



Memorandum

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

FROM: Todd Cullum, Chairman

DATE: March 5, 2015

SUBJECT: **Next Meeting: March 12th**

Please be advised that the business of the CMCOG Transportation Subcommittee will be conducted on **Thursday, March 12th, at 12:00 p.m.** in the CMCOG Conference Room. Enclosed, please find an agenda and support materials for your review.

Please note that a light lunch will be available beginning at 11:45 a.m. so that we can begin promptly at 12:00 noon.

Please be advised that in order for the Subcommittee to conduct business, a quorum of eight (8) members must be present. Delays in conducting business may result in delays to the flow of funding to CMCOG for carrying out transportation planning activities, so please don't forget to mark your calendars.

If you have any questions or need any additional information, please do not hesitate to contact Reginald Simmons of the CMCOG staff. Reginald can be reached at 803-744-5133 or by email at rsimmons@centralmidlands.org. Thank you for your time, dedication, and service as I look forward to seeing each of you on **March 12th**.

Enclosures

AGENDA

TRANSPORTATION SUBCOMMITTEE

THURSDAY, MARCH 12, 2015

12:00 PM TO 1:00 PM

CMCOG CONFERENCE ROOM

1. **Welcome, Introductions, and Call to Order** **Todd Cullum**

2. **Invocation** **Open**

3. **Determination of a Quorum**..... **Entire Group**

ACTION

→ 4. **Approval of the February 12th Meeting Minutes**.....**Entire Group**
(Enclosure 1)

ACTION

→ 5. **Walk Bike Columbia Master Plan & Bike Share Plan** **Jean Crowther**
CMCOG in coordination with the City of Columbia and CMRTA has recently developed a pedestrian and bicycle Master Plan and Bike Share Plan. The purpose of these plans is to support the City of Columbia in its efforts to improve its multi-modal transportation network and advance the culture of bicycling and walking and transit. Alta Planning + Design were the consultants and will present this plan to the committee for approval. (Enclosure 2)

6. **Emma’s Law** **Mike Sullivan**
SCDOT will discuss how Emma’s Law will impact funding for transportation improvement projects. A portion of the law may make it difficult for the State to meet the repeat intoxicated driver requirements under Federal Law. SCDOT will review this matter and its financial impact. (Enclosure 3)

ACTION

→ 7. **2035 LRTP Amendment – US 1 & Watts Hill Road** **R. Simmons**
At the request of Kershaw County, SCDOT has recently completed a traffic investigation for the US 1 @ Watts Hill Road Intersection. In order to increase safer operations at this intersection, SCDOT recommends the installation of turns lanes on US 1. In order to consider this project for funding in the future, staff will request to add this project to the 2035 LRTP. (Enclosure 4)

ACTION

→ 8. **TIP Amendment – FTA Partial Apportionments** **R. Simmons**
FTA annually publishes one or more notices apportioning funds appropriated by law. This notice apportionments and provides information on the FY 2015 funding currently available for FTA assistance programs. Staff will request to add these apportionments to the 2013-2019 TIP. (Enclosure 5)

9. **TIGER Grants**..... **R. Simmons**
On December 16th, the President signed the Consolidated and Further Continuing Appropriations Act, 2015. The bill includes a \$500 million authorization for National Infrastructure Investments, referred to by the U.S. Department of Transportation (USDOT) as TIGER Discretionary Grants. Staff will provide a status update to the committee (Enclosure 6)

10. **Old/New Business** **Todd Cullum**

11. **Public Comments**..... **Open**

12. **Adjourn** **Todd Cullum**

MEETING SUMMARY

Transportation Subcommittee

February 12, 2015

<u>Organization</u>	<u>Members Present</u>	<u>Others Attending</u>
<i>Lexington County:</i>	Todd Cullum (Chair)	
<i>Richland County:</i>	Norman Jackson (Vice-Chair) Joyce Dickerson Paul Livingston	Hope Hasty Holland Leger
<i>City of Columbia:</i>	Sam Davis Brian Newman	
<i>Kershaw County:</i>	Russ VanPatten	Julian Burns
<i>Disabled Advocate:</i>	Peggy Butler	
<i>The Comet:</i>	Derrick Huggins	
<i>Town of Lexington:</i>	Steve MacDougall	
<i>SCDOT:</i>		Kati Price Mike Sullivan
<i>AECOM:</i>		Tony Chapman
<i>Dennis Corporation:</i>		Matt Hines
<i>FHWA:</i>		Yolanda Morris
<i>DHEC:</i>		Roger Jerry
<i>Town of Blythewood:</i>		Michael Criss
<i>CMCOG Staff:</i>		Reginald Simmons Roland Bart Ben Mauldin

1. WELCOME, INTRODUCTIONS, AND CALL TO ORDER

Chairman Todd Cullum welcomed everyone and called the meeting to order at 12:02 p.m.

2. INVOCATION

Steve MacDougall gave the invocation.

3. DETERMINATION OF A QUORUM

It was determined that a quorum was present.

4. APPROVAL OF THE NOVEMBER 13, 2014 MEETING MINUTES

A motion was made by Joyce Dickerson to approve the minutes of the November 13, 2014 meeting. The motion was seconded by Norman Jackson. All were in favor and the minutes were approved.

5. FY 2014 ANNUAL LISTING OF OBLIGATED PROJECTS

Reginald Simmons requested a recommendation of approval to adopt the FY 2014 Annual Listing of Obligated Projects. Federal requirements dictate that MPOs, such as CMCOG, must create an annual listing of obligated projects for the purpose of reporting the federal obligations that were made on approved projects in the previous fiscal year. The FY 2014 reporting period is from October 1, 2013 to September 30, 2014. The projects shown in the report have been identified in the 2013-2019 TIP and/or 2014-2019 STIP. The project categories included were:

- Safety Improvements
- Intersection Improvements
- Signals
- Rehabilitation
- Resurfacing
- Bridge Maintenance
- Preservation
- Enhancements
- Widening
- Bridge Replacements
- New Overpass
- Interchange Improvements

At this time a motion was made by Joyce Dickerson to adopt the FY 2014 Annual Listing of Obligated Projects. The motion was seconded by Brian Newman. All were in favor and the motion was approved.

6. TRANSPORTATION CONFORMITY MOA

Roger Jerry of DHEC provided an overview of the proposed air quality standards that are currently being developed by EPA. As part of the development of the new air quality standards, DHEC has completed a new Transportation Conformity Memorandum of Agreement (MOA) and is requesting for all COGs and MPOs to be a signatory of the final document. This MOA defines the roles, processes, & responsibilities of the interagency partners that are included in the development of the State Implementation Plan. DHEC's Office of General Counsel has reviewed the MOA, and made all the appropriate changes to update the final document. The MOA covers all areas of the state. If any area of the state is designated as nonattainment, transportation conformity will begin immediately. To date, EPA has identified the new air quality standards range to be between 65 to 70 parts per billion. The final number will be published prior to October 1, 2015.

A brief discussion took place.

At this time a motion was made by Sam Davis to approved being a signatory of the Transportation Conformity Memorandum of Agreement (MOA). The motion was seconded by Norman Jackson. All were in favor and the motion was approved.

7. TIP AMENDMENT – CITY OF COLUMBIA TAP PROJECT

Reginald Simmons requested a recommendation of approval to add \$105,046.07 in TAP Funds for the City of Columbia Sidewalk Projects to the 2013-2019 TIP. The City of Columbia is proposing to install approximately 1,535 linear feet of 5 foot wide sidewalk along the corridors of Maxcy Street, Mildred Avenue, and Sulton Street. These sidewalks will include a total of 12 handicap ramps. All sidewalk work will be performed in accordance with City of Columbia, SCDOT and ADA regulations. The termini for each project include:

- Maxcy Street from Clark St to Sulton St: Sidewalk installed on the South Side Only
- Mildred Avenue from Westwood Ave to Duke Ave: Sidewalk installed on the West Side Only
- Sulton Street from Pope St. to Maxcy St: Sidewalk installed on the East Side Only

In reference to the matching requirement for the COATS TAP Program, the city has a population that is over 50,000, thus they are subject to the 60/40 matching requirement. The total project cost is estimated to be \$175,076.78. The federal amount or sixty percent of the total cost is \$105,046.07. Mr. Simmons requested for this amount to be added to the 2013-2019 TIP.

At this time a motion was made by Sam Davis to amend the 2013-2019 TIP to add \$105,046.07 in TAP funds for the City of Columbia Sidewalk Projects. The motion was seconded by Brian Newman. All were in favor and the motion was approved.

8. TIP AMENDMENT – FY 2015 TAP FUNDING

Reginald Simmons requested a recommendation of approval to add the FY 2015 TAP Funds to the 2013-2019 TIP. SCDOT has recently apportioned \$866,353 in Transportation Alternative Program Funds to the COATS MPO for FY 2015. These funds have been apportioned with the assumption that a continuing resolution will be

passed extending federal funding through the end of the federal fiscal year. As one of six Transportation Management Areas across the State, the COATS MPO administers its own program through a competitive selection process. In accordance with the federal guidance, this funding must be included in the 2013-2019 TIP in order for it to be eligible for future projects.

At this time a motion was made by Brian Newman to add the FY 2015 TAP Funds to the 2013-2019 TIP. The motion was seconded by Norman Jackson. All were in favor and the motion was approved.

9. TIP AMENDMENT – NON-GUIDESHARE PROJECTS

Reginald Simmons requested a recommendation of approval to add Pavement Resurfacing and Pavement Preservation Projects in Lexington and Richland Counties to the non-guideshare section of the 2013-2019 TIP. . These obligations included:

- Lexington County Pavement Resurfacing: \$4,177,000
- Lexington County Pavement Preservation: \$388,000
- Richland County Pavement Resurfacing: \$4,923,000
- Richland County Pavement Preservation: \$438,000

Mr. Simmons also requested for the inclusion of the US 21 Bridge Project at an estimated cost of \$7.475 million

- Lexington County - US 21 over Congaree Creek Bridge Project (and adjacent culvert)
 - 675 in PE to FY 2015
 - 50 in R/W to FY 2017
 - 6,750 in Construction to FY 2019

Mr. Simmons reviewed the list of resurfacing and preservation projects that were included in the agenda packet.

At this time a motion was made by Norman Jackson to amend the 2013-2019 TIP to add the Lexington and Richland Counties Pavement Resurfacing and Pavement Preservation Projects as well as the US 21 Bridge Project. The motion was seconded by Steve MacDougall. All were in favor and the motion was approved.

10. OLD/NEW BUSINESS

There were none.

11. PUBLIC COMMENTS

There were none.

12. ADJOURN

The meeting adjourned at 12:34 p.m.



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 12, 2015

SUBJECT: Walk Bike Columbia Master Plan and Bike Share Plan

REQUESTED ACTION

The Central Midlands Council of Governments staff requests a recommendation of approval to adopt the Walk Bike Columbia Master Plan and Bike Share Plan. The full document can be downloaded at www.walkbikecolumbia.org.

BACKGROUND

Imagine Columbia in 20 years as a place where people choose to walk, bike and/or take transit for some trips – not out of necessity, but because it is a convenient and enjoyable transportation choice. Development is dense and well-designed so that people have many of their everyday needs available by a short walk, bike ride or transit trip. Programs such as walking school busses and bike safety rodeos are commonplace in schools, and walk, bike and transit-friendly streets are prevalent so that parents feel perfectly safe letting their children walk or bike to and from school (freeing up valuable time in their daily lives as well). Transit is as reliable and convenient as driving a car and is easily accessible by anyone. As a result, it is utilized by people of all ages, backgrounds and abilities; providing better access for families without cars to get to jobs, retail and school; creating additional viable transportation options for elderly citizens; and allowing more college students and families to live car-free.

An increasing number of communities and their leadership are seeing the potential of a future like this one; a future where better walking, bicycling and transit are critical parts of transforming and revitalizing our communities, making them more desirable places to live and visit. This movement is a direct result of the nationwide demand for more livable communities and transportation options. The Walk Bike Columbia Master Plan and Bike Share Plan advances the city's efforts to achieve this vision by identifying the programs, policies, and projects that will make the city a more livable community for walking, biking, and transit.

CMCOG in coordination with the City of Columbia and CMRTA have recently completed the Walk Bike Columbia Master Plan and Bike Share Plan and will ask Alta Planning + Design to present this plan to the committee for approval.

ATTACHMENT

Executive Summary

WALK BIKE COLUMBIA

PEDESTRIAN & BICYCLE MASTER PLAN | EXECUTIVE SUMMARY



Introduction

The Walk Bike Columbia plan is a result of an extensive process that takes into account local public and stakeholders, existing conditions and visions, as well as nationally recognized performance standards. The Plan is comprised of the following sections, which provide a long-term vision for walking, bicycling and transit in Columbia, as well as a plan of action to guide Columbia towards achieving this vision:

Walk Bike Columbia Introduction

- Project vision, goals and objectives

Existing Conditions Analysis

- Plans, policies and design analysis
- User needs analyses
- Pedestrian, bicycle and transit network analysis

Recommendations

- Program and policy recommendations
- Pedestrian and bicycle network
- Prioritization and capital improvements plan

Appendices of Detailed Analyses and Guidelines

Project Partners

abacus
planning group
smart financial decisions



Vision, Goals & Objectives

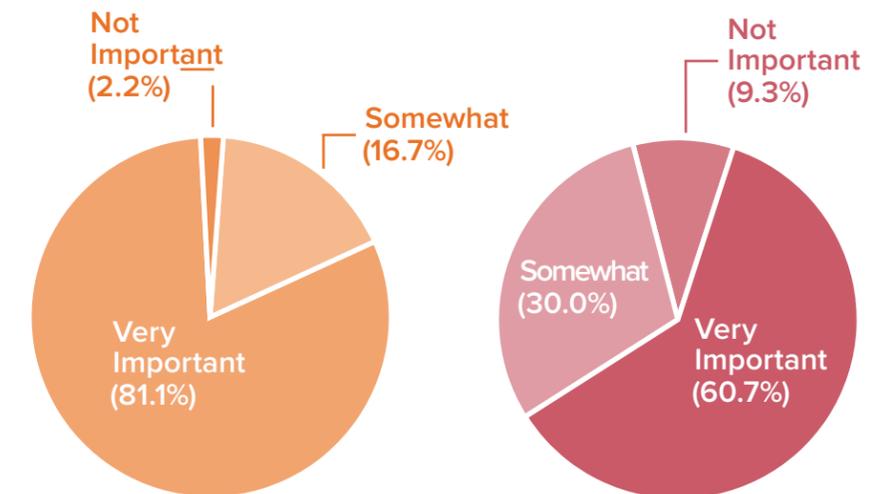
Walk Bike Columbia envisions an expanded and ADA-accessible network of transit, sidewalks, greenways, trails, and on-street bicycle connections linking people to jobs, schools, destinations, adjacent communities, and one another. The network serves residents, commuters, students, and visitors alike. Walking, biking and transit are an integral part of City projects, policies, and programs and are perceived as routine, efficient, safe, and comfortable options for both transportation and recreation. People of all ages and abilities enjoy walking and biking and benefit from enhanced quality of life, public health, and economic opportunity.

- GOAL 01 Choice** - Provide a range of transportation options to advance Columbia's multimodal linkages and transportation culture.
- GOAL 02 Accessibility** – Institutionalize universal design principals to meet the needs of all modes and all users.
- GOAL 03 Connectivity and Convenience** – Biking, walking, and using transit for transportation will be easy, efficient, and routine activities.
- GOAL 04 Safety and Comfort** – Improve safety while designing attractive and comfortable streets, trails, and greenways for all users.
- GOAL 05 Awareness** - Increase education, encouragement, and enforcement related to biking and walking to build confidence for residents.
- GOAL 06 Usage** – The transit-, walking-, and biking-environment will help inspire movement in everyday life.
- GOAL 07 Implementation** – Local leadership, coordination, and funding will allow the continued growth of the network.
- GOAL 08 Evaluation** – The City will measure progress towards advancing the vision and goals of Walk Bike Columbia.

Public Input Summary

- 4 Steering Committee meetings: 25 committee members
- 4 interactive open-house public meetings: over 120 attendees
- 8 stakeholder focus groups: 90 invited stakeholders
- 825 respondents to online and physical citizen input surveys

PUBLIC INPUT ON PEDESTRIAN, BICYCLE AND TRANSIT PRIORITIES



HOW IMPORTANT IS IT TO IMPROVE THE PEDESTRIAN AND BICYCLE ENVIRONMENT?

HOW IMPORTANT IS IT TO YOU TO IMPROVE THE TRANSIT ENVIRONMENT?



WALK BIKE COLUMBIA

PEDESTRIAN & BICYCLE MASTER PLAN | EXECUTIVE SUMMARY

Proposed Bicycle Infrastructure

- Proposed Bikeways**
- Sidepath or Greenway
 - Cycle Track(s)
 - Buffered Bike Lanes
 - Bike Lanes/ Paved Shoulders
 - Bike Boulevard/ Bike Route/ Shared Lane Markings
 - Primary All Ages and Abilities Routes
- Existing Bikeways**
- Palmetto Trail
 - Palmetto Trail Gap Options
 - Commuter Rail Line (Proposed)
 - Other Rail Line
 - Park
 - College
 - City of Columbia Limits
 - Potential Future Annexation Areas
 - Other Jurisdiction
 - Water Body

Other Proposed Improvements

- Bicycle/Pedestrian Cut-through
- Intersection Improvements
- Infill Street
- Proposed On-Road Bikeway (Other Jurisdiction)
- Proposed Sidepath or Greenway (Other Jurisdiction)

Legend

- Existing Palmetto Trail
- Palmetto Trail Gap Options
- Commuter Rail Line (Proposed)
- Other Rail Line
- Park
- College
- City of Columbia Limits
- Potential Future Annexation Areas
- Other Jurisdiction
- Water Body

0 1 2 Miles



Data obtained from the City of Columbia and Central Midlands Council of Governments. Map created November, 2014.



In addition to long-term bikeway recommendations shown in the map on this page, this plan also makes recommendations on sidewalk infrastructure and crossing improvements; pedestrian, bike and transit support facilities such as bike parking; policies to support walk, bike and transit-friendly development; and education, encouragement and enforcement programs.

Existing Facilities

Pedestrian Facilities	
Type	Quantity
Sidewalks	391 mi
Natural Surface Path	30 mi
Singletrack Trail	25 mi
Bicycle Facilities	
Type	Quantity
Paved Shared-use Path/Greenway	20 mi
Bike Lanes	19 mi
Shared Lane Markings	0.5 mi
Bike Routes	20 mi

Proposed Facilities

Pedestrian Improvements	
Type	Quantity
New Sidewalks	337 mi
Signalized Intersection Improvements	170
Mid-block Crossing Improvements	331
Bicycle Improvements	
Type	Quantity
Paved Shared-use Path/Greenway	53 mi
Sidepath	101 mi
Cycletrack (one-way)	28 mi
Cycletrack (two-way)	9 mi
Buffered Bike Lanes	26 mi
Bike Lanes	68 mi
Paved Shoulders	11 mi
Bike Boulevard	64 mi
Shared Lane Markings	5 mi
Signed Routes	2 mi
Infill Street	3 mi
Pedestrian/Bicycle Cut-through	6
Intersection Improvements	12

Downtown Columbia





U.S. Department
of Transportation
Federal Highway
Administration
National Highway
Traffic Safety
Administration

1200 New Jersey Ave., SE
Washington, D.C. 20590

DEC 1 2014

CERTIFIED MAIL

Janet P. Oakley
Secretary of Transportation
South Carolina Department of Transportation
955 Park Street
Columbia, SC 29201

Dear Ms. Oakley:

We at the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) value the mission we share with the South Carolina Department of Public Safety (SCDPS) and the South Carolina Department of Transportation (SCDOT) to reduce alcohol impaired driving and improve the safety of the State's roadways—resulting in lives saved, injuries prevented, and crashes avoided across the State. Our strong partnerships with SCDPS and SCDOT are critical to achieving this safety mission.

Unfortunately, we are providing notification to the State of South Carolina that its law does not meet the Federal repeat intoxicated driver requirements under 23 U.S.C. § 164 for FY 2015. This notification follows a preliminary review issued by NHTSA's Office of the Chief Counsel on April 9, 2014, and conveyed to the State through NHTSA's Regional Office and FHWA's Division Office. This letter also confirms that FHWA has reserved funds from the State's apportionment under 23 U.S.C. § 104(b)(1) and (b)(2) because of the noncompliance issue identified in South Carolina's law. The noncompliance issue affecting FY 2015 and the options for disposition of the reserved funds are described below.

Noncompliance Issue Affecting FY 2015

Section 164 includes four minimum requirements for State repeat intoxicated driver laws. One of these requirements, the "mandatory license suspension" requirement, requires that a State have either a mandatory minimum one-year hard driver's license suspension for all individuals convicted of a second or subsequent DUI offense or a license suspension of one year, allowing for the reinstatement of limited driving privileges subject to restrictions and limited exemptions as established by State law, if an ignition interlock device is installed for not less than one year on each of the motor vehicles owned or operated, or both, by the individual. 23 U.S.C. § 164(a)(4)(A).

Prior to October 1, 2014, South Carolina law required that repeat DUI offenders receive a hard license suspension or revocation for one year for second offenders, for two years for third offenders (four years if the third offense occurred within five years from the first offense), and

permanently for fourth or subsequent offenders (with the option of reinstatement after seven years). S.C. Code Ann. § 56-5-2990(A); § 56-1-385(A)(1). On April 14, 2014, the Governor of South Carolina signed into law Senate Bill 137, later assigned Act No. 158, amending the State's DUI laws. The effective date for the Act was October 1, 2014.

In enacting the new legislation, the State eliminated the suspension and revocation requirements that previously existed for repeat offenders. Instead, the State's Department of Motor Vehicles is required to immediately suspend the driver's license of any person convicted of driving under the influence of alcohol or other drugs. S.C. Code Ann. § 56-5-2990(A)(1), as amended. Second offenders within a period of ten years must enroll in the Ignition Interlock Device Program (pursuant to Section 56-5-2941, as amended) and obtain an ignition interlock restricted license (pursuant to Section 56-1-400, as amended) for two years, which ends the suspension period. S.C. Code Ann. § 56-5-2990(A)(3) and (6), as amended. Third offenders are required to enroll in the Ignition Interlock Device Program and obtain an ignition interlock restricted license for three years (four years if the third offense occurs within five years from the date of the first offense). S.C. Code Ann. § 56-5-2990(A)(4), as amended. Fourth or subsequent offenders are required to obtain an ignition interlock restricted license for life. S.C. Code Ann. § 56-5-2990(A)(5), as amended. Repeat offenders with ignition interlock restricted licenses must have an ignition interlock device installed on any motor vehicle they drive. S.C. Code Ann. § 56-1-400(A), as amended; § 56-5-2941(A), as amended.

Because the State now restores restricted driving privileges for repeat offenders in lieu of a minimum one-year hard license suspension period, Section 164 requires the State to restrict those offenders to driving only ignition interlocked vehicles for not less than one year. However, South Carolina law includes an exception that allows repeat offenders to drive vehicles without the use of an ignition interlock.

South Carolina law permits repeat offenders who are issued an ignition interlock restricted license to drive vehicles owned by their employers in the course and scope of their employment without the use of an ignition interlock device. S.C. Code Ann. § 56-5-2941(J); *see also* S.C. Code Ann. § 56-1-400(B)(1)(c), as amended. Prior to enactment of Act No. 158, this did not create a noncompliance issue because the law required that each repeat offender receive a hard license suspension or revocation of not less than one year. Under the Federal requirements, repeat offenders not receiving a hard license suspension must be restricted to operating only motor vehicles with an ignition interlock device installed, without exceptions. Because repeat offenders are now subject only to an ignition interlock restriction and permitted to drive vehicles without ignition interlocks under certain circumstances, the State no longer complies with the "mandatory license suspension" requirement of Section 164.¹

Reservation and Disposition of Funds

For noncompliance with the Section 164 requirements on October 1, 2014, the State is subject to a reservation of 2.5 percent of the FY 2015 funds apportioned to it under paragraphs (1) and (2) of 23 U.S.C. § 104(b). These funds must be used instead for alcohol-impaired driving

¹ South Carolina also allows the State to waive the interlock requirements for a medical condition. NHTSA previously reviewed this provision in its preliminary review dated April 9, 2014, and found that this did not create a compliance issue for the State.

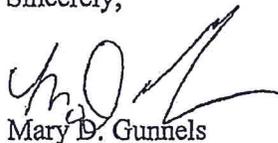
countermeasures, the enforcement of laws prohibiting driving while intoxicated by alcohol and related laws, or Highway Safety Improvement Program (HSIP) activities eligible under 23 U.S.C. § 148.

By this letter, we are confirming that FHWA has reserved FY 2015 funds and a proportional amount of obligation authority derived from the obligation authority distributed to the State in FY 2015 for Federal-aid highways. The reserved funds have been taken proportionately from the National Highway Performance Program and the Surface Transportation Program appropriations under Sections 104(b)(1) and (b)(2). Within 60 days, the Governor's Representative for Highway Safety and the Secretary of SCDOT should inform the NHTSA Regional Administrator and the FHWA Division Administrator in writing whether the State requests a change in the proportions by which the funds have been reserved. The response also should identify how the funds will be divided or "split" for use among alcohol-impaired driving programs (subject to the requirements of 23 U.S.C. § 402) and HSIP eligible activities (subject to the requirements of 23 U.S.C. § 148). The "split" should indicate the percentages, instead of dollar amounts, in which the penalty funds will be used for the designated activities. FHWA will reserve the funds until the State provides this response. As soon as practicable after the agencies receive the response, FHWA will transfer the funds to the State's Section 402 apportionment for alcohol-impaired driving programs or release the funds to the State DOT for HSIP eligible activities. Once these funds have been transferred or released, the State will not be able to revise its request.

In accordance with the agencies' regulation, 23 C.F.R. § 1275.8(b), South Carolina may, within 30 days after receipt of this letter, submit documentation to the NHTSA Regional Administrator and the FHWA Division Administrator showing why the State believes it is in compliance with the requirements of 23 U.S.C. § 164 for FY 2015. If such documentation is provided, a reservation will remain in place on the State's affected Federal funds while the agencies consider this additional information. The agencies will issue a final determination regarding the State's compliance after a review of any documentation provided.

An identical letter has been sent to Mr. Leroy Smith, Director, South Carolina Department of Public Safety. The agencies know that we all share a commitment to the vital work of improving traffic safety and the safety of our roadways, and we look forward to our continued partnership in advancing these goals.

Sincerely,



Mary D. Gunnels
National Highway Traffic Safety Administration
Associate Administrator for Regional Operations
and Program Delivery



Anthony Furst
Federal Highway Administration
Associate Administrator for Safety

**GUIDESHARE SCENARIO SUMMARY
BASED ON PROPOSED FUNDING: \$134,800,000**

MPOs			
	SCENARIO	CURRENT *	GAIN (LOSS)
ANATS	\$2,749,956	\$2,815,237	(\$65,281)
ARTS	\$3,510,435	\$3,593,769	(\$83,334)
CHATS	\$18,585,090	\$19,026,279	(\$441,189)
COATS	\$18,754,503	\$19,199,714	(\$445,211)
FLATS	\$3,035,034	\$3,107,082	(\$72,048)
GPATS	\$17,658,723	\$18,077,921	(\$419,198)
GSATS	\$7,423,713	\$7,599,944	(\$176,231)
RFATS	\$5,895,199	\$6,035,144	(\$139,945)
SPATS	\$6,228,501	\$6,376,359	(\$147,858)
SUATS	\$2,477,553	\$2,536,368	(\$58,814)
LATS	\$4,518,035	\$4,625,288	(\$107,253)
TOTAL URBAN GS:	\$90,836,742	\$92,993,106	\$ (2,156,362)
	67.39%	67.39%	\$ (2,156,362)

RURAL COGS			
	SCENARIO	CURRENT *	GAIN (LOSS)
APPALACHIAN	\$7,403,741	\$7,579,497	(\$175,756)
BCD	\$2,130,838	\$2,181,422	(\$50,584)
CATAWBA	\$4,789,584	\$4,903,284	(\$113,699)
CENTRAL MIDLANDS	\$2,816,938	\$2,883,809	(\$66,871)
LOWCOUNTRY	\$2,625,785	\$2,688,118	(\$62,333)
LOWER SAVANNAH	\$5,361,966	\$5,489,253	(\$127,287)
PEE DEE	\$6,468,521	\$6,622,076	(\$153,555)
SANTEE-LYNCHES	\$3,134,312	\$3,208,717	(\$74,405)
UPPER SAVANNAH	\$6,117,923	\$6,263,156	(\$145,233)
WACCAMAW	\$3,113,650	\$3,187,564	(\$73,915)
TOTAL RURAL GS:	\$43,963,258	\$45,006,896	\$ (1,043,638)
	32.61%	32.61%	\$ (1,043,638)

ENTER TOTAL SYSTEM UPGRADE FUNDS:

\$134,800,000

MPO Population Share (67.39%)

MPO VMT Study Area Share (60.79%)

COG Population Share (32.61%)

COG VMT Share (39.21%)

BASED ON FOLLOWING WEIGHT FACTORS:

POPULATION	100%
VMT	0%
	100%

*This scenario considers the study area population only to determine urban/rural split.

*This scenario allocates funding amongst the MPOs by urban population and clusters only - NO VMT.

URBAN/RURAL SPLIT BREAKDOWN

URBAN PORTION	\$90,836,742
RURAL PORTION	\$43,963,258

Regional Analysis

	<u>Before</u>	<u>After</u>	<u>Gain/(Loss)</u>	<u>% change</u>	<u>% of total before</u>	<u>% of total after</u>
Appalachian	\$34,849,014	\$34,040,921	(\$808,093)	-2.32%	25.25%	25.25%
ARTS/Lower Savannah	\$9,083,021	\$8,872,401	(\$210,621)	-2.32%	6.58%	6.58%
CHATS/BCD	\$21,207,701	\$20,715,928	(\$491,773)	-2.32%	15.37%	15.37%
Midlands	\$22,083,523	\$21,571,441	(\$512,082)	-2.32%	16.00%	16.00%
FLATS/Pee Dee	\$9,729,159	\$9,503,555	(\$225,604)	-2.32%	7.05%	7.05%
Grand Strand	\$10,787,508	\$10,537,363	(\$250,145)	-2.32%	7.82%	7.82%
RFATS/Catawba	\$10,938,428	\$10,684,783	(\$253,645)	-2.32%	7.93%	7.93%
SUATS/Santee Lynchies	\$5,745,085	\$5,611,866	(\$133,219)	-2.32%	4.16%	4.16%
Lowcountry	\$7,313,406	\$7,143,820	(\$169,586)	-2.32%	5.30%	5.30%
Upper Savannah	\$6,263,156	\$6,117,923	(\$145,233)	-2.32%	4.54%	4.54%
	\$138,000,000	\$134,800,000	(\$3,200,000)			



South Carolina
Department of Transportation

Deputy Secretary for Engineering
Christy A. Hall, P.E.
Phone: (803) 737-7900 Fax: (803) 737-5053

Enclosure 4

February 20, 2015

Mr. William S. Iskrzak, Director
Wattswood Homeowners Association
96 Choctaw Circle
Elgin, South Carolina 29045

Re: Traffic Investigation – Kershaw County
Intersection of US 1 and Watts Hill Road (S-757)

Dear Mr. Iskrzak:

Thank you for informing the South Carolina Department of Transportation (SCDOT) of your concerns regarding the intersection of US Route 1 and Watts Hill Road. As requested, our engineering staff has conducted a study to evaluate your concerns and determine what improvements could be effective in improving safety at this intersection. A summary of the review is as follows.

Watts Hill Road and US Route 1 intersect at a skew angle to form a cross-type intersection. Both Watts Hill Road and US 1 are two-lane rural roads. As you noted in your letter, no turn lanes currently exist along any of the four approaches. Watts Hill Road is controlled by stop signs at both approaches, while the approach speed along US 1 is 55 mph.

Field observations found the sight distance to be sufficient for the 55 mph posted speed limit. A speed study revealed that the average speed on US 1 was 52 mph, while 85 percent of motorists were traveling at or below 56 mph. The Department generally posts speed limits as close as possible to the 85th percentile speed, which is a widely accepted method for determining the appropriate speed limit. It also reflects the degree of obedience that can be expected, as well as the speed limit that can be reasonably enforced. If you feel that speeding is occurring you may want to contact your local law enforcement agency and request increased enforcement of the posted speed limit. Enforcement is the most effective method of reducing vehicle speeds.

As you mentioned in your letter, traffic control measures with enhanced visibility characteristics were recently installed at the intersection. This work was performed as part of a low-cost intersection improvement project through the SCDOT's safety program funding. This work was completed in January of 2010. Based on the latest crash history, it appears that this measure has helped to significantly reduce the number of crashes at this intersection.

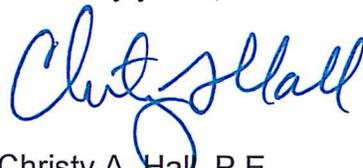


Mr. William S. Iskrzak, Director
Page 2
February 20, 2015

While further improvements such as turn lanes on both approaches along US 1 would allow for safer traffic operations, the Department does not currently have the funding available to install these improvements. However, by copy of this letter, I am forwarding your concerns to the Columbia Area Transportation Study (COATS) committee, as well as the Kershaw County Transportation Committee, to consider providing funding for a project at this location when they allocate funding for future projects in the area.

Thank you again for bringing this matter to our attention. If I can be of further assistance, please do not hesitate to contact me.

Sincerely yours,



Christy A. Hall, P.E.
Deputy Secretary for Engineering

CAH:de

cc: Reginald Simmons, Deputy Executive Director, Central Midlands Council of Governments

Julian Burns, Kershaw County Council Chairman

ec: Janet P. Oakley, Secretary of Transportation

M. Thad Brunson, Chief Engineer for Field Operations

File: D1/Kershaw/ACH

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CTS: 3036593



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 12, 2015

SUBJECT: Federal Funding Apportionments

REQUESTED ACTION

The Central Midlands Council of Governments staff requests a recommendation of approval to add Fiscal Year 2015 Federal Funding Apportionments to the 2013-2019 TIP.

BACKGROUND

On December 16, 2014, President Obama signed the Consolidated and Further Continuing Appropriations Act, 2015 (FY 2015 Appropriations) which provided \$11.008 billion in new budget authority including a full fiscal year's funding for the Federal Transit Administration's (FTA) programs funded from the General Fund of the Treasury, which funds its administrative expenses as well as its Research, Technical Assistance and Training programs, Capital Investment Grants program, and Grants to the Washington Metropolitan Area Transit Authority. The FY 2015 Appropriations Act follows several continuing resolutions that provided funds for these programs through December 15, 2014.

The Highway and Transportation Funding Act of 2014 extended FTA's contract (budget) authority to carry out its formula assistance programs only through May 31, 2015. The act pro-rated the amount of budget authority available for the period October 1, 2014 through May 31, 2015 based on an anticipated full FY 2015 total of \$8.595 billion. As a result, FTA may apportion only 8/12th or \$5.722 billion in contract authority at this time. When combined with the full-year funding from the General Funded programs listed above, FTA is apportioning or allocating in this notice a total of \$8.136 billion of the \$11.008 billion of new budget authority provided in the FY 2015 Appropriations. Congress will have to extend the authorization for public transportation beyond May 31, 2015, before additional contract authority can be provided for the formula assistance programs.

FTA annually publishes one or more notices apportioning funds appropriated by law. This notice apportions and provides information on the FY 2015 funding currently available for FTA assistance programs. Staff will request to add the following federal apportionments to the 2013-2019 TIP.

Section 5307 – Large Urban Program

FY 2015 - \$2,644,052

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

FY 2015 - \$268,554

Section 5339 – Bus & Bus Facilities

FY 2015 - \$265,660

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Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 12, 2015

SUBJECT: **TIGER Grants**

REQUESTED ACTION

The Central Midlands Council of Governments staff will provide an update on the FY 2015 TIGER Competitive Grant Program.

PROGRAM DESCRIPTION

On December 16th, the President signed the Consolidated and Further Continuing Appropriations Act, 2015. The bill includes a \$500 million authorization for National Infrastructure Investments, referred to by the U.S. Department of Transportation (USDOT) as TIGER Discretionary Grants. If announced, U.S. Department of Transportation will be administering the seventh round of the highly successful TIGER competitive grant program.

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds to fund projects that have a significant impact on the Nation, a region or a metropolitan area.

The TIGER program enables DOT to examine a broad array of projects on their merits, to help ensure that taxpayers are getting the highest value for every dollar invested. In each round of TIGER, DOT receives many applications to build and repair critical pieces of our freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, livability and environmental sustainability.