

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

INTRODUCTION

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

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

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

PRINCIPLES

A. GENERAL CONDITIONS

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

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

4. The proceeds of the New Penny shall be expended equitably across the County and each County Council district shall receive a minimum of \$20 million in funding from the New Penny for projects in the Community Investment or County Advancement categories.

B. ADDRESSING TRANSPORTATION NEEDS

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

2012 Needs

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

Remaining Transportation Needs

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

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

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

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

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

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

- b. In case of a road that serves and the primary means of access to a community, one (1) point for every five hundred (500) AADT.
- c. In case of a road that serves as the sole means of ingress and egress for a community, one (1) point for every one hundred (100) AADT.

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

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

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

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

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

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

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

- a. Five (5) points to a project identified in the Needs Assessment;

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

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

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

C. PROJECT CATEGORIES

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

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

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

1. Traffic volume over 10,000 AADT;

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

2. Major transportation corridor to interstate access;
3. Widening projects with complete streets; and
4. Affecting a major growth area for new development.

D. EMERGING NEEDS

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

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

E. MANAGEMENT OF THE NEW PENNY

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

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

F. NEW PENNY; ROLE OF TPAC

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

EXHIBIT A
CURRENT NEEDS

Summary of Current Needs

Community Investment Needs

<u>Type</u>	<u>Amount (in millions)</u>
<i>Intersections</i>	216.70
<i>Bikeways</i>	43.10
<i>Greenways/Pedestrian</i>	155.55
<i>Nonprogrammatic Sidewalk</i>	32.95
<i>Programmatic (Resurfacing, Sidewalk, Dirt Road)</i>	1090.00
<i>Special</i>	<u>168.40</u>
Subtotal	1706.70
(PE, RW, Utility, CEI @ 60%)	<u>1024.02</u>
Total Community Investment Needs Estimated Cost (not adjusted for inflation)	2730.72

County Advancement Needs

<u>Type</u>	<u>Amount (in millions)</u>
<i>Widening</i>	738.9
<i>Special</i>	64.7
<i>Intersections</i>	20.0
<i>Programmatic (Resurfacing)</i>	<u>75.0</u>
Subtotal	898.60
(PE, RW, Utility, CEI @ 60%)	<u>539.16</u>
Total County Advancement Needs Estimated Cost (not adjusted for inflation)	1437.76

Total Current Needs

4168.48

Community Investment Needs

Project	Type	Base Cost		Source
		in millions	District	
SC 60 & Columbiana Drive	Intersection	4.2	2	COG
Lawton Street& Monticello Road	Intersection	4.2	4	COG
Broad River Road & Shivers Road	Intersection	4.2	2,4	COG
Broad River Road & Riverhill Circle	Intersection	4.2	4,5	COG
Broad River Road & Piney Woods	Intersection	4.2	2,4	COG
SC 6 at Village Lane	Intersection	2.8	1	COG
SC 6 at Leamington Way	Intersection	2.8	1	COG
Frye Road & US 21	Intersection	3.9	3	COG
Hollingshed at Lost Creek Dr	Intersection	2.8	1	COG
Hollingshed at Raintree Dr	Intersection	2.8	1	COG
Browning Road (Frontage Rd) S-2892 & Zimelcrest Dr S-672	Intersection	3.9	5	COG
Broad River Road & Hopewell Church Road	Intersection	3.9	1	COG
Sparkleberry Lane & Wotan Road	Intersection	3.9	9	COG
Sparkleberry Land & Viking Drive	Intersection	4.1	9	COG
Kennerly Rd S-217 & Old Tamah Rd S-244	Intersection	5.4	1	COG
Bluff Road & St Marks Road	Intersection	5.5	10	COG
SC 16 (Beltline Blvd)/S-228 (English Ave)	Intersection	3.9	4	COG
Langford Road/Wilson Boulevard/Blythewood Road	Intersection	7.2	2	Blythewood
Rimer Pond Road and Wilson Boulevard	Intersection	5.5	2	Blythewood
US 176/Bickley Rd	Intersection	2.9	1	Public Input
Dutch Fork Rd/Mill Place Ct.	Intersection	2.9	1	Public Input
Broad River/Centerfield (Spring Hill HS)	Intersection	3.5	1	Public Input
Assembly/Lady	Intersection	0.6	5	Public Input
Assemlby/Gervais	Intersection	0.6	5	Public Input
Huger/Lady	Intersection	0.6	5	Public Input
Huger/Gervais	Intersection	0.6	5	Public Input
Lakeshore Dr/Forest Lake Place	Intersection	2.9	6	Public Input
N Springs/Mill Field Rd	Intersection	2.9	8	Public Input
Clemson Rd/Ashcroft Circle	Intersection	2.9	9	Public Input
Bluff/Lower Richland Blvd	Intersection	4	10	Public Input
Bluff Rd/MLK Blvd	Intersection	4	10	Public Input
Bluff/Congaree Rd	Intersection	4	10	Public Input
Olympia Ave/Bluff Rd	Intersection	3.5	10	Public Input
Bookman Rd/Old Two Notch/Plantation Pt	Intersection	3.5	9	Public Input
Millwood Ave/Carlisle St	Intersection	2.9	6	Public Input
N Springs Rd/S Springs Rd	Intersection	2.9	8	Public Input
Two Notch Rd/Polo Rd	Intersection	2.9	8,9	Public Input
Millwood Ave/Gladden Street	Intersection	1	6	Public Input
US 601 (McCords Ferry Rd/Screaming Eagle Rd)	Intersection	3.5	10	Public Input
US 76 at Three Dog Road	Intersection	4.2	1	DOT
US 76 at Mt. Vernon Church	Intersection	4.2	1	DOT
US 76 at Johnson Marina Road	Intersection	4.2	1	DOT
US 176 at Columbia Ave	Intersection	4.2	2	DOT
US 321 at Blythewood Rd	Intersection	4.2	2	DOT
Tobacco Barn/Loner/Blythewood Rd	Intersection	4.2	2	DOT
Riverbanks Zoo/Greystone/Candy Ln	Intersection	2.8	5	DOT
Olympia/Heyward/Wayne	Intersection	2.8	5	DOT
Bethel Church/Atascadero	Intersection	2.8	5	DOT
Crane Church/Heyward/Brockington/Dubard Boyle	Intersection	3.9	7	DOT
US 321/Campground	Intersection	3.9	7	DOT
US 321 (Multiple Turnlanes - Muller/Cedar Creek/Lorick/Koon Store/Dubard Boyle	Intersection	4.2	7	DOT
Clemson/Winslow	Intersection	3.9	7	DOT
Longtown/Rimer Pond	Intersection	4.2	8	DOT

	SC 48/Pineview	Intersection	3.9	10	DOT
	US 378/East Exchange	Intersection	3.9	11	DOT
	US 378/Pineview	Intersection	4.2	11	DOT
	US 378/Old Garners Ferry	Intersection	2.8	11	DOT
	US 378/Trotter/Old Garners Ferry	Intersection	4.2	11	DOT
	Ridge Road/Lower Richland	Intersection	3.9	11	DOT
	Ridge Road/Harmon	Intersection	3.9	11	DOT
	US 378/Old Eastover Road	Intersection	4.2	11	DOT
Subtotal Intersections			216.70		
	Two Notch (from N. Beltline Blvd to Decker Blvd)	Bikeway	1	3	COG
	Decker (from Two Notch Rd to Percival Rd)	Bikeway	1	3	COG
	Broad River (from Lake Murray Blvd to Greystone Blvd)	Bikeway	1	1	COG
	Lady (from Huger St to Park St)	Bikeway	1	5	COG
	Saluda (from Wheat Street to Blossom St/Devine St/Greene St)	Bikeway	1	5	COG
	Hampton St (from Huger St to Harden St)	Bikeway	1.8	3,4,5	COG, Columbia
	Washington (from Wayne St to Pickens St)	Bikeway	1.5	4,5	COG, Columbia
	Lincoln St (from Lady St to College)	Bikeway	1	5	COG
	Pickens (from Washington St to Rosewood Ave)	Bikeway	1.8	4,5,10	COG, Columbia
	Gervais (from Park St to Millwood Ave)	Bikeway	1	4,5,3	COG
	Pickens (from Wheat St to Calway Alley)	Bikeway	1	5	COG
	Greene (from Pickens St to Saluda Ave)	Bikeway	1	5	COG
	Harrison (from Two Notch Rd to Forest Dr)	Bikeway	1	3,6	COG
	Beltline (from Valley Rd to Forest Dr)	Bikeway	1	3	COG
	Assembly St (from Calhoun to Blossom St)	Bikeway	1	4	COG
	Catawba (from Lincoln St to Sumter St)	Bikeway	1	5	COG
	Whaley (from Lincoln St to Pickens St)	Bikeway	1	5	COG
	Devine St (from Harden St to Millwood Ave)	Bikeway	1	5,6	COG
	Bluff (from Norfolk Southern RR to Virginia St)	Bikeway	1	10	COG
	Covenant (from Two Notch Rd to Bethel Church Rd)	Bikeway	1	6,3	COG
	Wayne (from Elmwood Ave to Hampton St)	Bikeway	1	5,4	COG
	King (from Wheat St to Blossom St)	Bikeway	1	5	COG
	Wheat St (from Pickens St to Harden St)	Bikeway	1	5	COG
	Henderson (from Wheat St to St. James St)	Bikeway	1	5	COG
	Wheat (from Harden St to King St)	Bikeway	1	5	COG
	Marion Street (from Calhoun to Pendleton)	Bikeway	1	4,5	Columbia
	Sumter Street Bike Lane/Cycle Track (from Franklin to Blossom)	Bikeway	3	4,5	Columbia
	Garners Ferry Shared Use Path (from Hazelwood to Devine)	Bikeway	4	6,11	Columbia
	Laurel Cycle Track (from Harden to Riverfront Park)	Bikeway	3	3,4,5	Columbia
	Kennerly Rd (from Freshly Mill Rd to St Johns Rd)	Bikeway	1	1	Public Input
	Broad River Rd (from Beatty Rd to River Hill Circle)	Bikeway	1	2	Public Input
	Broad River Rd (from St Andrews Rd to Elmwood Ave)	Bikeway	1	4,5	Public Input
	Beatty Rd (from Fernandina Rd to Broad River Rd)	Bikeway	1	2	Public Input
	Clemson Rd (from Rhame Rd to Sparkleberry Ln)	Bikeway	1	9	Public Input
Subtotal Bikeways			43.1		
	Woodbury/Old Leesburg Conn (Connecting Woodburg Drive with Old Leesburg Road)	Greenway	0.9	11	2012 Penny Project
	Dutchman Blvd Conn	Greenway	0.85	4	2012 Penny Project
	Crane Creek A (from Monticello Rd to Three Rivers)	Greenway	12.6	4	2012 Penny Project
	Crane Creek C (Crane Forest)	Greenway	6.5	7	2012 Penny Project
	Gills Creek B (from Wildcat Creek to Fort Jackson)	Greenway	22.7	6,11	2012 Penny Project
	Gills Creek C (from Trenholm Road to Lake Katherine)	Greenway	2.8	6	2012 Penny Project
	Smith/Rocky Branch A (from Three Rivers to Clement Rd)	Greenway	3.5	4	2012 Penny Project
	Smith/Rocky Branch B (from Clement Rd to Colonial Dr)	Greenway	8.9	4	2012 Penny Project
	Vista Greenway expansion and Columbia Riverwalk	Greenway	94.8	4,5	Columbia
	Monticello Rd-Eau Claire Highschool	Pedestrian	1	4	DOT
	Three Rivers Greenway - River Drive Bridge Pedestrian Access on Southside	Pedestrian	1	5	DOT
Subtotal Greenway/Pedestrian			155.55		

	Fort Jackson Blvd (from Wildcat to I-77)	Nonprogram Sidewalk	0.6	6	2012 Penny Project	
	Shandon St (from Wilmot Ave to Wheat St)	Nonprogram Sidewalk	0.15	5	2012 Penny Project	
	Shandon St (from Rosewood to Heyward)	Nonprogram Sidewalk	0.15	5	2012 Penny Project	
	Prospect (from Wilmot Ave to Yale)	Nonprogram Sidewalk	0.45	5	2012 Penny Project	
	Assembly Street (from Whaley St to Beltline Blvd)	Nonprogram Sidewalk	4.9	5,10	2012 Penny Project	
	Clemson Rd (from Longtown to Two Notch Rd)	Nonprogram Sidewalk	6.7	7,8,9	2012 Penny Project	
	Broad River (from Harbison Blvd to Bush River Rd)	Nonprogram Sidewalk	7.5	2	2012 Penny Project	
	Two Notch Rd (from Alpine Rd to Spears Creek Ch Rd)	Nonprogram Sidewalk	8.5	3,7,8,9	2012 Penny Project	
	Huger St (from Blossom St to Gervais St)	Nonprogram Sidewalk	0.9	5	2012 Penny Project	
	Broad River Rd (from I-26 to Harbison Blvd)	Nonprogram Sidewalk	3.1	2	2012 Penny Project	
			32.95			
Subtotal Nonprogram Sidewalk	Resurfacing	Programmatic	690	All		includes all requests (e.g. County, municipal, DOT, University)
	Sidewalks	Programmatic	200	All		includes all requests (e.g. County, municipal, DOT, University)
	Dirt Road Paving	Programmatic	200	All		
Subtotal Programmatic			1090.00			
	Forest Dr Utility Undergrounding (from N. Beltline Blvd to Trenholm Rd)	Special	6	3	Forest Acres	
	Traffic Signal Upgrades	Special	6	3	Forest Acres	
	Assembly Phase 2 Streetscape (from Pendleton St to Lady St)	Special	5	4,5	Columbia	
	Bollard Installation in hospitality districts	Special	14.5	Various	Columbia	
	Greenway Signage	Special	0.5	Various	Columbia	
	Assembly Phase 3 Streetscape (from Lady St to Elmwood)	Special	43.2	4,5	Columbia	
	Harden Street Phase 2 (from Gervais St to Colonial - excluding Read Street to Walker Solomon)	Special	75.2	3,4,5	Columbia	
	Devine Street Phase 1 (from Millwood to Harden)	Special	2	5,6	Columbia	
	Devine Street Phase 2 (from Millwood Avenue to Interstate 77)	Special	15	5,6, 11	Columbia	
	US-378 Median Crossover Evaluation	Special	1	10	DOT	
Subtotal Special			168.4			
Subtotal Community Investment Needs (Base Cost)			1706.70			
	(PE, RW, Utility, CEI @ 60%)		1024.02			
	Total Community Investment Needs Estimated Cost (not adjusted for inflation)		2730.72			

County Advancement Needs

<u>Project</u>	<u>Type</u>	<u>Base Cost</u> <u>(in millions)</u>	<u>District</u>	<u>Source</u>
Two Notch Road US 1 Pontiac (from Richland County Line to S-53 Spears Creek)	Widening	38.3	9	COG
Kennerly Rod S-129 (from Hollingshed Rd to Broad River Rd)	Widening	17.3	1,2	COG
Shady Grove Rd (from Broad River Rd to Koon Rd)	Widening	33.6	1	COG
Broad River Rd US 176 North (from I-26 to Chapin Rd)	Widening	46.2	1	COG
Lost Creek Rd (from Broad River Rd to Boat Ramp Rd)	Widening	38.8	1,2	COG
Hardscrabble Rd North (from Langford Rd to Kelly Mill Rd)	Widening	13.6	2,8,9	COG
Rauch Metz Road (from Dutch Fork Rd to Broad River Rd (US 176))	Widening	20.4	1	COG
Pineview Road (from Shop Rd to Bluff Rd)	Widening	9	10	2012 Penny Project
Broad River Rod (I-26 (Exit 97) to Dutch Fork Rd)	Widening	21.6	1	2012 Penny Project
Polo Road (Two Notch Rd to Mallet Hill)	Widening	20.7	8, 9, 10	2012 Penny Project
US 76 (from Broad River Rd (US 176) to SC 6)	Widening	31.5	1	Public Input
US 76 (from Shadowood Dr to Richland County Line)	Widening	63.5	1	Public Input
Langford Rd (from Main St to Hardscrabble Rd)	Widening	58.7	2	Public Input
Main St (US 21) (from I-77 (Ex 24) to Langford)	Widening	42	2	Public Input
Blythewood Rd (from I-77 (Ex 27) to Main St)	Widening	10.4	2	Public Input
Longtown Rd (from Farrow Rd to Longtown Rd E/W)	Widening	38.6	7	Public Input
N Springs Rd (from Brickyard Rd to Clemson Rd)	Widening	17.3	8	Public Input
Spears Creek Ch Rd (from I-20 (Ex 82) to Percival Rd)	Widening	62.1	9	Public Input
Garners Ferry Rd (from Trotter Rd to Lower Richland Blvd)	Widening	28.8	11	Public Input
Patterson Rd (from Garners Ferry Rd to Caroline Rd)	Widening	8.3	11	Public Input
Bookman Rd S-53 (from Two Notch Rd to Kelly Mill Rd)	Widening	24	9	Public Input
Percival Rd (from Forest Dr to Decker Blvd)	Widening	15	3,6	Public Input
Percival Rd (from I-77 to Clemson Rd)	Widening	52.8	3,10	Public Input
Rimer Rd (from US 21 to Hardscrabble)	Widening	3.9	2	DOT
Rabon Rd (from SC 555 to US 1)	Widening	3.9	2	DOT
Beltline Blvd (from Elmhurst to River Dr)	Widening	3.9	4	DOT
South Stadium Road (from Bluff Rd to the End)	Widening	4.2	10	USC
National Guard Rd (from Bluff Rd to the End)	Widening	4.2	10	USC
Bluff Industrial Blvd (from Bluff Rd to Silo Ct)	Widening	4.2	10	USC
Silo Ct (from Bluff Industrial Blvd to the End)	Widening	2.1	10	USC
Subtotal Widening		738.9		
Assembly Rail Separation	Special	25	5,10	Columbia
Quiet Zones (across Gadsden-Beltline Corridor)	Special	4	4,5	Columbia
Crowson Road Diet	Special	4	6	Columbia
Washington and Marion St Safety Improvements	Special	1	4	Columbia
Salem Church Road (Old Dutch Fork Rd to Dutch Fork Road)	Special	2	1	Irmo
Creech Rd Ext (from Creech Rd to Firetower Ct)	Special	3.5	2	Public Input
New Connector Rd (from Arborwood Rd to Indian Mound Rd)	Special	1.7	6	Public Input
Shop Rd Ext (Phase 3) (from Montgomery Ln to Garners Ferry)	Special	20	11	Public Input
New Connector Rd (from S Stadium Rd to National Guard Rd)	Special	3.5	10	USC

Subtotal Special			64.7		
	Intersections at roads with high traffic volume (>10,000 AADT), at major transportation corridors, completed in connection with widenings with complete streets, or at anticipated growth areas in the County	Intersection	20.0	Various	TPAC
Subtotal Intersections			20.0		
	Resurfacing for roads with high traffic volume (>10,000 AADT), at major transportation corridors, completed in connection with widenings with complete streets, or at anticipated growth areas in the County		75.0	Various	TPAC
Subtotal Programmatic			75.0		
Subtotal Community Advancement Needs			898.60		
(PE, RW, Utility, CEI @ 60%)			539.16		
Total Community Advancement Needs Estimated Costs (not adjusted for inflation)			1437.76		

EXHIBIT B
COMET NEEDS

1. CONTINUED SUPPORT OF THE OVERALL OPERATIONS OF THE COMET.

- Funding for existing annual budgeted operations of the COMET

2. EXPAND AND ENHANCE GEOGRAPHICAL COVERAGE THROUGHOUT RICHLAND COUNTY

- Provide more effective and efficient service to the Lower Richland community to establish a micro-transit system, like a customized rideshare service provided by The COMET.
- Provide expanded service throughout Richland County into areas such as Blythewood to better serve businesses like Scout Motors.

2. INCREASE FREQUENCY ON HIGHEST RIDERSHIP ROUTES

- Increase the frequency on six routes ending in 01 (101, 301, 401, 501, 701 and 801).
- By increasing frequency, we can boost ridership and improve access to work, medical facilities and retail.

3. TARGETED CUSTOMIZED FIXED ROUTE PROGRAMS

- Provide customized, fixed-route programs for senior citizens, military, and workforce-related transportation to ease the financial burden of riders needing access to medical appointments, employment and essential travel.

4. DEVELOPMENT OF NEW MULTIMODAL FACILITY AND RECONFIGURATION OF ROUTES

- Substantially enhance passenger convenience and accessibility by reconfiguring the current system to incorporate multiple direct routes, rather than just multiple changes.

EXHIBIT C

PROJECT CATEGORIES: MAJOR PROJECTS

Community Investment Projects - 48%:

Road Resurfacing and Rebuilding [\$690 million]²

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

Pedestrian Safety and Access [\$410 million]

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

Road Paving [\$165 million]

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

Multimodal Transportation Improvements [\$200 million]

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

Traffic Safety and Congestion Relief [\$220 million]

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

Emerging Community Investment Needs [\$100 million]

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

County Advancement Projects - 30%:

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

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

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

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

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

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

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

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

Pineview Road (from Shop Rd to Bluff Rd)

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

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

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

Railroad Projects [\$30 million]

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

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

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

Traffic Safety and Congestion Relief [\$20 million]

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

Road Resurfacing and Rebuilding [\$75 million]

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

Emerging County Advancement Needs [\$250 million]

Expected funds necessary to address emerging needs in the County.

COMET Enhancement Projects - 22%:

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