd to Indian Mound Rd)
Shop Rd Ext (Phase 3) (from Montgomery Ln to Garners Ferry)
New Connector Rd (from S Stadium Rd to National Guard Rd)

Traffic Safety and Congestion Relief [\$20 million]

Intersection improvements and traffic signal installation and upgrades at major transportation corridors or at roadways in areas of anticipated growth or having large traffic volume.

Road Resurfacing and Rebuilding [\$75 million]

To improve the overall conditions and safety of major transportation corridors or roadways in areas of anticipated growth or having large traffic volume. These may include roadways owned and maintained by the State, the County or the other municipalities.

Emerging County Advancement Needs [\$250 million]

Expected funds necessary to address emerging needs in the County.

COMET Enhancement Projects: Twenty Percent (20%):

New operating and capital costs associated with the development of a multi-modal transportation center, establishment and expansion of micro-transit services in Lower Richland and Blythewood, increased frequency on existing routes to allow expansion of partnerships with schools, the military and employers in hospitality, manufacturing and industry and enhanced ADA/paratransit services. In addition to the foregoing, the proceeds of the New Penny will support the overall continued operations of the COMET.