

RICHLAND COUNTY

TRANSPORTATION AD HOC COMMITTEE

AGENDA

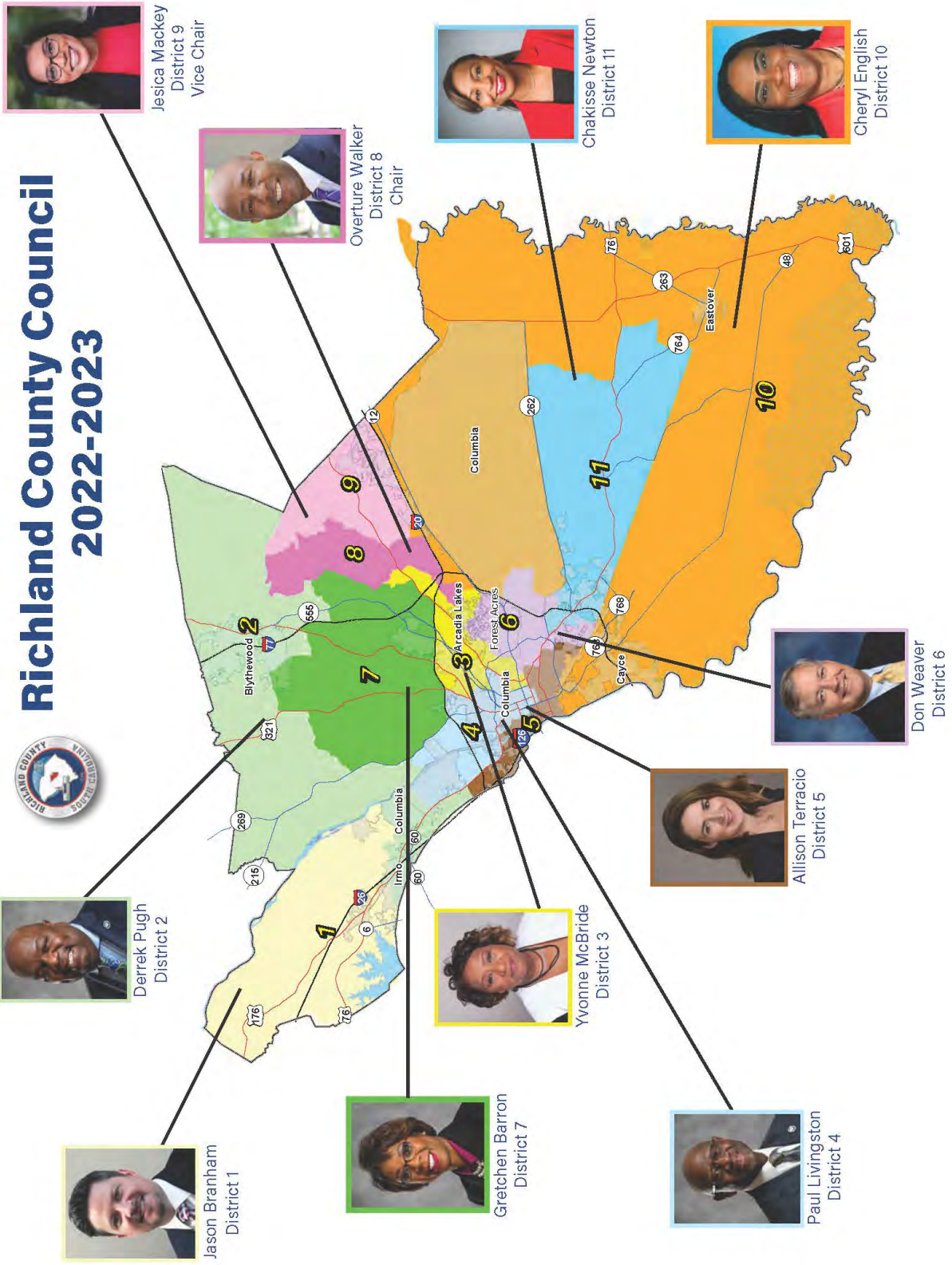


TUESDAY MAY 23, 2023

4:00 PM

COUNCIL CHAMBERS

Richland County Council 2022-2023



Derrek Pugh
District 2

Jason Branham
District 1

Gretchen Barron
District 7

Yvonne McBride
District 3

Allison Terracio
District 5

Paul Livingston
District 4

Don Weaver
District 6

Overture Walker
District 8
Chair

Chakisse Newton
District 11

Cheryl English
District 10

Jessica Mackey
District 9
Vice Chair



**Richland County
Transportation Ad Hoc Committee**

AGENDA

May 23, 2023 04:00 PM
2020 Hampton Street, Columbia, SC 29204

The Honorable Jason Branham	The Honorable Paul Livingston	The Honorable Don Weaver	The Honorable Overture Walker, Chair	The Honorable Jessica Mackey
County Council District 1	County Council District 4	County Council District 6	County Council District 8	County Council District 9

1. **CALL TO ORDER** The Honorable Overture Walker

2. **APPROVAL OF MINUTES** The Honorable Overture Walker
 - a. March 28, 2023 [\[PAGES 5-8\]](#)

3. **ADOPTION OF AGENDA** The Honorable Overture Walker

4. **ITEMS FOR ACTION** The Honorable Overture Walker
 - a. Innovista Phase 3 - Project Funding [\[PAGES 9-48\]](#)
 - b. Proposed Chapter 21 (Dirt Road Paving) Ordinance Amendment [\[PAGES 49-56\]](#)

5. **ITEM FOR INFORMATION** The Honorable Overture Walker
 - a. Resurfacing Package T - Small Contract for Drainage Improvement [\[PAGES 57-60\]](#)

6. **ADJOURNMENT** The Honorable Overture Walker



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Richland County Council
Transportation Ad Hoc Committee

MINUTES

March 28, 2023 – 4:00 PM

Council Chambers

2020 Hampton Street, Columbia, SC 29204

COUNCIL MEMBERS PRESENT: Overture Walker, Chair; Paul Livingston, Don Weaver, and Jesica Mackey

Not Present: Jason Branham

OTHERS PRESENT: Gretchen Barron, Ashiya Myers, Michelle Onley, Michael Maloney, Angela Weathersby, Anette Kirylo, Patrick Wright, Dale Welch, Abhijit Deshpande, Stacey Hamm, Chelsea Bennett, John Thompson, Lori Thomas, Kyle Hosclaw, Quinton Epps, Jennifer Wladischkin, Zach Cavanaugh, and Nathaniel Miller

1. **CALL TO ORDER** - Chairman Overture Walker called the meeting to order at approximately 4:02 PM.
Mr. Walker noted that Mr. Branham was traveling for business and unable to attend this afternoon's meeting.
2. **APPROVAL OF MINUTES**
 - a. **February 7, 2023** – Ms. Mackey moved to approve the minutes as distributed, seconded by Mr. Weaver.
In Favor: Weaver, Walker, and Mackey
Not Present: Branham
The vote in favor was unanimous.
Mr. Weaver moved to reconsider this item, seconded by Ms. Mackey.
In Favor: Livingston, Weaver, Walker, and Mackey
Not Present: Branham
The vote in favor was unanimous.
Ms. Mackey moved to approve the minutes as distributed, seconded by Mr. Livingston.
In Favor: Livingston, Weaver, Walker, and Mackey
Not Present: Branham
The vote in favor was unanimous.
3. **ADOPTION OF AGENDA** – Ms. Mackey moved to adopt the agenda as published, seconded by Mr. Weaver.
In Favor: Weaver, Walker, and Mackey
Not Present: Branham
The vote in favor was unanimous.
Ms. Mackey stated that in looking at the minutes from February 7, 2023, council members are listed that do not match the list of committee members on the agenda packet. She requested to confirm the members of the committee.
Mr. Walker stated he believes the committee members are Branham, Livingston, Weaver, Mackey, and himself.
Ms. Kirylo indicated the appropriate corrections would be made.
Mr. Wright noted Mr. Livingston's vote needs to be on the record before we move forward.
Ms. Mackey moved to reconsider this item, seconded by Mr. Weaver.

In Favor: Livingston, Weaver, Walker, and Mackey

Not Present: Branham

The vote in favor was unanimous.

Mr. Weaver moved to adopt the agenda as published, seconded by Ms. Mackey.

In Favor: Livingston, Weaver, Walker, and Mackey

Not Present: Branham

The vote in favor was unanimous.

4. **ITEM FOR ACTION**

- a. Mitigation Bank Credit – D.R. Horton, Inc. – Westport Phase 2 Development – Mr. Michael Maloney, Interim Transportation Director, stated this item is a request from D. R. Horton, Inc. to purchase 1.61 wetland credits at a rate of \$20,000 per credit for their Westport Phase 2 Development in York County, SC. The \$37,523.73 generated will be credited to the Transportation Penny Program.

Mr. Livingston moved to forward to Council with a recommendation to approve D. R. Horton's request to purchase 1.61 wetland credits at \$20,000 per credit for their Westport Phase 2 Development in York County, SC. The \$37,523.73 generated will be credited to the Transportation Penny Program, seconded by Ms. Mackey.

In Favor: Livingston, Weaver, Walker, and Mackey

Not Present: Branham

The vote in favor was unanimous.

- b. Mitigation Bank Credit – Fire Tower Road – Mr. Maloney stated this is a request from Firetower Logistics, LLC, to purchase 17.47 wetland credits at \$20,000 per credit for road construction. The \$334,358.38 generated will be credited to the Transportation Penny Program.

Ms. Mackey moved to forward to Council with a recommendation to approve Firetower Logistics, LLC's request to purchase 17.47 wetland credits at \$20,000 per credit for road construction. The \$334,358.38 generated will be credited to the Transportation Penny Program, seconded by Mr. Livingston.

In Favor: Livingston, Weaver, Walker, and Mackey

Not Present: Branham

The vote in favor was unanimous.

- c. Mitigation Bank Credit – River Falls at Tega Cay – Mr. Maloney stated this is a request to purchase 2.162 wetland credits at \$12,500 per credit for the River Falls at Tega Cay. The \$26,304.33 generated will be credited to the Transportation Penny Program.

Ms. Mackey inquired why the rate was different on this item.

Mr. Maloney replied the sale was negotiated earlier than the other sales. He noted it is what the market will bear and what the competitors are putting out from other wetland banks.

Ms. Mackey inquired if we were losing revenue by selling at a lesser value.

Mr. Maloney responded we are not losing. We are still being made whole, but the other amount will help us.

Mr. Walker inquired as to what the funds from the sale of the wetlands credits are used for and if there is a process to determine the use.

Mr. Maloney indicated the funds go to the fund balance and are not designated to a specific project. The dollars help fund Transportation Penny projects.

Mr. Walker inquired if the request to use the funds has to come to the committee or Council before utilizing them.

Mr. Maloney stated the first thing they must cover is the \$16M investment to offset the cost of building the bank. We are reducing the remaining amount and increasing the revenue in the grants and other revenue sources as we go.

Mr. Livingston moved to forward to Council with a recommendation to approve the request to purchase 2.162 wetland credits at \$12,500 per credit for the River Falls at Tega Cay. The \$26,304.33 generated will be credited to the Transportation Penny Program, Mr. Weaver seconded the motion.

In Favor: Livingston, Weaver, Walker, and Mackey

Not Present: Branham

The vote in favor was unanimous.

- d. Use of Project Reserve for Paved Road Resurfacing in FY23/24 – Mr. Maloney stated this is a request for \$5M from the Project Reserve, which Council created in summer 2022. He noted the success of the resurfacing program has brought us near on all the projects. He indicated Project “S” and “T” bid packages are currently out. There will be enough funding to complete Project “U.”

Mr. Livingston inquired if the \$52.5M realized from the Broad River Project is the only reserve funding in the Penny Program.

Mr. Maloney responded the \$52.5M is the only funding designated in the roadways category. He indicated the \$31M in the “Program Reserve” was once the administrative dollar amount. To utilize the \$31M, we would need to have three readings and a public hearing.

Ms. Mackey stated we previously discussed establishing a protocol for the funds. She noted Councilmembers sometimes get confused about which reserve fund we are referring to.

Mr. Maloney stated that we designated the re-designation of the I-20/Broad River Road Exchange as “Project Reserve.” The administrative costs would be defined as “Program Reserve.”

Mr. Weaver inquired as to how much is left in the resurfacing budget.

Mr. Maloney noted the budgets are updated every month. Currently, we have enough left in the budget for one more package.

Mr. Walker noted the I-20/Broad River Road Exchange was originally a Penny Project, but the State has taken it over. The funding for the project then came back to the Penny Project.

Ms. Mackey moved to forward to Council with a recommendation to transfer \$5M from “Project Reserve” to the “Pavement Resurfacing Program” for use in FY23/24. This will increase the approved amount for this Penny line item to \$45M. Mr. Livingston seconded the motion.

In Favor: Livingston, Weaver, Walker, and Mackey

Not Present: Branham

The vote in favor was unanimous.

5. PRESENTATION

- a. Mead & Hunt Dirt Road Paving Program Progress – Mr. Maloney stated the representatives from Mead & Hunt would be presenting what they have done to accomplish results in another county. We have discussed issues the County has faced (i.e., incomplete right-of-way projects and projects we have invested in that we would like to keep moving). The current ordinance is the limiting factor, and would have to be adjusted to accommodate what we are discussing.

Mr. Berry Still, Mead & Hunt, gave an overview of Horry County’s sales tax program (Road Improvement Development Effort [RIDE]).

- RIDE II (2006) and RIDE III (2016) Sales Tax Programs
 - 200 miles of Dirt Road Paving
 - 272 Projects
 - Over 2,700 easements
 - \$160 million budget
- Unique Aspects of the Programs
 - Referendum for RIDE II and RIDE III named 272 dirt roads to be paved
 - Horry County uses Eminent Domain/Condemnation to ensure easements are acquired for all projects
 - Horry County will delete a road from their system if all adjacent property owners do not want the road paved and agree, in writing, to take over maintenance
 - Consultant Managed Program
- RIDE III – Ongoing
 - Started 2017
 - 4 groups of 25 miles – 100 total miles
 - ❖ Group 1- 18 projects completed; no condemnations
 - ❖ Group 2 – 19 projects; 2 condemnations; 14 projects let to construction; anticipated completion by end of 2023
 - ❖ Groups 1 & 2: 536 easements acquired to date
 - 77 projects
 - \$60 million budgeted
 - 1,543 anticipated easements to acquire
- Why is Horry County Successful?
 - Ability to Condemn
 - ❖ Debunking the Myths of Condemnation
 - ❖ Cost of Condemnation to the Project
 - ❖ Lessons Learned

- Debunking the Myths of Condemnation
 - Resident should donate the property or not get their road paved
 - ❖ This is antiquated thinking that does not move your program forward
 - ❖ People are not always willing to donate – especially if its fee simple
 - ❖ Some properties do not benefit from having their road paved (access to an existing paved road)
 - Condemnation costs too much
 - ❖ It actually lowers program costs
 - ❖ Delaying a project creates a much higher construction escalation cost
 - ❖ For many cases, you have already paid for some level of design fees
- Everyone will take us to Court
 - RIDE II – 1,066 easements were secured; only 8 were tried in court (0.75%)
 - RIDE III – 536 easements were secured for Groups 1 & 2, with only 2 potential condemnations
- Lessons Learned
 - Establishing one point of contact for the team working on the project
 - Proper documentation, including videotaping every road for existing conditions
 - Sending a letter to property owners requesting feedback
 - Survey flags with project manager contact information to encourage the property owner to reach out
 - Visiting the site with Right-of-Way agent to evaluate potential impacts
 - Avoidance and minimizing potential impacts during the development of the preliminary design
 - Approach the impacted property owners with preliminary design and get their feedback
 - Secure all easements from the willing property owners first
 - Clear understanding of compromises that can be offered to property owners to secure the easement
 - ❖ Move shrubs
 - ❖ Wider driveway
 - ❖ Compensation for trees
 - ❖ Resetting or replacing a fence
 - Keep the line of communication open with the unwilling property owners during the development of the design
 - Condemnation should be the last resort
 - ❖ All reasonable efforts have been exhausted to secure an easement
 - Send a letter to the property owner with a deadline. If the easement is not signed, County will exercise Eminent Domain and file for condemnation.

Mr. Weaver inquired why an owner on a dirt road would not be in favor of having their road paved.

The Mead & Hunt representative responded that individuals who like horses do not like paved roads. Some individuals do not like the County and do not trust them. Additionally, some people do not want to see changes.

Mr. Weaver inquired if the recurring maintenance cost of the additional paved miles is provided to the County.

Mr. Maloney responded there are ongoing costs whether the road is dirt or paved.

Mr. Weaver noted he is curious if paved or dirt roads are more costly to maintain.

Mr. Maloney indicated it is more costly to maintain the dirt roads due to the personnel and equipment required.

Ms. Mackey thanked Mr. Maloney and the staff for bringing this information forward.

Mr. Livingston inquired how Horry County dealt with roads that were not a part of the County's system or did not meet the County's requirements.

The Mead & Hunt representative indicated he does not know if Horry County took in any roads. They have a huge dirt road inventory and have tried to get out of the dirt road business.

6. **ADJOURNMENT** – Ms. Mackey moved to adjourn, seconded by Mr. Weaver.

In Favor: Livingston, Weaver, Walker, and Mackey

Not Present: Branham.

The vote in favor was unanimous.

The meeting adjourned at approximately 4:50 PM.

**RICHLAND COUNTY
ADMINISTRATION**

2020 Hampton Street, Suite 4069
Columbia, SC 29204
803-576-2050



Agenda Briefing

Prepared by:	Michael Maloney, PE	Title:	Interim Director
Department:	Transportation	Division:	
Date Prepared:	April 27, 2023	Meeting Date:	May 23, 2023
Legal Review	Patrick Wright via email	Date:	May 9, 2023
Budget Review	Abhijit Deshpande via email	Date:	May 15, 2023
Finance Review	Stacey Hamm via email	Date:	May 9, 2023
Approved for consideration:	Assistant County Administrator	John M. Thompson, Ph.D., MBA, CPM, SCEM	
Meeting/Committee	Transportation Ad Hoc		
Subject	Innovista Phase 3 – Project Funding		

RECOMMENDED/REQUESTED ACTION:

The City of Columbia requests approval to receive the balance of the funds from the \$50M Innovista Project once Phase 2 of the project is complete. The balance remaining of \$4.5M will be used to supplement other funding provided by the City for Phase 3 of Innovista. The City will manage and draw on the fund via a reimbursement process.

Request for Council Reconsideration: Yes

FIDUCIARY:

Are funds allocated in the department’s current fiscal year budget?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
If no, is a budget amendment necessary?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No

ADDITIONAL FISCAL/BUDGETARY MATTERS TO CONSIDER:

The maximum amount of available funds in the FY23 budget is \$1,900,000. The City’s request will have this cap until another budget cycle is approved.

Applicable department/grant key and object codes: JL13320104
Object: 530100, 530700, and 532200

COUNTY ATTORNEY’S OFFICE FEEDBACK/POSSIBLE AREA(S) OF LEGAL EXPOSURE:

There are no legal concerns regarding this matter.

REGULATORY COMPLIANCE:

None applicable.

MOTION OF ORIGIN:

“...the committee recommended the City of Columbia receiving the balance of the funds from the \$50,000,000 Innovista Project once Phase 2 of the project is complete. The balance will be used to supplement other funding to complete Phase 3. “

Council Member	Recommendation of the Transportation Ad Hoc Committee
Meeting	Special Called
Date	July 26, 2022

STRATEGIC & GENERATIVE DISCUSSION:

The City is applying for additional grant funding for the Innovista project. This grant will ensure the implementation of the vision represented in the master plan. Council previously limited the request to fund Innovista Phase 3 to \$4.08M based on staff recommendation. However, following completion of Innovista Phase 2, staff found the final balance remaining is \$4.5M. Funding will not be released until Phase 2 is accepted by the City. There is also a cap on the FY23 fund availability until the start of FY24 which will not be an issue based on the current timing.

Should the City be unsuccessful in obtaining the aforementioned grant, the following is the backup plan for use of the available funding being requested from the Penny Program:

The current project estimate for the Columbia Riverfront Gateway Project is \$27,875,586. The project can be divided into smaller sections based on available funding. Current available funding includes:

- \$4.5 million (Richland County Penny), and
- \$9 million (Williams Street Gateway Infrastructure Project; the State of South Carolina FY22-23 Budget).

With this funding, the project will include the extension of Williams Street (from Senate to Blossom) and extend Greene Street (from Huger to Williams), but would remove the Devine, Gist, and Pendleton new roadways as well as the trail connecting the riverfront property to Granby Park and the associated gravel parking area for trail users.



Full Project Improvements



Reduced Project Improvements

ATTACHMENTS:

1. Excerpt of Council Minutes – 26 July 2022
2. Proposed Letter to the City of Columbia

Jackson, Inc. in the amount of \$2,489,126.25. Council's approval will include a 15% contingency amount of \$373,368.94 for a total approved construction phase amount of \$2,862,495.19.

In Favor: Malinowski, Pugh, McBride, Livingston, Terracio, Barron, O. Walker, Mackey, English and Newton

Not Present: J. Walker

The vote in favor was unanimous.

- c. **Request to Fund – Innovista Phase 3** - Ms. Mackey stated the committee recommended the City of Columbia receiving the balance of the funds from the \$50,000,000 Innovista Project once Phase 2 of the project is complete. The balance will be used to supplement other funding to complete Phase 3.

Mr. Malinowski stated, for the record, he felt this was a great piece of creative writing and he hoped the City of Columbia received the grant.

Ms. Newton inquired if the primary hope is that the City will receive the grant and that the County's support is required to receive it. If the grant is not received, the scope will reduced using fund previously allocated for this project.

Mr. Maloney responded they will reduce the scope if the City does not successfully receive the grant.

Ms. Dana Higgins, City Engineer, stated the City is requesting the funds remaining after Greene Street Phase II is completed at the end of this year. The request is for the City to obtain the remaining funds and show what they did with the funds afterwards.

Ms. McBride inquired if they are using the full de-scope amount.

Ms. Higgins responded in 2021 they re-scoped the project. Now they are coming back since they are at the end of Phase II, and there could be more funds received to do Phase III.

Ms. McBride stated Council voted on the de-scoped amount and inquired if they were working with the de-scoped amount.

Mr. Maloney responded the de-scope in April eliminated Phase II. In May 2021, it was re-scoped. The re-scope is dependent upon a grant that includes doing a NEPA process, as well as \$4,088,663, which will be available after Phase II. At this point, there could be \$6M-\$7M available after Phase II is completed.

Ms. McBride inquired if we gave approval for that amount.

Mr. Livingstons stated after they re-scoped the project they were back at the \$50M that was appropriated in the budget. What is being requested is what is remaining out of the \$50M, which will help leverage federal funds for Phase III.

Mr. Malinowski inquired if they used the \$4M as leverage, but do not get the grant, will they get the \$4M now. He was under the impression they had to wait until the next fiscal year.

Mr. Maloney responded, based on the fiscal limitations, \$2.5M is in the budget. The City is working on design and NEPA and would not need all of the funds this year. The approval would be to continue to use what is left of the \$50M going forward towards construction.

Mr. Brown stated, for clarification, the \$50M was put in a referendum for Innovisata Phase I and Phase II. They did not think there would be more than \$4M left. Council previously approved that award to go towards the grant funding for the City. The City is requesting the remainder of the funds from the completion of Phase I and II.

In Favor: Pugh, McBride, Livingston, Terracio, Barron, O. Walker, Mackey, English and Newton

Opposed: Malinowski

Not Present: J. Walker

The vote was in favor.

Ms. Mackey moved to reconsider Items 11(a) and (b), seconded by Mr. Livingston.

Opposed: Malinowski, Pugh, McBride, Livingston, Terracio, Barron, O. Walker, Mackey, English and Newton

Not Present: J. Walker

The motion for reconsideration failed.

12. **EXECUTIVE SESSION** - There were no items for Executive Session.

13. **MOTIONS PERIOD** - There were no motions submitted.

14. **ADJOURNMENT** - Ms. Newton moved to adjourn, seconded by Ms. English.

In Favor: Malinowski, Pugh, McBride, Livingston, Terracio, Barron, O. Walker, Mackey, English, and Newton

Not Present: J. Walker

The vote in favor was unanimous.

The meeting adjourned at approximately 8:23 PM.



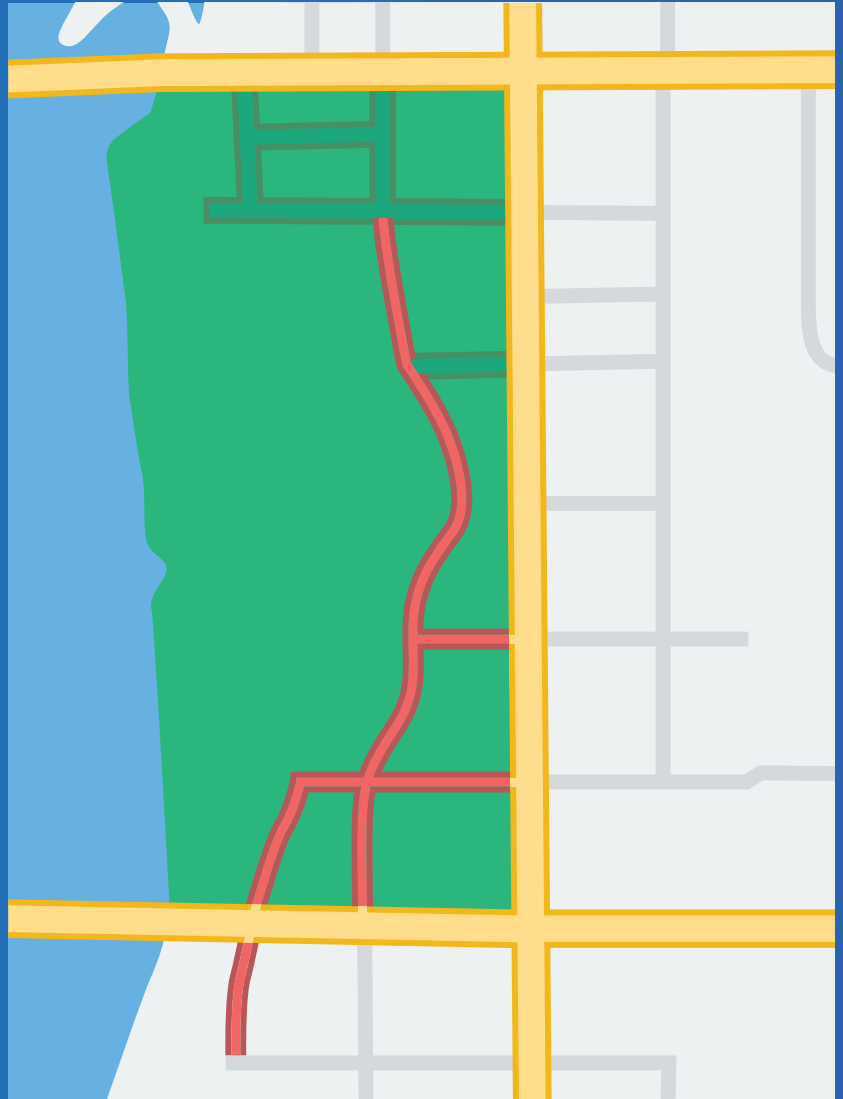
Columbia Riverfront Gateway Project

Columbia, SC (6th Congressional District)

Application Type: Capital

Applicant Name: City of Columbia, SC

Eligible Applicant Type: Local Government



RAISE FUNDS REQUESTED

\$20,671,820



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- Required Approvals
- Assessment of Project Risks and Mitigation Strategies

VI. Benefit-Cost Analysis

- Background and Methodology
- BCA Summary

Please note that maps shown in the narrative are included in the RAISE Grant application as separate, larger-scale attachments so they may be viewed in more detail.



Infrastructure that improves the quality of life and reduces the carbon footprint of Columbia

Executive Summary

Proposed Project

- | | |
|---|--|
|  5,800 ft. of new roads |  2 bike share stations |
|  1,500 ft. of improved roads |  5 “smart signals” |
|  4,700 ft. of new sidewalks |  Parking lot |
|  3 electric car charging stations |  Pedestrian/Bicycle trail to Granby Park |

The completed project improves safety and connectivity, alleviates traffic congestion, and reduces travel times. It addresses equity by enhancing access, removing barriers to opportunities, and increasing transportation choices and economic strength. It considers the impact of climate change by supporting a modal shift, utilizing demand management, and incorporating zero-emission vehicle infrastructure.

Project Area Current Condition

- Relatively untouched 70 acres on western edge of Columbia along Congaree River; no river access
- No streets in interior; streets along periphery in poor condition
- No water or sewer services or utilities in interior
- Few structures; most physically and economically obsolete
- Bordered by heavily congested primary arteries—Huger Street to the east with average daily traffic (ADT) count of 26,700 & Blossom Street to the south with 27,500 ADT
- Huger Street connects six large, high-occupancy sporting, arts, and tourism venues but has few sidewalks and no bike lanes
- Over 20 years, vehicle miles traveled increased 20%; project area population increased 50%
- 0.25% of land mass of City but almost 3% of all traffic accidents occur in project area
- Only section of City Central not experiencing significant growth

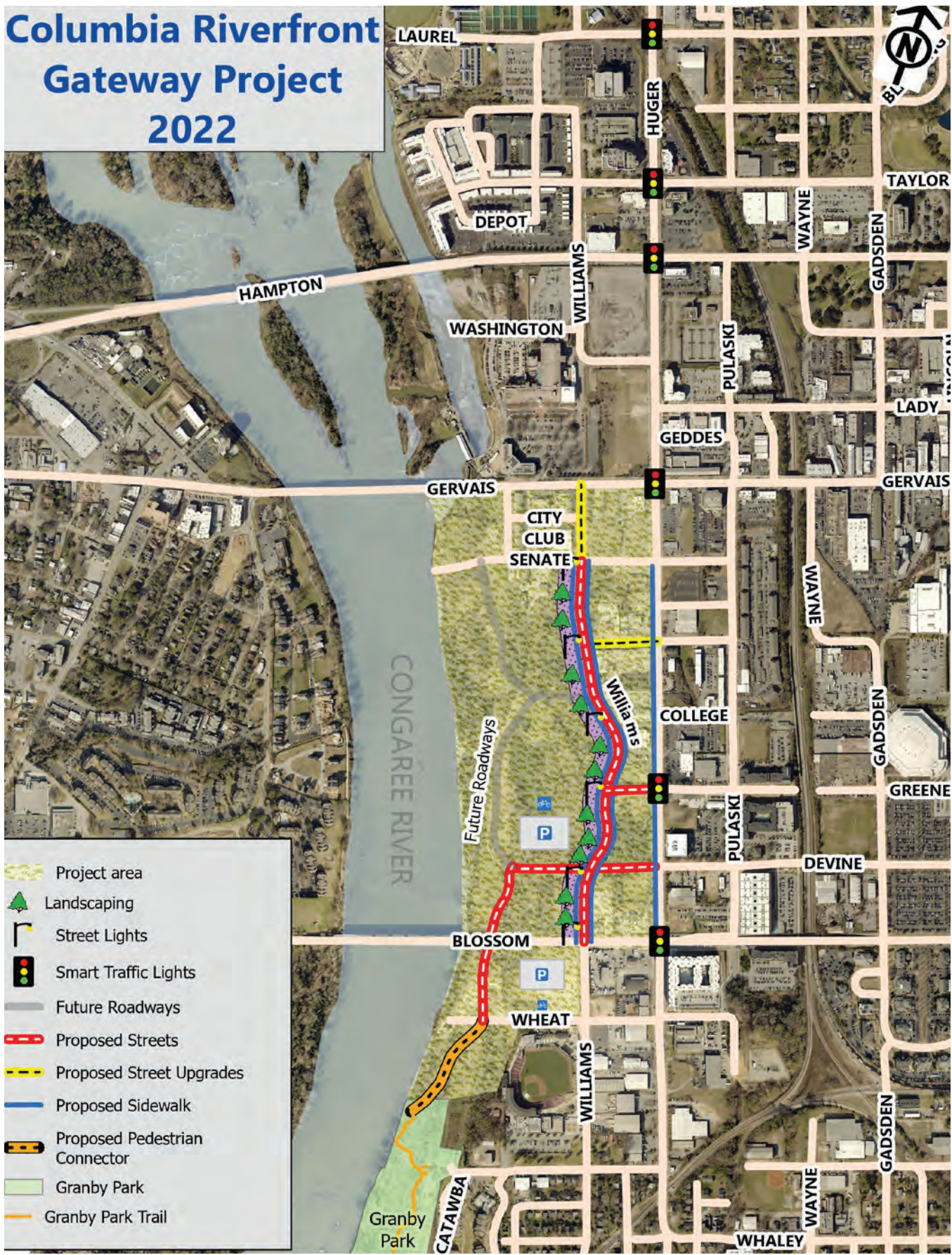
Anticipated Changes

Once completed, the project will provide local and regional benefits by:

- Alleviating travel bottlenecks, offering transportation alternatives, and moving people, goods, and services safer, quicker, and more efficiently.
- Enabling revitalization and realization of previous long-term development goals in an overburdened community.
- Providing river access, completing a regional 12.5-mile bicycle-pedestrian greenway, and offering additional, eco-friendly transportation choices.



Columbia Riverfront Gateway Project 2022



Project Description

Overview

The *Columbia Riverfront Gateway Project* will provide infrastructure needed to positively impact the quality of life and reduce the carbon footprint of Columbia, South Carolina. The project will develop new roadways, enhance existing roadways, and offer alternatives for motorists, pedestrians, and cyclists along a major corridor of Columbia. The project's intent is to maintain Gervais, Blossom and Huger streets as primary access routes yet reduce traffic congestion, improve safety, and augment and encourage pedestrian and bicycle usage. It will reduce connectivity barriers, level the playing field, and enable economic competitiveness for the City of Columbia and the region as a whole. This new gateway to the Congaree riverfront will be the linchpin in many of Columbia's other long-range goals and transportation plans, ones that have been years in the making for a riverfront that has been essentially untouched since the founding of Columbia in 1786. Should it receive RAISE Grant funding, it is able to move forward quickly and meet obligation date requirements.

Specifically, the *Columbia Riverfront Gateway Project* will lengthen Williams Street from Senate Street to Blossom Street. It will extend Greene Street so it intersects with the newly created Williams Street. Devine Street will be lengthened to intersect Williams Street and continue another 1.5 blocks toward the river before it turns southward, goes under the Blossom Street Bridge (as Gist Street), and intersects with Wheat Street. Here, a pedestrian/bicycle trail will be installed to connect the project area to Granby Park. Moderate improvements will also be made to the sections of existing streets that intersect with the proposed new roadways. Sidewalks will be added along the eastern edge of the project area on Huger Street, and "smart signal" technology will be installed along this entire corridor. Three dual-port electric car charging stations, a parking lot, and two bike share stations will be installed in the project area, too.

The following are transportation challenges the project will address.

Traffic Congestion

Columbia is the commercial, educational, and governmental center of the region and is experiencing growth structurally, economically, and demographically. Columbia's Metropolitan Statistical Area (MSA) population has increased more than 29% since 2000 and is expected to increase another 10% by 2030 and another 25% by 2060. In fact, the population of Census Tract 29 (in the project area) has increased almost 50 percent during that same time, and it is expected to increase a phenomenal 189 percent by 2050 according to *Central Midlands Region Population Projection Report 2020-2050* (2018). Improved transportation systems and options must be made so acceptable levels of service, safety, equity, and accessibility are maintained for Columbia's MSA and its visitors.

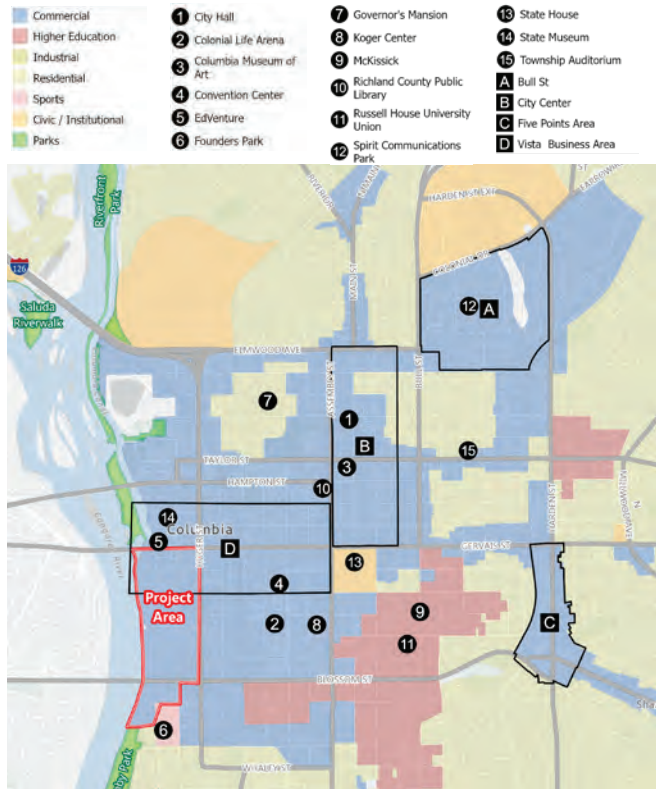
Huger Street, the project's eastern border, is a 4-lane, undivided 35 mph roadway with an annual average daily traffic (AADT) count of 24,900, changing to a 6-lane roadway with an AADT count of 35,900 near its intersection with Gervais Street, the project's northern border. A primary transportation improvement will be the use of innovative signalization technology along the Huger Street corridor, which allows traffic to move more efficiently and reduce traffic delays. These, in turn, result in decreased travel time through the City, improved intersection and pedestrian safety, and less traffic congestion from special events.

This is especially beneficial because the project corridor currently serves as a gateway to arts, entertainment, and



sports events by providing access to downtown Columbia, restaurants, businesses, and entertainment and athletic venues. It is also a primary route to many institutions/destinations near the project area, such as the University of South Carolina campus, Founders (baseball) Park, the Columbia Metropolitan Convention Center, Colonial Life Arena, Williams Brice (football) Stadium, the Koger Center for the Arts, and many others. Improvements such as those proposed will certainly mitigate traffic congestion and positively impact the City and the region. More streamlined, effective traffic flow will allow motorists, cyclists, and pedestrians a more cost-effective, eco-friendly, and efficient access to their homes, places of employment, and a myriad of nearby event venues.

The project’s proposed changes *are especially* timely as the SC Department of Transportation (SCDOT) has announced it will close and replace the structurally deficient Blossom Street Bridge located between Huger and Gadsden streets over

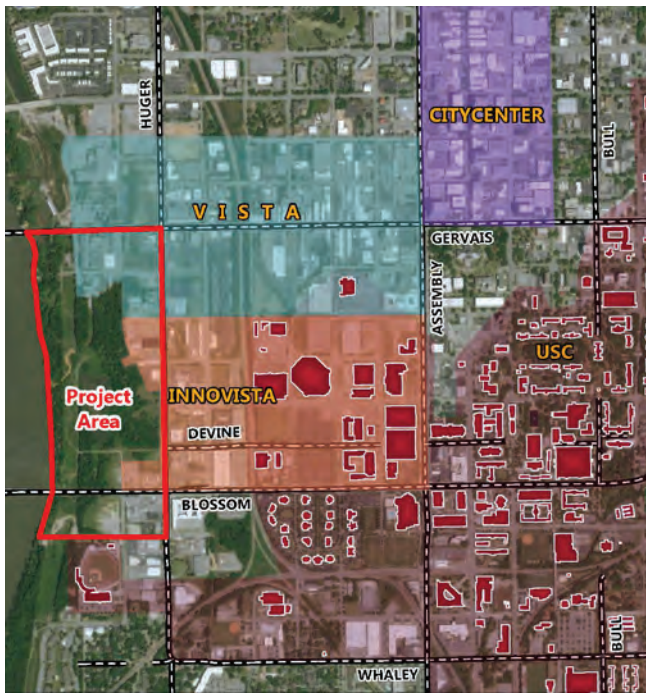


the Norfolk Southern and CSX Transportation railroads. With an ADT of between 26,900 and 31,700, Blossom Street is a major east-west connection across downtown Columbia and one of the three connections across the Congaree River to West Columbia. Consequently, construction for this [project](#) (which is scheduled to begin in 2023 or 2024) will significantly impact traffic patterns and greatly increase congestion in the area. Having more efficient traffic flow on Huger or an additional north-south option via Williams and Gist streets, will help mitigate the anticipated surge in congestion.

Inadequate Bike/Pedestrian Infrastructure

The project area’s heavily congested streets currently have few sidewalks and no dedicated bike paths or lanes. Planned improvements for pedestrian and bicycle accommodations include enhanced connection points to Huger, Blossom, and Gervais streets and new sidewalks, pedestrian paths, and bike facilities along the proposed project, including two bike share stations. Pedestrian-level lighting will be included as part of the project to ensure pedestrians and cyclists recognize this roadway as a safe and useful alternative to the heavily traveled and congested primary routes.





This project will permit bike/pedestrian infrastructure and connectivity as a *planned and integral* part, as opposed to elements that must be incorporated into existing roadways and development. This results in a well-designed system that is safer and will better serve all users. Consequently, the infrastructure improvements proposed by the *Columbia Riverfront Gateway Project* will offer transportation choices that enhance the livability and promote needed economic opportunities not only for the project corridor but also of the surrounding areas and region as a whole. These enhancements address the systemic inequities in the US transportation system. Providing separate bike/pedestrian facilities addresses equity in that they provide a safe route, connect citizens without the use of a car to jobs and amenities, and increase neighborhood desirability.

Development Barrier

In its present state, the majority of the project area—the undeveloped land—lacks streets, utilities, paths, or greenways. In addition to being a barrier to connectivity, the lack of infrastructure impedes development and the City’s revitalization plans. Using the State Capitol as the unofficial center of downtown Columbia, you will see the project area is surrounded by the Central Business District, the University of South Carolina (UofSC), the Vista,

and the Innovista—all of which are experiencing significant growth and development *except* the project area. For example, Columbia’s Downtown District underwent an extensive redevelopment initiative from 2003-2010, which spurred more than \$400 million in new construction, renovation, new businesses, and new residences along Main Street and the Central Business District. Additionally, in the late 1990s, a project west of the City’s Downtown District—the Vista—led to more than \$500 million in new investments and created a nationally recognized arts and entertainment district. Finally, during the past 15 years, UofSC and the Innovista have seen the completion of \$231 million worth of housing projects, the \$37.4 million Columbia Convention Center, \$228 million worth of UofSC projects, and about \$60 million in additional public infrastructure projects, including the Greene Street Bridge (currently under construction and scheduled to open summer 2022).

These developments would not have happened without the public infrastructure needed to support and connect those facilities. Growth in the City directly correlated to where infrastructure enhancements occurred, more specifically, where that infrastructure provided connectivity among key developments and attractions. As it sits now, the undeveloped land is an obstacle to progress and improvement. For revitalization to occur in this overburdened community along the western edge of Columbia, the infrastructure proposed in the *Columbia Riverfront Gateway Project* must be completed.

Project History

Components of the *Columbia Riverfront Gateway Project* have been part of the long-range vision for Columbia as evidenced by their inclusion or mention in numerous earlier (or current) plans, studies, and recommendations. In fact, Williams and Gist streets were part of Columbia’s original 1786 perfect street-grid design by John Gabriel Guignard, although they were never completed. Today, Guignard’s descendants have reserved a parcel of land to complete Williams Street, while the UofSC Development Foundation has land allocated for Gist Street.





The first major comprehensive planning effort undertaken was in 1905 with The Improvement of Columbia, South Carolina and then mentioned again in the 1969 Central City Columbia, South Carolina Master Plan.



The extensions of Greene and Devine streets are part of the original 2007 Innovista Master Plan. This three-phased plan aimed to capitalize on a unique opportunity to extend the historic street grid mentioned previously; construct mixed-use housing, offices, retail spaces, and research facilities; and increase connections between the downtown and the nearby river. Greene Street, in fact, serves as the Plan’s principal pedestrian, cyclist, and vehicle transportation spine between the two areas. Phase 1 of this multi-modal project was completed in 2017. Phase 2 began in early 2020, includes the new Greene Street Bridge, and is scheduled to open summer 2022. This bridge provides pedestrians, cyclists, and vehicles direct access to Huger Street for the first time in decades. The last phase of this original plan—the land west of Huger Street (i.e., the project area)—remains undeveloped.

Major amendments to [TCP 2018: The Columbia Plan](#) (2008) included the adoption of the [Plan Columbia: Land Use Plan](#) (2015), which thoroughly updated the land use elements of TCP 2018, and [Walk Bike Columbia](#) (2015), which detailed long-range bicycle and pedestrian elements. Both identified areas for corridor planning and transportation efforts such as those detailed in this project.

The project dovetails (and facilitates) several of the goals of the [University of South Carolina 2010 Master Plan](#), such as integrating all modes, improving the bicycle system, and promoting a pedestrian friendly campus. Moreover, in its 2018 update, one of the planning priorities was to “connect the campus to the Congaree River.”

The project’s Gist Street intersection with Wheat Street was discussed in the [Capital City Mill District and Corridor Plan](#) (2017), as well as a greenway connection between Granby Park (in the district) and Riverfront Park (just north of the project area), which cannot occur without the proposed Gist Street’s access. This project also follows through on recommendations put forth in the [City of Columbia Climate Protection Action Plan](#) (updated 2020), including expanding community bicycle infrastructure and additional measures to improve traffic signal synchronization. [Envision Columbia Vision Statement](#) identifies what the ideal state for citizens, businesses, students, and tourist should look like as Columbia celebrates its 250th anniversary in 2036. It has been at



the forefront of the comprehensive plan update (as required by SC State Code of Laws) outlined in [Columbia Compass: Envision 2036](#) (2020). The [Transportation](#) section reiterates the City's stance that transportation is about mobility and accessibility for all. The *Columbia Riverfront Gateway Project* reinforces those plans and brings them to life.

Detailed Statement of Work

To alleviate or mitigate these transportation challenges, the Columbia Riverfront Gateway Project will:

- Construct a new roadway (i.e., Williams Street) that connects Gervais Street (US Routes 1 and 378) to Blossom Street (US Routes 21 and 76), and extend existing roadways (i.e., Devine Street and Greene Street) from Huger Street (US Route 321) to the newly created roadway (i.e., Williams Street). Devine Street will traverse Williams Street and extend an additional 610 feet westward toward the Congaree River before it turns southward, goes under the Blossom Street Bridge (as Gist Street), and intersects with existing Wheat Street.
- Add significant sections of fill to overcome topographic challenges on-site due to existing storm water channels and an old, abandoned railroad corridor.
- Install curbs and gutters.
- Install utilities to include storm drainage, water, sanitary sewer, and underground power to meet the needs of the corridor.
- Enhance existing sidewalk connectivity and construct new sidewalks in conjunction with the proposed roadways.
- Add ADA-compliant intersection ramps in areas where existing roadways connect to the proposed roadways.
- Install pedestrian-level lighting along the proposed roadways and sidewalks to encourage safe pedestrian access.
- Install landscape along the roadway/sidewalk areas (e.g., trees along the street, landscaped medians in strategic areas, etc.).
- Incorporate parking along portions of the project to support the parking demands in the area. Include an environmentally friendly parking lot adjacent to the pedestrian connectivity to Granby Park, accommodating visitors to the park as well as providing parking support for Founders Park.
- Provide bike-friendly facilities (to include bike lanes and bike racks) and install two public bike share stations, each of which would include 16 docks, 1 kiosk with wayfinding features, and 12 bicycles.
- Install one electric vehicle charging station.
- Add ADA-compliant sidewalks along Huger Street from Blossom Street to Gervais St.
- Upgrade existing signalized intersections along Huger Street from Blossom Street to Laurel Street with smart signal technology, which adjusts signal timing to real-time traffic conditions.
- Extend pedestrian and bicycle connectivity from Wheat Street to Granby Park via a greenway extension facilitating connectivity along the riverfront between the park system and the residential communities adjacent to Granby Park.

A Detailed Statement of Work is attached to this application.



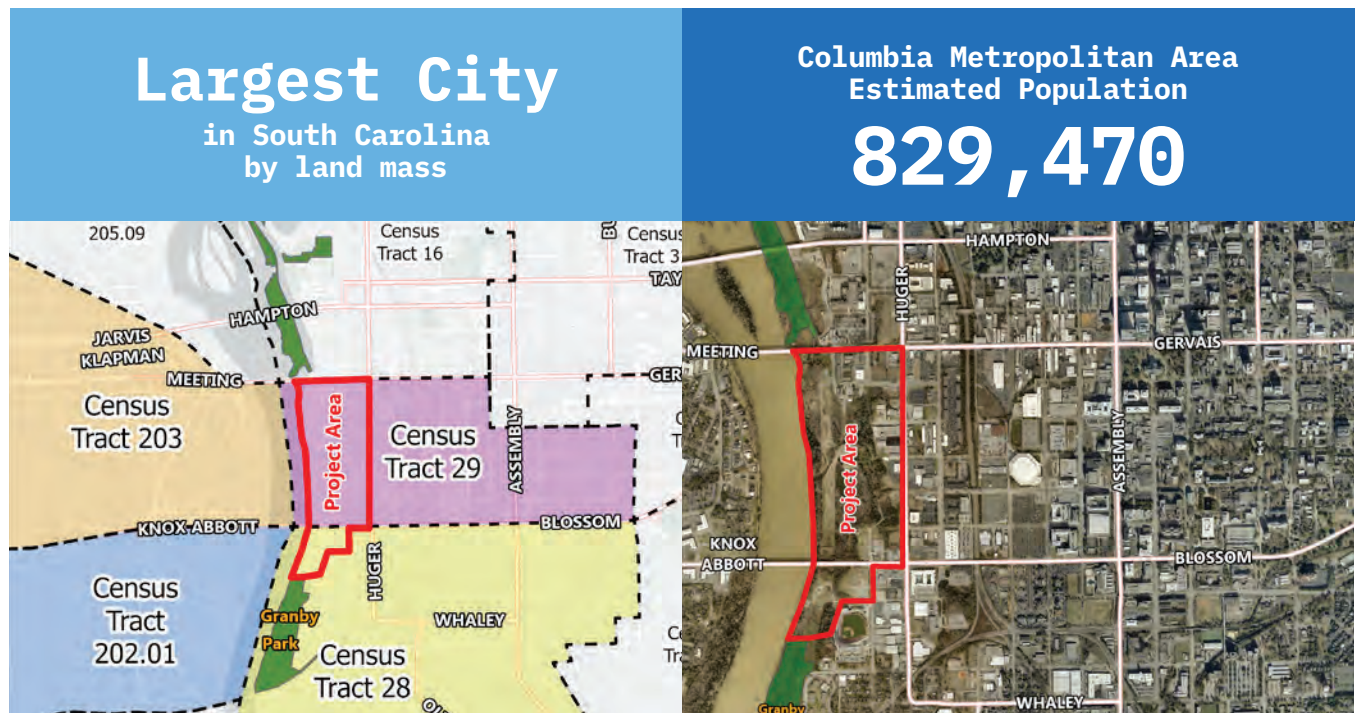
Project Location

The *Columbia Riverfront Gateway Project* is located in Columbia, SC, (a Census-designated Urbanized Area, UACE #18964), which lies at the geographic center of the state. Columbia serves as the county seat of Richland County, as well as the state capitol. Anchored by the City of Columbia, the Columbia Metropolitan Statistical Area (MSA) is comprised of six counties (Calhoun, Fairfield, Kershaw, Lexington, Richland, and Saluda) and its estimated population is 829,470 according to the 2020 Census. The population of the City of Columbia is 136,632 (2020 Census), although its daytime population easily doubles that number. It is the second largest city in South Carolina by population but the largest city by land mass.

The project area is bordered to the north by Gervais Street, to the south by Wheat Street, to the east by Huger Street, and to the west by the Congaree River. Across the river lie the cities of West Columbia (directly to the west of the project area—across the Gervais Street Bridge) and Cayce (to the southwest of the project area—across the Blossom Street Bridge).

The Census Tracts in which the project lies (29 and 28), as well as the two that lie directly across the river (Census Tracts 203 and 202.01) are deemed “Areas of Persistent Poverty.” Census Tracts 28 and 203 are also deemed as “Historically Disadvantaged Communities.” Census Tracts 203 and 202.1 are also deemed Federally Designated Opportunity Zones.

According to the US Census, the number of persons in poverty in Columbia (22.8%) is double that of the nation (11.4%), and the median household income in Columbia (\$47,416) is 27% less than the US average (\$64,994). Additionally, the white-only population of the US is 76.3%, yet it is 52.6% in Columbia. Many of these factors (i.e., resultant socio-economic stressors in the area) have contributed to the area’s persistent environmental health disparities. Consequently, the term ‘overburdened community’ has often been assigned to the City of Columbia.



1. 2020 Census 2. U.S. Bureau of Labor Statistics, May 2021



Grant Funds, Sources, and Uses of All Project Funding

Project Costs

The total cost of the Columbia Riverfront Gateway Project is \$27,875,586.

Total Project Cost
\$27.87MM

Sources & Amount of Funds

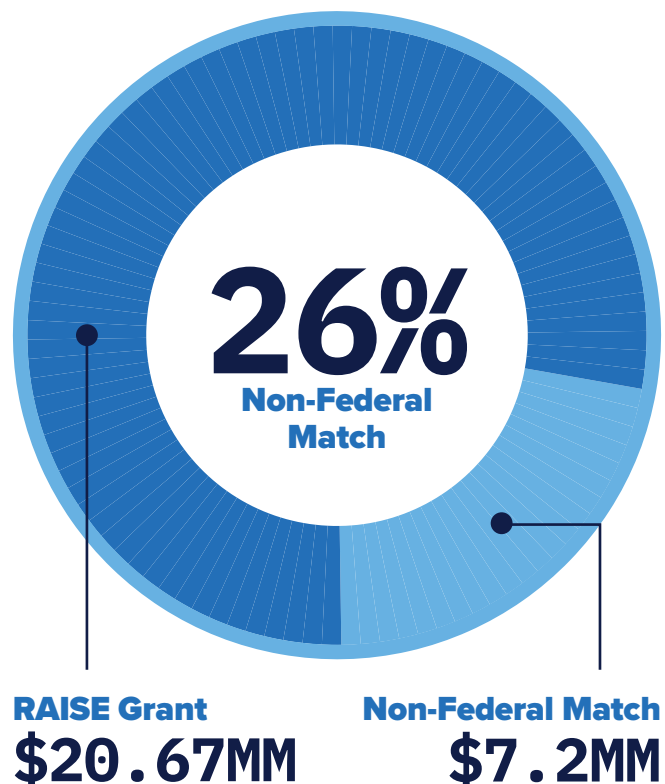
The City of Columbia respectfully requests \$20,671,820 in RAISE Grant funding. It will provide a non-federal match of \$7,203,766, which represents 26 percent of the total project cost.

Non-Federal & Federal Funding Commitments

The sources of the non-federal match funds are the Richland County Penny Sales Tax; Guignard Associates, LLC (the primary landowner in the project area); and the University of South Carolina Development Foundation. Documentation of these commitments is included with this application as attachments.

Of the \$50 million Richland County Penny Sales Tax monies that have been designated to the Innovista Transportation-Related Projects, close to \$46 million is being spent on construction of Greene Street improvements while \$4,088,663 has been allocated to Williams Street construction. The University of South Carolina Development Foundation will donate approximately 4.75 acres of land (valued at \$2,157,003) south of Blossom Street on which the Gist Street extension and the trail to Granby Park will be built. Guignard Associates, LLC, will donate 0.846 acres of the land (valued at \$958,100) north of Blossom Street on which parts of Williams Street, Greene Street, and the Devine Street extension will be built.

Aside from RAISE Grant funding, no additional federal funding is being utilized for the project.



Budget & Use of Funds

The following is a funding breakdown for the project. As shown, 62.73% of the project budget is allocated to construction costs, while approximately 37.27% is devoted to non-construction costs. A Detailed Project Budget is also attached to this application.

PROJECT ELEMENT	ESTIMATED COST	NON-FEDERAL FUNDS	RAISE GRANT FUNDS	OTHER FEDERAL FUNDS
Mobilization/Traffic Control/Quality Control	\$1,100,000	\$284,268	\$815,732	\$0
Grading	\$1,330,438	\$343,819	\$986,618	\$0
Roadway	\$2,225,125	\$575,029	\$1,650,096	\$0
Drainage/Erosion Control	\$1,828,625	\$472,564	\$1,356,061	\$0
Landscape	\$2,355,719	\$608,778	\$1,746,941	\$0
Traffic Signalization (6 intersections)	\$241,056	\$62,295	\$178,761	\$0
Water & Sewer Improvements	\$885,063	\$228,723	\$656,340	\$0
Street Lighting	\$517,500	\$133,735	\$383,765	\$0
Electrical	\$1,253,494	\$323,935	\$929,559	\$0
Gist Street Bridge	\$1,500,000	\$387,638	\$1,112,362	\$0
Bike Stations	\$375,000	\$96,910	\$278,090	\$0
Charging Stations	\$125,000	\$32,303	\$92,697	\$0
Pedestrian Trail Bridge	\$250,000	\$64,606	\$185,394	\$0
Parking Area	\$585,869	\$151,403	\$434,465	
Subtotal Construction	\$14,572,888	\$3,766,008	\$10,806,880	\$0
20% Contingency	\$2,914,578	\$753,202	\$2,161,376	\$0
Construction Cost	\$17,487,465	\$4,519,209	\$12,968,256	\$0
Design Services (4% of Est. Construction Cost)	\$699,499	\$180,768	\$518,730	\$0
CM/CEI Services (7% of Est Construction Cost)	\$1,224,123	\$316,345	\$907,778	\$0
Right of Way Acquisition	\$8,225,100	\$2,125,577	\$6,099,523	\$0
Right of Way Acquisition Temp	\$239,400	\$61,867	\$177,533	\$0
Total Project Cost	\$27,875,586	\$7,203,766	\$20,671,820	\$0



Merit Criteria

Columbia’s RAISE Application, if funded, will have significant impact both locally and regionally. It will result in improved safety and connectivity, enable economic opportunities, reduce congestion, expand transportation choices, and address climate change and racial equity.

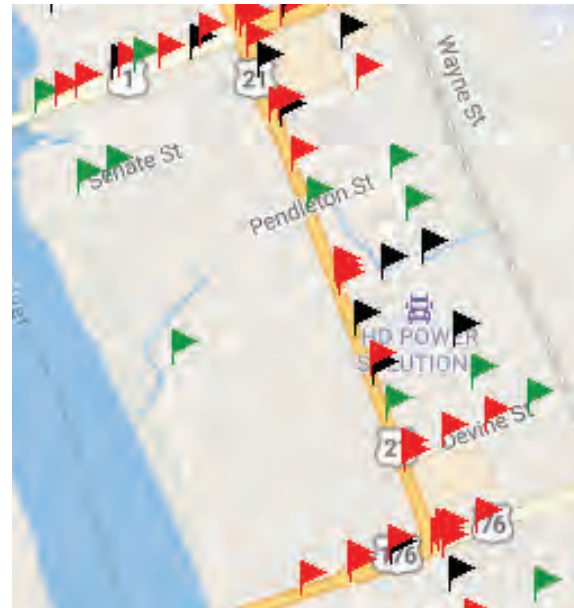
Safety

The *Columbia Riverfront Gateway Project* will provide significant safety benefits. The project will develop new roadways and enhance existing roadways in the project corridor so that all users—motorists, cyclists, and pedestrians—are better and more safely served.

According to a study conducted by the Columbia Police Department (CPD) from January 2016 to March 2022, 1,005 accidents occurred within an area encompassing the project corridor. (The CPD study borders are the Congaree River on the west, Gervais Street to the north, Blossom Street to the south, and Pulaski Street to the east, which is one block east of Huger Street.) Although the study area of 0.35 square miles represents only 0.25% of the 134.9 square miles of Columbia, the collisions reported represent 2.62% percent of the total collisions within the City. Overall during the study, two intersections of the three major thoroughfares accounted for more than 59% of the collisions—Gervais at Huger and Blossom at Huger.

Additional proposed roadway improvements include building 12-foot wide lanes, correcting the existing deteriorating roadway surface by repaving, enhancing roadway aesthetics by using imprinted and textured pavement stamping for designated crosswalks and landscape amenities where appropriate, improving night traffic safety with street lighting, and creating pedestrian routes and crosswalks.

For pedestrians, cyclists, and mass transit users, the project will adjust sidewalks and curbs to better pedestrian paths, crosswalks, bus stop locations, as well as meet ADA requirements. Sidewalk “bump outs” will be constructed at intersections to improve



(green: 1-2 crashes; black: 3-4 crashes; red: 5+ crashes)

safety and aesthetics. Pedestrian signal heads will also be upgraded or added at intersections within the project corridor to coordinate pedestrian movements with the “smart signal” technology. Pedestrian signal heads provide traffic signal indications exclusively intended for controlling pedestrian traffic. They consist of the illuminated symbols of a walking person (representing *walk*) and an upraised hand (representing *don’t walk*).

By adding these connectivity measures, bicyclists and pedestrians traveling through the City are no longer forced onto busy streets with no dedicated paths, lanes, and sidewalks, thereby improving safety. Combining dedicated bike paths and the proposed public bike share stations magnifies these safety benefits. As cities build more protected bike lane networks, the number of cyclists is increasing and the risk of injury or death is decreasing, [research](#) from the National Association of City Transportation Officials (NATCO) shows.



Improved safety measures are critical as South Carolina, unfortunately, continues to be among the lowest-ranked states with respect to bicycle and pedestrian safety (specifically, regarding the number of per capital fatalities for pedestrians and bicyclists as a result of crashes with motor vehicles). According to the *2018 Benchmarking Report* by the Alliance for Biking and Walking, South Carolina ranked 40th among states for walking safety and 46th among states for bicycle safety. Although 2.4 percent of work trips in South Carolina are by bicycle or foot, bicyclists or pedestrians account for more than six times that amount (15.3 percent) of traffic fatalities in the state.

From 2015-2019 nationwide, the Alliance reported that 11 bicyclists are killed per year per 10,000 bicyclists who bike to work. However, that number is almost three times that amount in South Carolina with 41 deaths per 10,000 bicyclists who bike to work. Pedestrians in South Carolina fared no better. The national number of pedestrian deaths per 10,000 pedestrians who walk to work is 16 while that number is double in South Carolina with 32.

Safety gains are particularly important for low-income people and people of color, who make up a large part of the cycling population but often lack protected bike lanes in their neighborhoods. They disproportionately bear the burden of fatalities and injuries from dangerous drivers and poorly designed streets. An analysis from the League of American Bicyclists found that Black and Hispanic cyclists had a fatality rate 30% and 23% higher, respectively, than white cyclists, and similar racial/ethnic safety gaps were found for pedestrians, too. In South Carolina, 48% of pedestrian fatalities and 50% of bicyclist fatalities are non-white (including Hispanic and unknown race).

These proposed changes will be even more critical when the Blossom Street Bridge will be torn down/ replaced, and congestion is exacerbated greatly. While the bridge project recommends that safe and adequate pedestrian and bicycle detours be developed for the area to maintain a low risk for

vehicular collisions with pedestrians and bicycles, those safety measures do not currently exist in the area. Moreover, the new bridge renderings include sidewalks on the bridge and improved bike/ped connections under the bridge, thereby making our project's proposed lanes and sidewalks all the more necessary for connectivity and accessibility.

Another primary transportation improvement that will improve safety in the area is the use of innovative signalization technology along the Huger Street corridor. In addition to reducing travel time and congestion, the adaptive "smart signal" technology can compensate for unexpected changes in traffic patterns, such as storm evacuations or special events. This is especially pertinent for this area as the project area lies along one of the main thoroughfares to the SC State Fairgrounds (which averages almost a half million visitors annually) and the 80,250-seat Williams-Brice (UofSC football) Stadium. The project area is also adjacent to the 8,242-seat Founders (UofSC baseball) Park, and in close proximity to the 18,000-seat Colonial Life Arena, the 2,256-seat Koger Center for the Arts, the 142,500 square foot Columbia Metropolitan Convention Center, and the 60,000 square foot UofSC Alumni Center event venue. Having smooth traffic flow in this area is critical, especially when two or more major events occur simultaneously.

Independent studies have shown crash reductions from 5 to 20 percent occur when "smart signals" are implemented. Such crash reduction numbers are compounded by the other infrastructure enhancements planned, all of which should provide significant benefits from a traffic accident perspective and result in an expected fewer property damage and injury accidents within the project corridor.

Environmental Sustainability

The *Columbia Riverfront Gateway Project* will reduce congestion and make it easier and safer for pedestrians, bicyclists, and mass transit users to access Columbia's downtown area and destinations along the project corridor. The new and improved roads, enhanced sidewalks and bike facilities,



and improved lighting, landscaping, and road amenities will also foster commercial revitalization and economic development, providing commercial and employment opportunities within cycling and walking distance of residential neighborhoods, UofSC, and along the project corridor, which is encircled by seven CMRTA bus routes.

Approximately 28,000 vehicles per day travel across the Gervais Street Bridge. The average daily traffic (ADT) volumes for Huger Street (between Blossom and Devine Street) is 26,700, and the ADT for the Blossom Street Bridge is 27,500. In addition, the ADT at the intersection of Huger and Gervais streets (just north of the project corridor) is 57,381, and the ADT at the intersection of Huger and Blossom (just south of the project corridor) is 47,777. (2019 SC Department of Transportation)

Improving signalization from the proposed adaptive signals will create more efficient traffic flow and decreased stops, resulting in an approximate average travel time reduction of 6.4 percent (as reflected in the attached BCA Spreadsheet). The benefits include decreased travel time through the City, reduced air pollutant emissions from vehicles during stops, improved intersection and pedestrian safety, and reduced traffic congestion from special events such as concerts and sporting events.

Columbia implemented a bike share system, Blue Bike SC, in 2018. Centered in the downtown area, the system offers 17 short-term bicycle rental stations. Between the system's launch in August 2018 and January 2020, the system's 135 bikes have been ridden more than 47,000 miles in 18,000 trips. The COMET (i.e., the region's bus system) invested in the program in 2019 to fund 8 additional stations and allows COMET (mass transit) users to ride a Blue Bike free of charge. The project's two additional bike share stations will further augment the City's existing network and reinforce its commitment to sustainability.

To further reduce the impact on climate change, the project seeks to install three dual-port charging stations and parking spots for zero-emission



vehicles. The EV charging stations not only help Columbia achieve its climate change goals, they lower emissions and pave the way for other forms of clean transportation. EV charging stations also increase property value, lower the cost of driving, and support environmental justice. As an added bonus, the EV charging stations create future income potential for the City of Columbia through timed EV charging rates. All major auto manufacturers have announced plans to produce all or most of their vehicles as EV only before the end of this decade. Having these stations would put Columbia ahead of the curve in this migration to e-cars. The City would benefit with potential income stream, EV owners with convenience, and the environment with cleaner air.

With improved traffic flow and redesigned areas that encourage walking and cycling, the number of vehicles in the area would predictably decline. Consequently, this reduction in the number of cars and vehicle miles traveled reduces the amount of Green House Gas (GHG) emissions produced by vehicles in the area. Motor vehicles generally have the highest level of pollution-output-per-mile in the first few miles of operation—those miles before the engine have warmed up. That is why using walking or cycling as a substitute mode for short neighborhood trips is such an environmentally beneficial option. Such changes not only decrease pollution and vehicle usage, they also translate to a national reduction in oil dependency.

The planned improvements to the project area are expected to reduce the amount of travel time in



the area, thereby resulting in quantifiable emission savings. In fact, the total number of annual weekday vehicle hours traveled (VHT) savings in passenger car-hours is 685,625 and 28,568 in truck-hours (as reflected in the attached BCA Spreadsheet).

Given the adjacency of the project area to the Congaree River, careful consideration will be given to the storm water management systems utilized to ensure that water quality remains a project priority. Measures to reduce and minimize silt and trash debris in the storm water conveyed to the river may include rain gardens, bioswales, forebays, infiltration trenches, pervious pavements, water quality drainage box inserts, and other features consistent with Best Management Practices (BMPs).

Reducing congestion, emissions, and the City's carbon footprint begins with new transportation management. When discussing sustainability, Columbia realized sustainable transportation options must be at the forefront of those discussions, as reflected in its Climate Action Plan and its updated master plan, Columbia Compass: Envision 2036. Columbia's commitment to achieving these goals is evidenced by its engaging a platform for green development, modal shifts, and demand management technology from this project's beginning.

Quality of Life

The *Columbia Riverfront Gateway Project* will greatly improve the quality of life and working environments not only in the affected local neighborhoods but throughout the City and the Midlands Region as a whole. The additional roadways and various transportation improvements will positively impact user mobility, reduce congestion, and create affordable and equitable transportation choices by improving accessibility and connectivity. It will also increase desirability of this overburdened neighborhood and enable revitalization, including the completion of the regional greenway and development of a proposed waterfront park.

Continued population and economic growth in South Carolina—and Columbia in particular—have resulted

in a significant increase in the demand for mobility, as well as an increase in vehicle miles of travel (VMT). Resultant congestion on South Carolina's urban highways is growing because of increases the past two decades in vehicle travel (about 20%), movement of goods (almost 51% [GDP]), and population (15%).

To foster a high quality of life in Columbia, it is critical that the City provide and preserve a safe and modern transportation system that can accommodate future growth in population, vehicle travel, and economic development. Additionally, it must work to integrate various modes of transportation, which will not only reduce congestion but also create a pedestrian- and bicycle-friendly atmosphere that will positively impact mobility and increase accessibility.

More streamlined traffic flow, less congestion, and more transportation choices will allow motorists, bus riders, cyclists, and pedestrians a more cost-effective and efficient access to their homes and places of employment. Adding bike shares to bike lanes and sidewalks also addresses equity and mobility efforts and connects citizens without the use of a car to jobs. This is an important factor as Census Tract 29 has a relatively high share of people who commute to work by foot (33.6%) or bicycle (1%). Additionally, in Census Tract 28, 16.1% of commuters walk to work and 1% cycle. To the northeast of the project (Census Tract 31), 27.9% of its residents walk and 1.9% cycle to work. Providing the means to navigate the area efficiently and safely will greatly benefit not only those living within the project area but those surrounding it as well. (Census Reporter, ACS 2020 5-year)

Walk Bike Columbia, Columbia's 20-year master plan mentioned previously, envisions an expanded and accessible network of transit, sidewalks, greenways, trails, and on-street bicycle connections linking people to jobs, schools, and other destinations in an equitable and sustainable manner. The plan's recommendations were built upon, among other parameters, a comprehensive equity analysis that measured families in poverty, households with no vehicle, non-white population, and households with



Equity Analysis

The Composite Social Equity Tiers reflect the average of four social groups with higher concentrations of

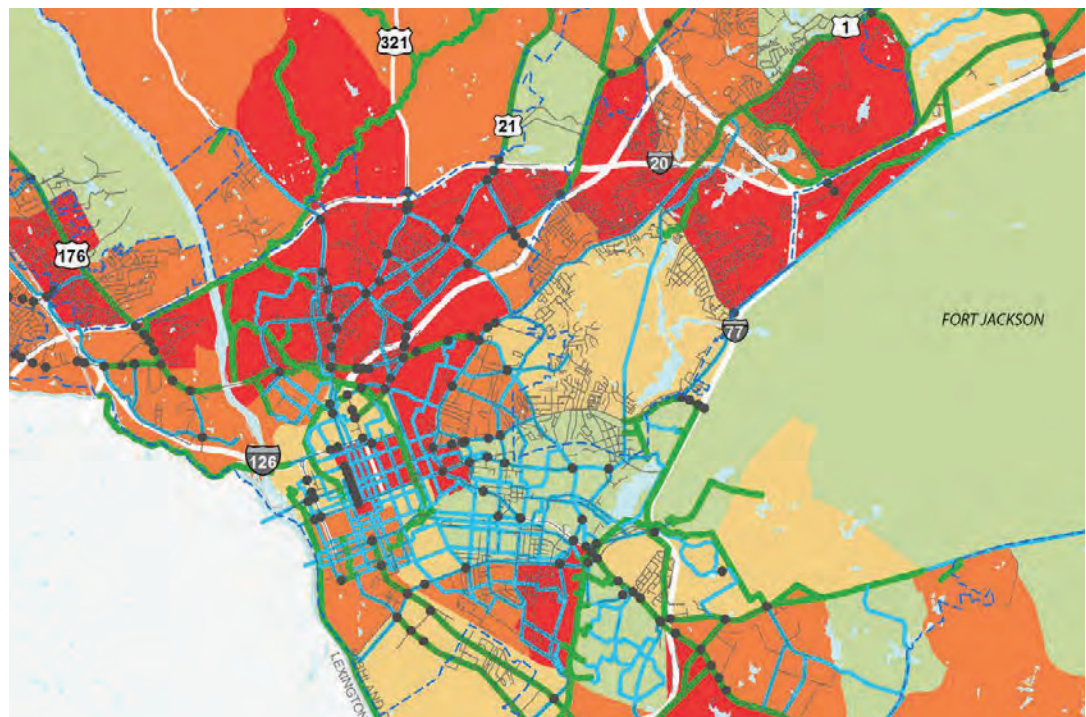
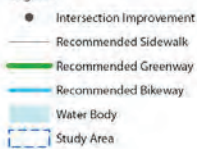
- 1) Families living below or near the poverty line
- 2) Households with no vehicle available
- 3) Non-White populations
- 3) Households with a limitation on English speaking ability

A higher tier represents a higher relative concentration of these groups.

Equity Tier



Legend



limited English-speaking proficiency. Concentrations were plotted in tiers, and the project area reflected the second highest equity tier.

Columbia is the job center of the region, with more than 40% of Columbia residents working within the downtown area. Additionally, most of the employee market in the downtown area is comprised of employees from service or office-oriented businesses within a few miles of the project corridor. The centrality of the region's jobs in downtown Columbia, therefore, presents challenges and opportunities. The highly centralized commute pattern highlights the importance of preserving mobility to regional job centers and providing a range of transportation commute options, including a highly connected grid system and enhanced bicycle/pedestrian options.

Negative health effects related to the transportation system can fall hardest on vulnerable members of the community, such as low-income residents, minorities, children, persons with disabilities, and older adults. Households in low-income areas typically own fewer vehicles, have longer commutes, and have higher transportation costs, too. Inadequate or substandard infrastructure in

low-income and minority communities prevent people from using active transportation (i.e., walking or cycling) and make it unsafe for those who do rely on these modes to get around, leading to higher incidences of collisions involving pedestrians and cyclists. Strategies taken to improve equity— increase active transportation, improve safety, improve air quality, and improve connectivity—are found in the *Columbia Riverfront Gateway Project*. Currently, as this area is predominantly undeveloped (or underdeveloped), it has poor to no streets and lighting, no sidewalks, and excessive vegetation, making pedestrian and bicycle access uncomfortable and inconvenient (or impossible). New and upgraded streets, sidewalks, bike lanes, landscaping, lighting, signage, and mass transit amenities as proposed in this project develop and improve the visual character of the corridor. Such enhancements are not only esthetically pleasing in the overburdened community, but are also integral to retail, commercial, and residential growth.

More bicycle- and pedestrian-friendly thoroughfares will enhance the livability of the project corridor and surrounding neighborhoods. They will have an immediate positive impact on the affected college campus (UofSC), as well as on the lives of the

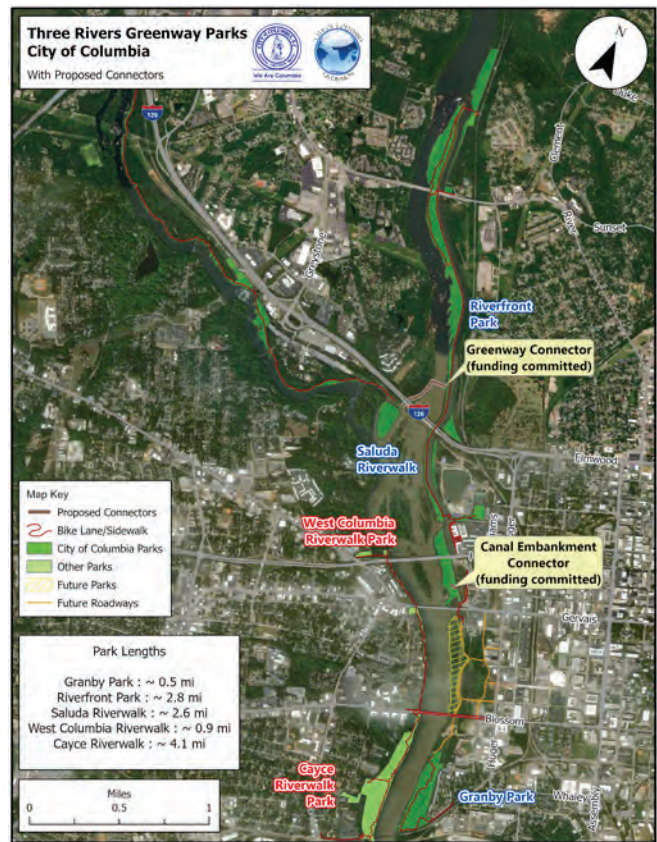


students, staff, and faculty. Enhancements such as these align perfectly with the Walk Bike Columbia Plan. The proposed infrastructure improvements augment access to economic opportunities and social services, lessening poverty by providing quality transportation that, in turn, promotes economic opportunities and growth.

Improves Mobility and Community Connectivity

This project will provide significant benefits to the City of Columbia while also adding meaningful enhancements to portions of Cayce and West Columbia, cities located just across the Congaree River from the project area. Both the Blossom Street Bridge and the Gervais Street Bridge include sidewalks used by residents who travel between Columbia and West Columbia/Cayce, and a significant number of individuals commute to work each day via car, bicycle, or on foot between the cities. While these areas are not part of this application, their close proximity to the project area (only 500 feet) will ensure that their residents, businesses, and visitors will also feel the impact of this project when completed. The enhancements proposed in this project will allow for more transportation choices and make this area in particular—and the Midlands Region as a whole—more accessible to everyone. It has often been said that “a rising tide lifts all boats.” The *Columbia Riverfront Gateway Project* can be the economic catalyst to do just that.

The project elements will allow motorists, cyclists, and pedestrians a more cost-effective and efficient access to their homes, places of employment, a myriad of nearby event venues, and the Congaree River. Moreover, additional bicycle- and pedestrian-friendly thoroughfares enhance the livability of the corridors, surrounding neighborhoods, and the adjacent University of South Carolina campus, as well. These relatively unaltered 70-acres on the western edge of the City occupies almost 4 percent of the downtown acreage, but its lack of infrastructure sits in stark contrast with the rest of the City Central.



As mentioned earlier, the lack of infrastructure through this large swath of land adds to congestion on the large vehicular thoroughfares bordering the project area, as there are no alternate north-south routes between Gervais and Blossom streets. This also poses additional connectivity (and safety) challenges to bicyclists and pedestrians traveling through the City since they are forced onto busy streets with no dedicated paths, lanes, or sidewalks. The lack of streets, paths, or greenways in this undeveloped area also means all residents, regardless of travel mode, are denied access to the Congaree River. Moreover, these barriers are preventing the completion of the Three Rivers Greenway, a regional trail system comprised of three riverwalks on both sides of the Congaree River. The project area is the critical missing link to the 12.5-mile linear park.

Over the past decade, Columbia and its sister cities on both sides of the Congaree, Broad, and Saluda rivers have completed over 15 miles of publicly



accessible riverwalk. The Three Rivers Greenway is a regional trail system comprised of three riverwalks on both sides of the Congaree River. The project area is the critical missing link to the completion of the 12.5-mile linear park. The project's proposed roadways would enable the completion of this trail system and make the area publicly accessible for the first time in more than 230 years.

The long-anticipated Columbia Waterfront Park will also become a reality with the creation of these streets. Considered the “jewel in the crown” of the Innovista Master Plan, the park will cap development of the Greene Street spine from downtown Columbia and the UofSC campus to the Congaree River. As outlined in several of the attached Letters of Support, creation of this park will allow for direct access to the Congaree River via an expansive waterfront deck, a new kayak/canoe launch, and a completed network of walking and biking trails. Current park planning also includes a botanical garden and a wildlife interpretive center.

We can anticipate the park will revitalize the area and accelerate private, multi-use development in adjacent properties. It will spur new investment, serve as a catalyst for tourism, and become a significant public amenity that greatly enhances the quality of life of residents and visitors who will benefit from the development of this much-needed green space within the City of Columbia.

Economic Competitiveness and Opportunity

The improvements in transportation outcomes envisioned by this project will translate into long-term economic productivity for the Midlands Region as a whole and Columbia in particular. The proposed roadways will advance the area's economic competitiveness by increasing land productivity,

tourism opportunities, and expanding and attracting private development, which will result in commercial growth and long-term job creation. By increasing the efficiency of the movement of goods and services, the *Columbia Riverfront Gateway Project* will reduce congestion, thereby lowering transportation costs and decreasing the cost of doing business—both of which are beneficial to business owners and ultimately consumers. In addition, by enhancing multi-modal connections to centers of employment, education, and services, the project creates a pedestrian- and bicycle-friendly atmosphere. Doing so positively impacts user mobility and improves accessibility, consequently promoting equity by providing more transportation opportunities for the area's under-employed and disadvantage populations.

In *The Economic Impacts of the Richland County Transportation Plan* (Miley & Associates, Inc., October 2012, Page 3—a copy of which is attached to this application), the Williams Street extension and related improvements are “one of the most potent components in the Transportation Plan in terms of ongoing economic impacts.” The direct economic impact indicated that the construction of Williams Street would result in the development of more than 1.1 million new square feet of office and commercial development, along with the creation of 1,400 new jobs and \$3.4 million in annual property taxes, not including the capital investment that would occur as properties in the surrounding areas are also developed.

Since that study was completed in 2012, the City can now generate more up-to-date (and more impressive) numbers from three sources: (1) figures from project-ready landowners/developers within/adjacent to the project corridor, (2) figures from actual developments near the project corridor, and (3) updated projections for three key districts directly adjacent to the project.



1. Project-Ready Landowners/Developers

Attached to this application are letters of support from surrounding property owners indicating they will make their property available for development or redevelopment, as well as developers who will develop/redevelop their property to its highest and best commercial use when the proposed roadways are constructed. Property owners include Guignard Associates, LLC, Stormwater Studios, State Credit Union, University of South Carolina Development Foundation, and Dominion Energy. The following developers with properties adjacent to or near the project area have provided the following plans and projections:

DEVELOPER	DEVELOPMENT SQUARE FOOTAGE	CAPITAL INVESTMENT	ANNUAL PROPERTY TAXES
Kahn Development Company	270,000	\$30-\$45 million	\$600,000 - \$1.3 million
PMC Property Group	225,000	\$58 million	\$900,000

2. Surrounding Area Growth

To illustrate the extent of actual development taking place, the five properties listed here (which are located east of the project area across Huger Street) have been completed since 2012 and have resulted in an average redevelopment of 63,124 sq. ft. per acre and produced \$98,113 in property taxes per acre. (A compilation of before and after photos of this growth is attached to this application.)

Development Since 2012

PROPERTY	ACREAGE	SQUARE FEET	PROPERTY TAX (2019)
Greene Crossing 1	2.0	103,500	\$228,270
Greene Crossing 2	2.7	155,800	\$338,220
Greene Crossing 3	3.8	99,720	\$241,400
Palmetto Compress Warehouse	3.8	352,600	\$320,900
Park Place	3.9	311,000	\$460,640
Total	16.2	1,022,620	\$1,589,430
Averages		63,124 sq. ft./acre	\$98,113 property tax/acre



As shown in the “CDC Development and Investment Overview” flyer attached to this application, Columbia has experienced a significant amount of growth and development in the area surrounding the project site within the last decade. Twenty-nine projects totaling nearly \$1 billion have been developed along the perimeter of the project site in that period. This immense level of development gives the City high confidence in its projection of future development.



3. Potential Future Growth

To get a more accurate picture of the redevelopment potential for the areas adjacent to the Williams Street extension—that is, one based on actual numbers from actual projects constructed within the City—the average square footage per acre and average property tax per acre have been calculated for the undeveloped parcels in these areas.

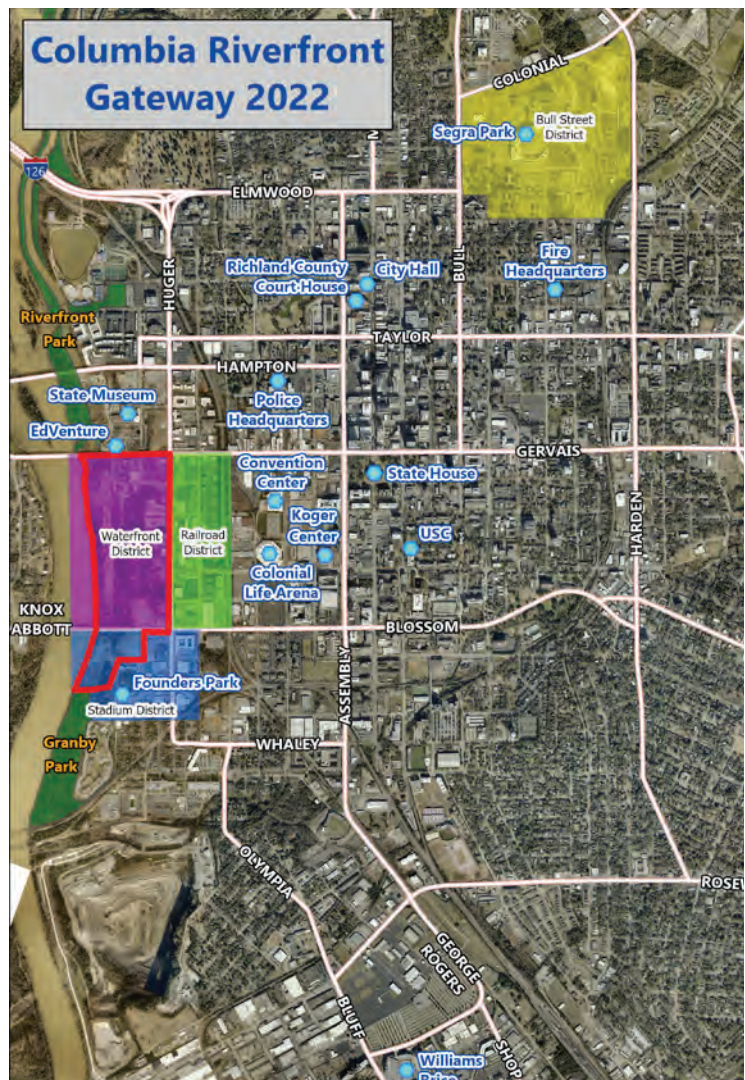
The areas studied are the:

1. Waterfront District—the land between Huger Street and the proposed Williams Street directly adjacent to the envisioned Columbia Waterfront Park.
2. Railroad District—the land between Huger Street eastward to the railroad.
3. Stadium District—the land across Blossom Street near the UofSC baseball stadium, Founders Park.



Projecting the build-out of all three areas over the next ten years—using averages based on the actual redevelopment that has occurred in the area since 2012—one can reasonably project that up to 4.7 million sq. ft. of development is possible, which could result in nearly \$7.3 million in annual property taxes (based on 2019 numbers). As shown in the table below, it is reasonable to project that as a result of the *Columbia Riverfront Gateway Project*, new investment in these three districts would total almost \$880 million or more over the next decade. The majority of this development would not occur without the USDOT’s investment in the infrastructure improvements proposed by the *Columbia Riverfront Gateway Project*. That infrastructure, in turn, would lead to significant local investment in the project site and these three districts.

The acreage in the Waterfront District that is currently vacant or underdeveloped will become “waterfront property” once Williams Street is constructed, too, which will significantly increase its value. The estimated property value increase for these acres (especially once the Columbia Waterfront Park is built) is at least 40% based on results from similar park projects.



PROPERTY	ACREAGE	SQUARE FEET POTENTIAL	PROJECTED CAPITAL INVESTMENT	PROPERTY TAX POTENTIAL
Waterfront	26.6	1,679,117	\$213,502,765	\$2,609,805
Railroad	24.3	1,533,930	\$195,042,000	\$2,384,145
Stadium	24.0	1,514,993	\$192,634,074	\$2,354,711
Total	74.9	4,394,994	\$601,178,840	\$7,348,661

RAISE Grant request \$20,671,820	Benefit \$1 → \$29.08
Projected Capital Investment \$601,178,840	



Public investment in road improvements is generally followed by private investment. Tax dollars improving traffic flow, pedestrian access, and appearance are a signal to the private sector that there is a real commitment to improving the area—and private dollars ensue. The previously mentioned Innovista Master Plan projected that, for every \$1 of public money invested in infrastructure, \$7.60 of private sector development would follow. As reflected in these anticipated development numbers and the actual development numbers of the City Center, the original 2007 projection was actually quite conservative and today represents a very attainable goal.

The Council of Economic Advisers determined that one job-year is created by every \$76,923 in transportation infrastructure spending. Of this, 64% represents direct and indirect effects, and 36% represents induced effects. Using this analysis, the City of Columbia’s RAISE application has the potential to create approximately 296 jobs, with approximately 190 of those being direct and indirect. Moreover, the Alliance for Biking and Walking reported that bicycle and walking projects create from 11 to 14 jobs per \$1 million spent and that up to \$11.80 in benefits is gained for every \$1 invested in making an area bicycle and pedestrian friendly. Job projections deduced from all these studies illustrate how this project has the potential to make a very definite economic difference for Columbia and the Midlands Regions of South Carolina.

State of Good Repair

The *Columbia Riverfront Gateway Project* will ensure good condition of transportation infrastructure by:

Reducing traffic on primary arteries surrounding the project area.

Without Williams Street, Huger Street will continue to be the only North-South connector in the project area. This strains the existing roadway, causing greater damage with ever-increasing volumes. In turn, operations and maintenance costs increase and the life expectancy decreases, requiring more frequent capital improvements.

Improving traffic flow with adaptive signal (i.e., “smart signal”) technology

The project’s reduction in the number of stops required at intersections and the potential mode shift will also directly benefit the longevity of the pavement along Huger, Blossom, and Gervais streets. By providing additional green time on the approaches through the reduction of stops, the frequency of stops and the potential for stopping vehicles at speed are reduced. Pushing or shoving of pavement, especially with tractor trailer configurations, is common at intersections with frequent stops. The design proposed will help to minimize the occurrence of this, thus extending the life of the pavement. Furthermore, the design will increase the foundational structure of the roadway to provide additional resiliency to pushing of pavement, especially in the summer months when asphalt temperatures can increase significantly.

Providing new development opportunities close to work centers.

Live-work-home developments can be accessed via more direct routes—walking, cycling, or less vehicular miles traveled (i.e., shorter commutes). Moreover, higher density developments within the project area or on adjacent properties will result in higher tax revenues to cover transportation impacts, operations, and maintenance once the area is developed.

Encouraging non-motorized transportation alternatives.

Other modes of connectivity such as the planned bicycle lanes and pedestrian trails are less costly to maintain than roads. They also reduce congestion; thereby adding to the reduction to wear and tear on the nearby roads.

Repairing and repaving existing substandard roadway.

Reinforcing the existing side streets (i.e., Pendleton and the beginning spur of Williams) sustains a longer lifespan of these roads and decreases lifecycle costs.



The proposed roadway improvements and bicycle/vehicle transportation features will produce an increase in pedestrian, bicycle, and mass transit usage, additional road capacity, reduced congestion, and decreased travel time—all of which will contribute to decreased operational costs for drivers and the City alike.

Partnership and Collaboration

Unlocking the waterfront area of Columbia between the Wheat Street and Gervais Street has been an aspiration of the City of Columbia, the University of South Carolina, and other entities within the region *for decades*. This project brings together the community in a unique partnership of stakeholders who share a transforming vision for Columbia. As previously discussed, millions of dollars—federal, state, and local—have been directed to social and economic development initiatives within Downtown Columbia. Community partnerships have been an integral part of these revitalization efforts and critical to their success. More than 40 organizations—property owners, vested developers, businesses, nonprofits, governmental entities—have been very involved in the planning process of the *Columbia Riverfront Gateway Project*, all of whom have provided verbal and/or written commitment.

While the City of Columbia is the lead applicant, part of the *Columbia Riverfront Gateway Project* will be done in partnership with SC Department of Transportation (SCDOT) and built according to SCDOT standards. Although Huger, Gervais, and Blossom streets (the streets around the periphery of the project area) are located in the City of Columbia, they are owned and maintained by SCDOT. Because Williams, Devine, Greene, Gist, and Wheat streets are owned and maintained by the City of Columbia, the City will administer work within the project boundaries. Columbia will provide and certify the inspections and other City services, as well as manage the construction aspects of the project. The City will own Williams and Gist streets once completed, as well as the other on-site roadways developed as a result of this project.

This broad range of collaborators demonstrates how this transportation project integrates with other development and public service efforts in the area. The project elements (long-sought-after goals of the collaborators) are innovative, sustainable, equitable, and transformative for residents and tourists alike. This myriad of stakeholders—the City of Columbia, UofSC, various governmental agencies, business organizations, nonprofit entities, commercial developers, and private landowners—are ready and anxious to catalyze change in an underutilized area and transform the City and the entire Midlands Region. These letters speak volumes about the importance of this project and reflect its regional and national significance.



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visitors to its research campus



Innovation

Currently, the traffic signals along Huger Street—the main artery into the project area—operate independently of each other. This conventional signal system uses pre-programmed, daily signal timing schedules. This results in poor traffic signal timing, which contributes to traffic congestion and delays. However, the *Columbia Riverfront Gateway Project* plans to implement adaptive signal technology (i.e., “smart signal”), which adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and eases traffic congestion.

Conventional signal systems use pre-programmed, daily signal timing schedules that do not monitor system performance, nor can they adjust automatically to accommodate traffic patterns that are different from the peak periods during which they were designed to operate. Adaptive signal control technologies adjust when green lights start and end to accommodate current traffic patterns to promote smooth flow and ease traffic congestion. The main benefits of adaptive signal control technology over conventional signal systems are that the technology can:

- Automatically adapt to unexpected changes in traffic conditions.
- Improve travel time reliability and prolong the effectiveness of traffic signal timing.
- Reduce congestion and fuel consumption.
- Reduce the complaints that agencies receive in response to outdated signal timing.
- Make traffic signal operations proactive by monitoring/responding to gaps in performance.
- Allow for needed real-time customization to support the many sporting, arts, and entertainment events happening in close proximity to the project site.

By receiving and processing data from sensors to optimize and update signal timing settings, adaptive signal control technologies can determine when and how long lights should be green. First, traffic sensors collect data. Next, traffic data is evaluated, and signal timing improvements are developed. Finally, the adaptive signal control technology implements signal timing updates. The process is repeated every few minutes to keep traffic flowing smoothly. Traditional signal retiming might only repeat this process every 3 to 5 years.

The traditional signal timing process is time-consuming and requires substantial amounts of manually collected traffic data. Traditional time-of-day signal timing plans do not accommodate variable and unpredictable traffic demands, which result in customer complaints, frustrated drivers, excess fuel consumption, increased delays, and degraded safety. Customer complaints are the most frequently cited performance measure in operations surveys conducted by the FHWA. In their absence, months or years may pass before inefficient traffic signal timing settings are updated. However, this technology continuously collects information and updates signal timing accordingly.



Project Readiness: Environmental Risk

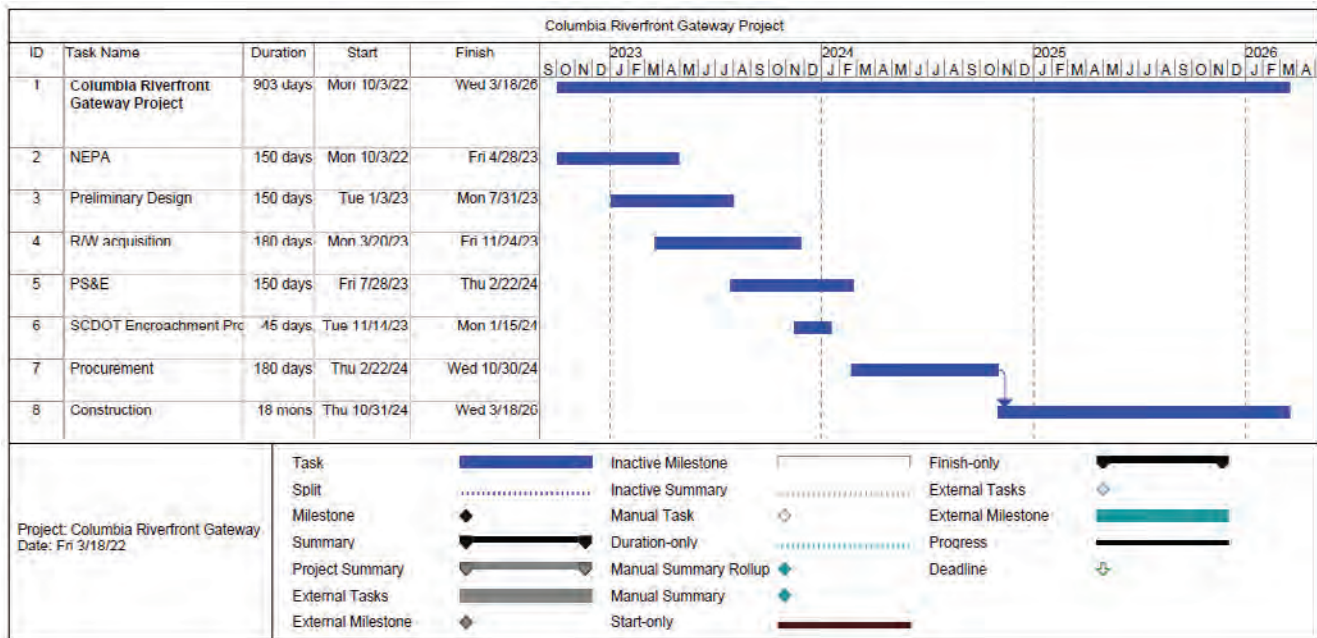
As demonstrated by the Detailed Statement of Work and Detailed Budget mentioned previously, the Columbia Riverfront Gateway Project is technically and financially feasible. As supported by the Detailed Project Schedule and information regarding approvals, risks, and environmental permits provided below, this project is ready to move forward quickly and would be able to meet all local, state, and federal requirements by the September 30, 2026, obligation date should it receive RAISE funding.

Project Schedule

The Detailed Project Schedule (a copy of which is attached to the application) contains a list of all project milestones and shows that the Columbia Riverfront Gateway Project will be completed in a timely manner. It demonstrates that all necessary pre-construction activities will be completed by September 30, 2026, that construction can begin quickly, and that funds will be spent steadily and expeditiously once construction starts. It allows enough float time to deal with unexpected delays without putting the funds at risk of expiring before they are obligated. (Utility needs such as water, sanitary sewer, storm drainage, electrical, communication, etc., necessary to support the project and associated development have been identified and are also included in the project.)

Pre-construction activities that have been completed already include:

- Boundary and topographical surveys
- Master planning
- Preliminary civil engineering
- Preliminary cost estimating
- Limited geotechnical and environmental investigations
- Zoning compliance and analysis of available utilities



Required Approvals

Should it be funded, the *Columbia Riverfront Gateway Project* is ready to move forward quickly. No right-of-way and easement acquisitions are necessary for the traffic signal work along Huger Street because it is an existing roadway and the signal systems are currently operated by the City of Columbia. However, these activities will need to take place for Williams Street, the extension of Devine and Greene streets, and the creation of Gist Street. Preliminary discussions regarding acquisitions necessary prior to construction have begun (as reflected in the attached Letters of Support from affected landowners within the project area) and will be completed prior to the September 30, 2026, obligation date. Gist Street will require multiple permits; however, Columbia has had an initial site visit with SCDOT to discuss the extension underneath the Blossom Street Bridge and received favorable feedback. As discussed below, the City is prepared to begin the National Environmental Policy Act (NEPA) process, which would be completed well before the deadline, too. Design work would also conclude prior to that date. Consequently, RAISE Grant funding would allow work on the *Columbia Riverfront Gateway Project* to begin quickly. The majority of the requested funding would, therefore, be allocated for construction costs associated with the project.

Environmental Permits and Reviews

The City of Columbia is experienced with all environmental and National Environmental Policy Act (NEPA) regulations/guidelines including, but not limited to, 23 Code of Federal Regulations (CFR) 771 and 40 CFR Parts 1500-1508. Therefore, the City understands the critical milestones in the NEPA process and has programmed those elements into the project's master schedule. As shown in the Detailed Project Schedule, the NEPA document will be completed and signed by all responsible parties prior to September 30, 2026.

The City has been involved in preparing and/or supporting a multitude of NEPA documents over the years. As with previous efforts, the City's Engineering Department will be the lead project manager working alongside a consultant to prepare the necessary documentation and complete the process. In anticipation of the RAISE Grant submittal, effort is already underway to determine the path forward and pull needed documentation together as it relates to this project in preparation of proceeding immediately upon award notification. The City anticipates a designation of a Categorical Exclusion based on the preparation of the preliminary design.

State and Local Approvals

Additional legislative approvals (e.g., user fees, toll rates, etc.) are not applicable or necessary for this project. However, the *Columbia Riverfront Gateway Project* is broadly supported by local elected officials and the area's state and national legislators.

Federal Transportation Requirements Affecting State and Local Planning

Because there has been no federal funding allocated to the *Columbia Riverfront Gateway Project* to date, it does not appear in the SC Statewide Transportation Improvement Program (STIP). However, the Central Midlands Council of Governments (CMCOG), in discussion with the SC Department of Transportation, has added the *Columbia Riverfront Gateway Project* to its Long-Range Transportation Plan (LRTP), which is the 25-year transportation vision for the metropolitan area. If federal funds are approved, it could be formally placed in the STIP. With RAISE Grant funding announcements anticipated in the summer of 2022, the *Columbia Riverfront Gateway Project*, if selected for funding, could be placed in the STIP well in advance of the obligation deadline.



Assessment of Project Risks and Mitigation Strategies

Because the *Columbia Riverfront Gateway Project* is bordered by three streets that are main arteries for the City of Columbia (i.e., Huger, Gervais, Blossom), their heavy day-to-day usage and the location of existing businesses and utilities along these corridors need to be taken into consideration. Potential obstacles before, during, and after construction will need to be mitigated as much as possible. Methods to manage these obstacles have been proposed as follows:

Environmental Issues

While there are no expected Recognized Environmental Concerns within this project's footprint, environmental site assessment and geotechnical investigations will be performed, to include records searches and on-ground inspections in an effort to mitigate risks from potentially hazardous materials.

Utility Impacts and Issues

With the exception of the connection points to the existing corridors, there are no utilities along the project route that will require relocation. However, all of the utilities necessary to support the development that will occur as a result of the project are being planned for as part of this RAISE Grant submission to ensure this project results in development-ready parcels. The City of Columbia is the water and sanitary sewer provider to the site and will own the storm drainage installed as part of the project. In addition, coordination effort is already underway to include other necessary utility providers in the scope of the project so that a well-planned design and construction schedule is secured.

Right-Of-Way Impacts and Issues

Preliminary discussions regarding acquisitions necessary prior to construction have begun (as reflected in the attached Letters of Support from affected landowners within the project area) and will be completed prior to the September 30, 2026, obligation date. The acquisition will proceed using the same methodology utilized for the previous phases of the Innovista Master Plan project mentioned previously (e.g., Greene Street Phase 1 and Phase 2). The property owners involved in acquisitions pertaining to this project are familiar with those guidelines and thus, the acquisition should proceed without delay once the exact location of the proposed roadway is designed, and limits are known.

Work Zone Safety & Traffic Control

Due to the scope of the project, it is important to mitigate construction impacts to local businesses, traffic, pedestrians, etc., to minimize effects. Close communication with the City of Columbia and frequent communication with local residents will occur to address potential community issues before they are critical. Public information meetings will be held early to allow the public to weigh in on the scope of the project and the traffic control during construction operations. Traffic control plans will be detailed to minimize impacts to local vehicle and pedestrian traffic. Pedestrian traffic issues will be identified early on to allow continued access during construction, as well as implementing safe pathways during construction. Due to the high volume of traffic and issues surrounding construction requirements, no on-street parking will be allowed in work zones where there is active construction activity. Fortunately, construction activities will be primarily relegated to the undeveloped parcel of land within the project area; therefore, minimal inconveniences to the existing corridors during construction are anticipated.



Benefit-Cost Analysis

A Benefit-Cost Analysis (BCA) was conducted for the *Columbia Riverfront Gateway Project* (a copy of which is attached to this application). Based on the results of this analysis, the benefits realized are 5.61 (NPV 7%).

The *Columbia Riverfront Gateway Project* is a transformative project focused on creating critical mobility connections through 70 undeveloped acres along the western edge of the City of Columbia, the Congaree River. The project will construct approximately 5,800 ft. of new roads; improve 1,500 ft. of existing roads; create 4,700 ft. of new sidewalks; add a ped/bike trail from the project area to Granby Park; provide 3 dual-port electric car charging stations, a parking area, and 2 bike share stations; and install “smart signals” along 5,750 ft. of roadway. The overall project will improve safety for all users and remove barriers for mobility across all modes—especially the most vulnerable of users who depend on pedal or feet power to move within Columbia. Beyond creating equitable access and enhanced safety, the project will also reduce congestion through the implementation of adaptive signals, which in turn improves the quality of life for adjacent residents and facility users, as well as reducing emissions through decreased congestion and further reliance of single occupancy vehicles. Additional benefits to overall watershed sustainability and enhancement to the Congaree River will also be realized with this project. The *Columbia Riverfront Gateway Project* will provide comprehensive benefits for the residents of the City of Columbia—benefits that not only strengthen the economic recovery but provide real transportation choices for those who need them.

Background and Methodology

The BCA weighs the costs (capital and maintenance) and benefits (environmental protection, quality of life, economic competitiveness, safety, and state of good repair) that would accrue during the analysis period considered. This BCA includes the benefits and cost for the components of the proposed *Columbia Riverfront Gateway Project* that would be fully constructed should the RAISE grant be awarded to the City of Columbia. The analysis period was 26 years (Project Use Start + 20 years of operation – base years). All costs and benefits are presented in 2020 base year dollars. A 7% discount rate was used for all benefits and costs except the carbon benefits, which were discounted at 3% per year. The BCA for this project follows the principles documented in the USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs (2022)* and uses the recommended parameter values where applicable.

The following categories of benefits were considered in the BCA:

- **Safety:** The expected reduction in collisions and associated costs.

- **Travel Time Savings:** Includes reductions in travel time for all modes of transportation.
- **Environmental Sustainability:** Includes reductions in the following pollutants that impact air quality: CO₂, NO_x, SO₂, and PM_{2.5}.
- **Mode Shift:** Includes an analysis of the shift in mobility from cars to bike and pedestrian with a new network and connectivity improvement.
- **Health Benefits:** Includes the health benefits of increased physical activity and decreased healthcare costs from new users of the project.
- **State of Good Repair:** Includes reductions in roadway maintenance costs.

The individual benefits and costs were used to describe a total monetary benefit for each long-term outcome and for the project. Costs and benefits were also computed for near-term economic impacts. It should be noted that there are several benefits under each category that were not easily quantifiable. The RAISE narrative qualitatively describes these additional benefits that are not fully captured with the benefit cost analysis or documentation.



Safety Benefits: \$106,635,465.40

The USDOT and the SCDOT support projects that predictably reduce the number, rate, and severity of surface transportation-related crashes, injuries, and fatalities among drivers. The quantitative safety measures of the *Columbia Riverfront Gateway Project* include a reduction in fatal, injury, and property damage only (PDO) crashes.

The anticipated injury and PDO crash reductions of the *Columbia Riverfront Gateway Project* are attributable to the reduction of conflicts between vehicles through the reduction of rear end collisions, collisions between vehicles and cyclists, and collisions between vehicles and pedestrians. The Crash Modification Factors (CMF) Clearinghouse provides information on the expected impact of a given countermeasure on the safety performance of a location based on statistically significant data from peer reviewed research papers for sites that received that countermeasure. Several applicable CMFs were included in this analysis. A CMF for the installation of adaptive signal control is 0.527. The CMF for the installation of high-visibility crosswalks is 0.60, and the CMF for roadway lighting and illumination is 0.68 for non-motorists.

The average annual number of injuries was broken down by severity to better estimate the anticipated benefits. The cumulative number of average annual injuries is reported on Tab B of the BCA Spreadsheet (a copy of which is attached to this application) along with the cumulative number of vehicles involved in PDO crashes. The annual expected injuries avoided and property damage avoided for each year of the analysis were calculated using the current annual averages and the CMF factors listed on page 4 of the CMF Clearinghouse. The annual number of injuries avoided and the annual reduction in vehicles involved in PDO crashes are reported in Tab B as well. Finally, a cost associated with each injury or vehicle in a PDO crash was derived using guidance from the *RAISE Benefit-Cost Analysis Resource Guide* on the value of injuries based on severity of the crash. The resulting injury and PDO cost

savings are \$224,482,087 in total cost savings or \$106,635,465.40 in present dollars for the *Columbia Riverfront Gateway Project*.

Value of Travel Time Savings: \$14,610,606.47

The value of travel time savings is vital to networks that provide increased connectivity throughout a corridor. The *Columbia Riverfront Gateway Project* is expected to provide a decrease in travel times along Huger Street, Gervais Street, and Blossom Street by increasing network connectivity and providing mode choice between key destinations within the Vista of Columbia. The proposed project will connect the following destinations: Granby Park, USC Baseball Stadium, EdVenture Children's Museum, SC State Museum, Riverfront Park, Saluda Riverwalk, and Riverbanks Zoo. These destinations represent locations for recreation and activity, but also represent places of employment. Furthermore, the network connectivity throughout the region is now enhanced with this missing link being added to the network.

The total travel time savings through the reduction of delays associated with the project is projected to be \$14,610,606.47 in present dollar value. This is calculated based on a savings of vehicle hours traveled against the AADT under no-build and build scenarios. Tab C in the BCA Spreadsheet provides a summary of the calculations.

Emissions Reduction Benefits: \$129,327.80

The USDOT and the SCDOT support projects that promote environmental sustainability through improved energy efficiency, reduced dependence on oil, and reduced greenhouse gas emissions. The quantitative sustainability measures of the *Columbia Riverfront Gateway Project* include air quality impacts, water quality impacts, and fuel consumption impacts. The project is projected to lead to decreases in emissions of greenhouse gases and particulate matter, based on the decrease in idle emissions associated with carbon dioxide (CO₂), sulfur dioxide (SO_x), nitrogen oxides (NO_x), and



particulate matter (PM). (The decrease in VMT each year of the project life was previously described.)

The *Columbia Riverfront Gateway Project* will improve the overall operational efficiency of the corridor with the installation of adaptive signals; more importantly, it will provide a mode choice that produces no emissions. Through the implementation of the project, start up and idling for trucks and cars will be reduced. The reduction of idling and elimination of emissions are more impactful to emissions than a moving vehicle. The proposed design is configured to reduce the number of stops a vehicle must encounter as well as waiting for a movement, thereby reducing emissions and improving air quality. An idling emissions savings of \$139,909.42 is projected for passenger cars and \$52,471.08 for trucks, totaling \$192,380.50 in idling savings or \$129,327.80 in present dollars. Tab D in the BCA Spreadsheet details the calculations of the analysis.

Facility Amenities Benefits: \$1,211,431.30

The quantitative sustainability measures of the *Columbia Riverfront Gateway Project* amenities have a long-term benefit on health and overall mobility. The project as currently envisioned will include amenities that will benefit not only the community from a recreation perspective, but also mobility between destinations for work. FHWA's *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* (2022) provides guidance on the calculation of the total benefits associated with walking and cycling facility improvements and the induced demand that will result due to the construction of the facilities.

Approximately 300 pedestrians, 100 cyclists, and 89 annual trips per bike share dock were used in the calculation of the benefit cost. (This data was determined based on available open-source data for the City of Columbia as well as the City of Columbia's *Walk Bike Plan*.) The proposed *Columbia Riverfront Gateway Project* over the lifetime of

the project could expect approximate pedestrian benefits of \$1,682,317 and bicycle pedestrian benefits of \$867,910, totaling \$2,550,227 in total facility benefits, or \$1,211,431.30 in present dollars. Details of the calculations are contained in Tab E of the BCA Spreadsheet.

Health Benefits: \$272,511.54

More people walking and biking can help to encourage increased physical activity levels for the community. This, in turn, can lead to an overall reduction in healthcare costs for the City of Columbia and the greater Midlands region. Within South Carolina, 33% of adults report little to no physical activity, which is one of the highest percentages in the southeast and the United States. The most popular activity among adults is walking. The City of Columbia Riverfront Gateway project will provide additional facilities to promote both walking and biking. Furthermore, through the elimination in gaps in the network with the proposed project, biking and walking trips can also facility mobility to destinations for work and recreation.

More than 1,965 new cycling trips and 11,252 induced pedestrian trips are estimated to be generated through the Columbia Riverfront Gateway Project. Through these induced trips, a pedestrian mortality reduction benefit of about \$175,849 and a cycling mortality reduction benefit of almost \$236,935 are projected. The combination of these reductions combines for a total benefit of approximately 412,784 or \$272,511.84 in present dollars. Details of the calculations are contained in Tab F of the BCA Spreadsheet.



BCA Summary

The *Columbia Riverfront Gateway Project* is expected to positively impact the area and (as reflected in the table) have a high benefit-to-cost ratio.

SUMMARY OF COSTS AND BENEFITS	ESTIMATED COST
Costs	
Total Capital Expenditures	\$ (27,875,585.71)
Total Operations & Maintenance Costs	\$ (663,861.54)
Total Savings vs. No-Build Scenario	\$ 72,000.00
<u>Total Costs (2020 Dollars)</u>	<u>\$ (21,908,696.54)</u>
Benefits	
Safety Benefits	\$ 106,635,465.40
Travel Time Savings	\$ 14,610,606.47
Emissions Reductions	\$ 129,327.80
Pedestrian and Bicycle Facility Amenities	\$ 1,211,431.30
Health Benefits	\$ 272,511.54
<u>Total Benefits (2020 Dollars)</u>	<u>\$ 122,859,342.51</u>
Benefit-Cost Ratio	5.61



Columbia Riverfront Gateway Project



CITY OF COLUMBIA
1737 MAIN STREET
COLUMBIA, SC 29201

May 1, 2023

Ms. Teresa Wilson, City Manager
City of Columbia
P.O. Box 147
Columbia, SC 29217

Dear Ms. Wilson:

This letter is to confirm the amount of \$4,500,000 is available through the Richland County Transportation Penny Tax Program for the Columbia Riverfront Gateway Project. The project will provide much-needed connectivity, enhance vehicular movement in a high- traffic area, and enable economic development opportunities that will result in development opportunities along the riverfront that otherwise will not exist.

The Columbia Riverfront Gateway Project is the third phase of the Innovista Transportation Project partially funded through the Richland Penny. The first phase and the second phase of the project is complete. This fund along with others will allow the final phase of the project to move forward in a timely manner, bringing decades of regional planning to fruition, resulting in significant multi-modal safety enhancements and transformational development for Columbia and the region. At the completion of all phases of the Innovista Transportation Project, the Richland Penny will have invested approximately \$50 million dollars towards transportation enhancements in this area. Being able to use Richland Penny dollars as a match with other funds is a true demonstration of government working together for the benefit of the people.

The County is committed to utilizing the Penny Transportation Funding to work alongside partner agencies to maximize the use of available funding for the benefit of the community and looks forward to working with the City to make these funds available for the project.

Please let me know if you have any questions.

Respectfully Submitted,

Leonardo Brown, MBA, CPM
Richland County Administrator

**RICHLAND COUNTY
ADMINISTRATION**

2020 Hampton Street, Suite 4069
Columbia, SC 29204
803-576-2050



Agenda Briefing

Prepared by:	Michael Maloney	Title:	Interim Director
Department:	Transportation	Division:	
Date Prepared:	May 1, 2023	Meeting Date:	May 23, 2023
Legal Review	Patrick Wright via email	Date:	May 9, 2023
Budget Review	Abhijit Deshpande via email	Date:	May 15, 2023
Finance Review	Stacey Hamm via email	Date:	May 9, 2023
Approved for consideration:	Assistant County Administrator	John M. Thompson, Ph.D., MBA, CPM, SCEM	
Meeting/Committee	Transportation Ad Hoc		
Subject	Proposed Dirt Road Paving Ordinance Amendment		

RECOMMENDED/REQUESTED ACTION:

Transportation Department recommends the Paving Program proactively pursue and complete the paving of Richland County roads by removing the requirement in Chapter 21 that allows 25% of property owners to decline a road paving project.

Request for Council Reconsideration: Yes

FIDUCIARY:

Are funds allocated in the department’s current fiscal year budget?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
If not, is a budget amendment necessary?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No

ADDITIONAL FISCAL/BUDGETARY MATTERS TO CONSIDER:

There is a \$20M balance remaining and additional funds already committed in designs. Chapter 21 allows for the active pursuit of the investment using condemnation as necessary.

Applicable department/grant key and object codes: Key code 13320302; object 530100

OFFICE OF PROCUREMENT & CONTRACTING FEEDBACK:

Not applicable.

COUNTY ATTORNEY’S OFFICE FEEDBACK/POSSIBLE AREA(S) OF LEGAL EXPOSURE:

There are no legal concerns regarding this matter.

REGULATORY COMPLIANCE:

Chapter 21 of County Ordinance and Title 28 Chapter 2, Eminent Domain Procedure Act of the State of South Carolina.

MOTION OF ORIGIN:

There is no associated Council motion of origin.

STRATEGIC & GENERATIVE DISCUSSION:

Staff reviewed Section 21-20 (attachment 1). The requested change removes the requirement that 25% or more of property owners may stop the paving selection of the road.

The requested amendment to ordinance will shift the priority to the larger number of residents who are requesting their dirt road to be paved rather than to the lower number of residents who have previously resisted the paving work in exchange for the required land. Staff recommends this amendment to be more inclusive and effective in cooperation with the Richland County Strategic Plan.

Staff reviewed Section 21-23 (attachment 2). This section does allow for condemnation and compensation based on the benefit: *"The county will not compensate property owners for rights-of-way on public works projects from which they directly benefit."* This aligns with the Horry County process presented to the Transportation Ad Hoc Committee in March. Properties with larger benefit than the land value are not compensated. Most of the compensations involved properties with little or no benefit. Staff indicates that the current ordinance supports this portion of the process as was presented.

ASSOCIATED STRATEGIC GOAL, OBJECTIVE, AND INTIATIVE:

Objective 4.3: Create excellent facilities

Objective 4.4: Provide equitable living and housing options

ADDITIONAL COMMENTS FOR CONSIDERATION:

The maintenance cost of dirt roads has been comparable but less than that of paved roads. In each case, a higher standard can be provided to County residents; however, the procurement/maintenance of equipment and staff training are two department operational strains.

Staff often measures fiscal implications using current practices. Following a review of maintenance costs, staff compares in-house staffing and equipment for dirt road maintenance to the contract price of resurfacing and other paved road contracts. However, as dirt road volume is reduced and paved roads become even more predominate, the County must increase its in-house staff's ability to work with paved roads. If the County can achieve a stronger dominance in this area, it will shift its training, equipment purchases, and hiring practices to fit the needs associated with paving. This will result in decreased pavement maintenance costs.

Besides the improvement and maintenance costs, there are measurable changes in the results following the paving of the dirt roads:

1. Improved quality of life as described by residents in the recent video on Robert James Road.
2. Improved emergency services response from Fire, EMS, and Sheriff's Dept.
3. Improved public services response from bussing, mail, DPW, and Utilities.
4. Improved property values of the surrounding private property.

5. Improved access for the residents and visitors.
6. Reduced fatigue on people and vehicles and reduced dust.
7. Sustainable drainage systems.

ATTACHMENTS:

1. Ordinance Section 21-20 Redline
2. Ordinance Section 21-23

Attachment 1. 21-20 Ordinance Section Redline

Sec. 21-20. Road paving program.

(a) Road construction and paving projects administered by the county and funded from public funds shall be accomplished in accordance with a consistent, systematic program established and administered by the Director of Transportation, in conjunction with and with the support of the Director of Public Works, or his/her designee. Such program shall have the following basic characteristics:

(1) Only county maintained roads with recorded Easement and Right-of-Way Deeds will be paved utilizing public funds,

(2) All county maintained dirt roads are eligible for paving, and

(3) Paving will be accomplished in priority order at a rate permitted by availability of funding.

(b) The county engineer, or his/her designee, will acquire and maintain the following data on all roads proposed for paving:

(1) Name;

(2) County road number;

(3) Map location code;

(4) Beginning and ending points;

(5) Length in miles and hundredths of a mile; and

(6) Council district.

(c) In addition, the following data pertaining to the roads priority for paving will be obtained and recorded for each road:

(1) Number of homes accessed from the road;

(2) Number of businesses accessed from the road;

(3) Number of churches accessed from the road;

(4) Maintenance difficulty factor; and

(5) "Through road" factor.

For the purpose of determining the number of homes, business and churches accessed from a road, only those on parcels with no existing paved road frontage will be counted except when the distance from the paved road to the building exceeds 1,320 feet.

(d) Roads will be prioritized in accordance with the following procedure:

A road's priority for paving will be established by the lowest cost per occupant, church, or business. Lowest cost per occupant (P) is calculated by the formula:

$$P = \frac{\text{Cost}}{H+B+C+T}$$

Where:

H = Number of points accredited for homes.

One point is accredited for each home accessed from the road. This will include mobile homes as well as permanent homes. It should be noted that the number of homes on a road is an indicator of the number of people using it as well as the importance of the road as a possible school bus route.

B = Number of points accredited for businesses.

Two points are accredited for each business accessed from the road. To be eligible for these points, a business must occupy a building separate from any residence and rely on the road for either customer traffic or routine use by company vehicles.

C = Number of points accredited for churches.

Two points are accredited for each church accessed from the road.

T = Through road factor. If the road is a through road, two points are accredited to T. If the road is not a through road, zero points are accredited to T.

L = Length of the road in miles and hundredths.

Cost = Estimated Cost (\$800,000 per mile x L).

(e) A road's paving may be given top priority provided that all costs incurred by the county to pave it are paid by its adjacent property owners. Such costs may be included as an assessment on the tax bill of the property owners, to be paid over no more than a fifteen (15) year period with an interest charge equal to that paid by the county for bonds issued to fund construction. The county council may elect to have the total costs, plus interest, of the improvements allocated between the property owners either by a front footage assessment ratio, or by each lot being assessed an equal share of the costs and interest, Establishment of this assessment shall require approval of eighty percent (80%) of the property owners.

(f) Highways, streets or roads constructed or paved under the county's jurisdiction and maintained by the county shall meet the design and construction standards contained in section 21-6, above.

(g) The Director of Transportation or his/her designee, in conjunction with and with the support of the county engineer, or his/her designee, shall, establish appropriate alternate design and construction standards for low volume rural roads as a means of ensuring maximum cost effectiveness of road paving funds.

(h) Road paving funds will be distributed by county council district based on that district's portion of total county dirt road mileage. Pro rata fund distribution will be calculated as follows:

$$\text{District dirt road paving funds} = \frac{\text{Total dirt road paving funds} \times \text{district dirt road mileage}}{\text{Total dirt road mileage}}$$

Mileage refers to dirt road mileage in the county road maintenance system (i.e. public dirt roads that are routinely maintained by county public works forces). Roads will be selected for paving based on distribution/availability of funds and priority within that council district, as determined by the uniform road rating system contained in this section.

(i) The Alternative Maintenance Paving Program shall consist of two categories, Pave-In-Place and Alternative Surface Treatment, which are defined as follows:

(1) The Pave-In-Place Program shall allow for the placement of hot mix asphalt on low volume/light duty dirt roads that meet the following criteria:

a) The road must be within a publicly dedicated right-of-way of a minimum width of 50 feet. A right-of-way width of no less than 30 feet may be considered if in the judgment of the Director of Public Works a safe roadway with adequate drainage may be constructed.

b) The road base may be reinforced by the use of Portland cement stabilization of the in-place materials or other stabilization products determined by the Director of Public Works to be equal or better.

c) The road to be improved shall not interconnect existing streets or serve developable vacant land that would result in the potential of exceeding 400 vehicles per day. The road shall not serve existing businesses or vacant land zoned for business uses that would generate traffic exceeding 400 vehicles per day or truck traffic exceeding 24 vehicles per day.

d) Roads improved under this section may conform to AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (2001) for horizontal and vertical alignment if determined by the Director of Public Works to be appropriate for the local situation.

e) Roadway bases reinforced by the above method shall be overlaid with 1 Vi inches of hot mix asphalt surface course. The paved surface width shall be no less than 22 feet A pavement width of no less than 18 feet may be considered if in the judgment of the Director of Public Works a safe roadway with adequate drainage may be constructed.

(2) Alternative Surface Treatment allows for the placement of materials other than asphalt as the travel surface for road ways. Types of Alternative Surface Treatment may include:

a) Triple Treatment Surface Course;

b) Rubberized Asphalt;

c) Milled Asphalt.

(3) Roads in the Alternative Maintenance Paving Program may be improved by geographical location in lieu of the priority list referenced in the aforementioned section of this ordinance to reduce mobilization cost. The decision shall be at the discretion of the Director of Transportation.

(4) In order to incorporate community input before roads are paved, notice shall be sent by the County Transportation Department, by mail to all abutting property owners whose property would be affected by any such change. A return receipt from the last known address of all property owners will be required. Each such owner shall have thirty (30) days to respond. **H**

~~twenty-five (25%) percent or more of all such property owners decline said road paving, then the subject road shall not be paved.~~

(j) *Design exceptions for dirt road paved surface widths less than eighteen (18) feet.*

Design exceptions for paved surface widths less than the minimum eighteen (18) feet may be considered for dirt roads, as follows:

- (1) The dirt road must be equal to or less than 1,000 feet in total length.
- (2) The road must be classified as low volume by traffic volume per the County Low Volume Design Manual dated November 2013 which equates to traffic volumes less than 400 vehicles per day.
- (3) The road must not be classified as a through road.
- (4) If a dirt road being considered for paving meets the criteria for design exception stated in paragraphs (j) (1), (2), and (3), above, then following steps must be taken before a design exception is approved:
 - (a) The Director of Transportation and the Director of Public Works shall take a scoping visit and conduct a design field review of the road to identify conflicts that may preclude installing a minimum paved surface width of eighteen (18) feet.
 - (b) Staff shall obtain and review crash data for the road by number and types of crashes, including fatal crash rate.
 - (c) A Design Exception Form shall be completed documenting the proposed design exception and the justifications therefore.
 - (d) Then, when he/she deems it appropriate, the Director of Transportation shall make a recommendation for a paved surface width design exception to the Director of Public Works. The Director of Public Works shall make the final determination of whether to approve the paved surface width design exception and shall maintain a record of all approvals and denials.
- (5) Regardless of the above, in no case shall a paved surface width be allowed less than fifteen (15) feet.
- (6) The Director of Transportation shall consider adding traffic calming measures to dirt road paving projects in conjunction with any approved design exception for roads that exceed 500 feet in total length.
- (7) The above design exception shall apply only to paved surface widths of dirt roads in limited circumstances and shall not allow for exceptions to any other design, asphalt, drainage, or construction standards.

(Ord. No. 005-03HR, § I, 1-21-03; Ord. No. 011-09HR, § II, 2-17-09; Ord. No. 043-14HR, § II, 7-29-14; Ord. No. 047-15HR, § I, 10-20-15; Ord. No. 047-15HR, § I, 10-20-15)

Attachment 2. Condemnation/Compensation

Sec. 21-23. Condemnation/ compensation.

(a) In general, the county will not compensate property owners for easements or rights-of-way on public works projects from which they directly benefit. Exceptions may be made, however, when:

(1) Unusual circumstances make payment of a reasonable amount of compensation more economical than resorting to condemnation;

(2) Deadlines for completion of a project preclude the expenditure of time required for condemnation; or

(3) Compensation is awarded through the condemnation process.

(b) Condemnation of easements or rights-of-way on any county public works project shall require the prior approval of the county council. An appraisal of affected property parcels shall accompany a staff recommendation to county council for condemnation of property.

(Ord. No. 005-03HR, § I, 1-21-03)



Informational Agenda Briefing

Prepared by:	Michael Maloney, PE	Title:	Interim Director
Department:	Transportation	Division:	
Date Prepared:	May 19, 2023	Meeting Date:	May 23, 2023
Approved for consideration:	County Administrator	Leonardo Brown, MBA, CPM	
Meeting/Committee	Transportation Ad Hoc		
Subject:	Resurfacing Package T - Small contract for drainage improvement		

The Transportation Department is providing information regarding decisions made in the field utilizing County procurement policies to keep the projects on schedule.

Resurfacing Package T is underway and includes several roads with capital resurfacing projects. Some roads require the replacement of damaged curb and gutter as well as asphalt pavement.

As an initial activity of construction, the general contractor removed the curb and gutter on Signal Lane as identified for removal on the plans. During the inspection of Signal Lane, inspection staff found roughly half of the cul-de-sac was not draining to the existing storm sewer system following a rain event. County staff provided a drawing of the remedy which included adding storm sewer. The general contractor indicated they would delay further work on the road until after all of the other roads were completed. They also provided a quote of \$121,085.90 to construct the storm sewer.

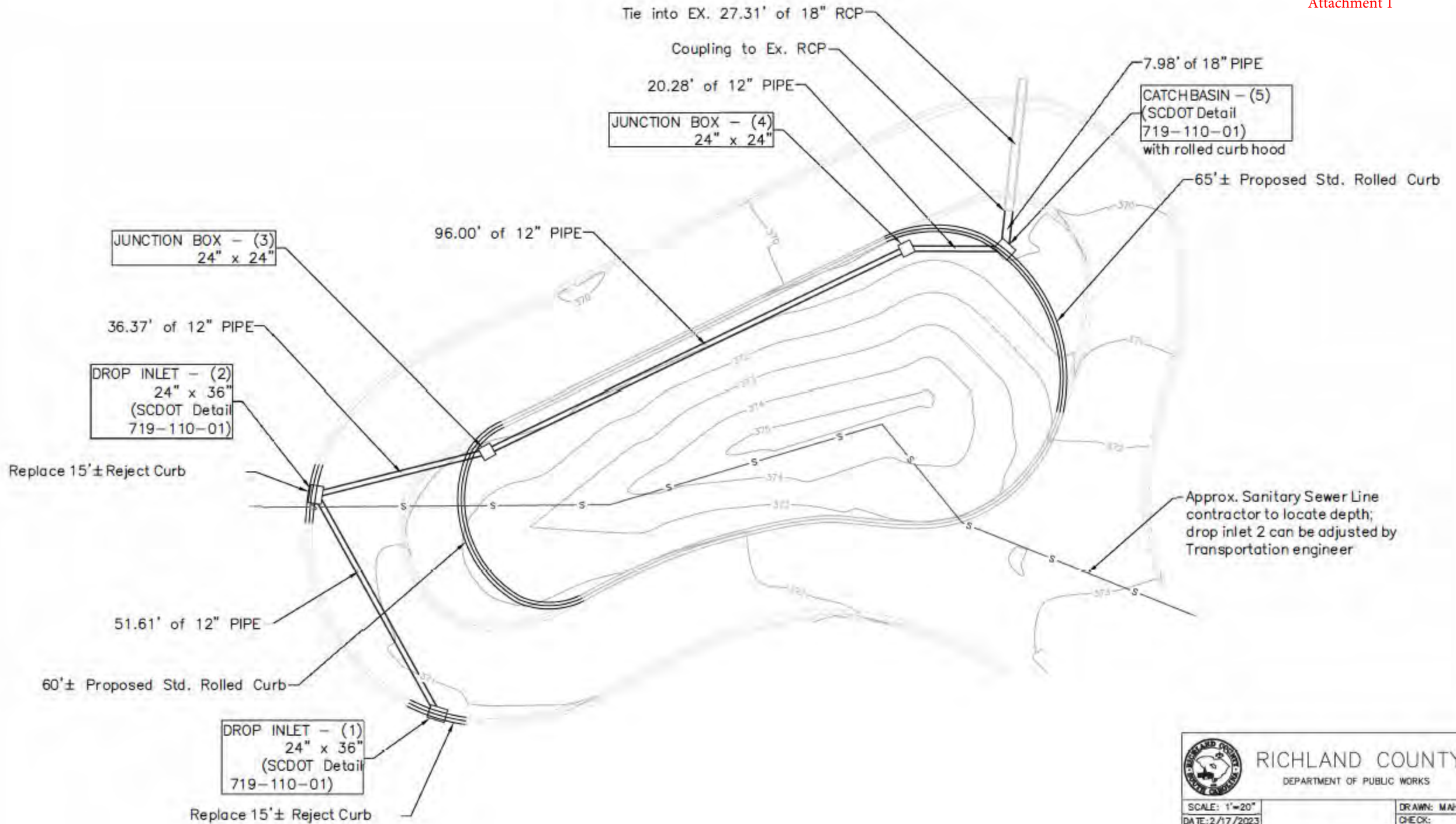
To avoid the delay, Transportation solicited a proposal from a small but capable contractor using emergency procurement. The contractor has previously provided underground construction services to the County and began work for a contracted amount of \$86,387.36 within one week of the execution of an agreement (May 8, 2023).


On May 11, 2023, during construction of a catch basin and the start of further underground piping work, the contractor found buried concrete rubble and rock in the project limits. Transportation Department staff verified these findings. The contractor requested a change order of \$70,500.00 for the removal of rubble, debris haul-off, rock excavation, and replacement with suitable fill materials. The contractor also specified an additional \$15,000 in the change order for asphalt replacement which Transportation suspects will be performed by the general contractor; therefore, it will not be paid to the emergency contractor. The emergency contractor estimated the quantities based on the volume of debris and rock excavation and an anticipated 10 working days to complete the work, but it is quite possible the work may require fewer working days. The change order amount is within the contingency of this project, but as a separate contract, the County does not have the contingency linked to this work as previously approved by Council.

Transportation staff approved the change order to keep the open trench work in-progress. This information is provided to ensure County officials and its residents understand the decisions made were in the best interest of Richland County.

ATTACHMENTS:

1. Signal Lane Drainage Improvement Plan
2. Resurfacing Package T Road List



 RICHLAND COUNTY DEPARTMENT OF PUBLIC WORKS		SCALE: 1"=20"	DRAWN: MAH
		DATE: 2/17/2023	CHECK:
Signal Lane			
ENGINEERING DIVISION		PG 1 OF 1	

Attachment 2 – Resurfacing Package T

Road Name	Beg Location	End Location
Auburncrest Ct - 00115	Ridge Trail Dr	END
Berry Ridge Cir - 00239	Thornberry Ct	Berry Ridge Ct
Brassie Ct - 00320	Sparkleberry Ln	END
Briar Ln - 00324	Radcliffe Rd	Wittering Dr
Brookmist - 00355	Hunters Pond Dr	Piedmont Rdg
Cambridge Oaks Ct - 00399	Cambridge Oaks Dr	END
Cambridge Oaks Dr - 00400	Oak Creek Cir	END
Chillingham Rd - 00512	Lordship Ln	Chillingham Ct
Cobblestone Ct - 00547	Oak Manor Dr	END
Dovecreek - 00736	Wheatstone	END
Flowerwood Ct - 00892	Flowerwood Dr	Flowerwood Dr
Harleston Rd - 01092	Ashbourne Rd	Aylesbury Rd
Hunt Cup Ln - 01220	Fox Hill Dr	END
Innis Ct - 01249	Lockleven Dr	END
Old Still Rd W - 01752	Charley Horse Rd	END
Pisgah Dr - 01859	Leesburg Rd	Fontana Dr
Ridge Pond Dr - 01953	Ridge Trail Dr	END
S Hunters Ct - 02042	N Hunters Ct	END
Saxon Shore Rd - 02106	Banner Hill Rd	Bedford Way
Shallow Brook Dr - 02147	Harwell Dr	END
Signal Ln - 02177	END	END
Silver Lake Cir - 02182	Silver Fox Ln	Silver Lake Cir
Walden Oak Ct - 02530	Walden Place Cir	END
Waterton Way - 02557	Arbor Place Dr	END
Woodbranch Rd - 02691	Willow Ridge Rd	Northshore Rd