

Richland County  
Transportation Ad Hoc Committee Meeting

May 21, 2024

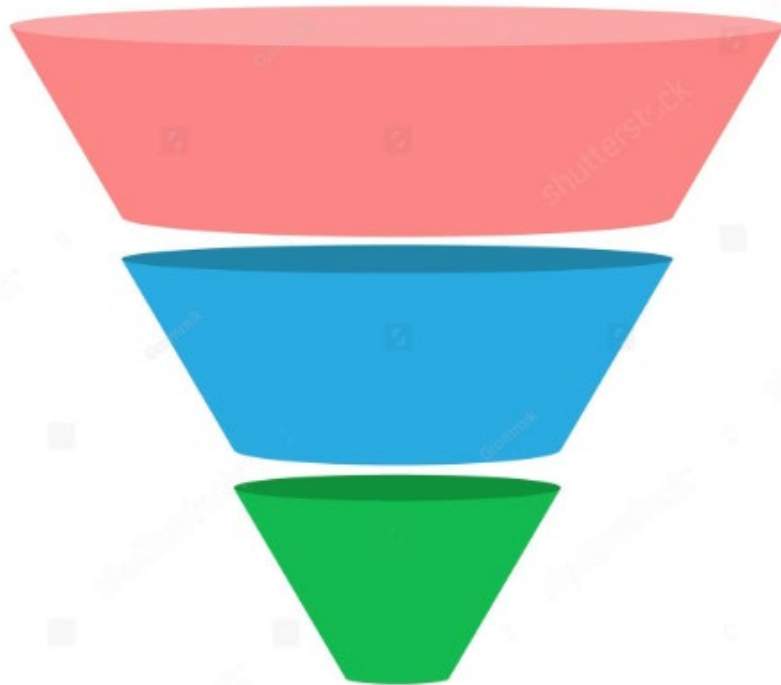
# Agenda

1. Roadmap Review
2. Review County Council meeting of May 14, 2024
3. TPAC Update
  - Finalize Needs List
  - Project Scoring
  - Future TPAC Role
    - After Penny Ordinance Adoption (July 2024)
    - After Penny Approval (Nov 2024)
4. Review Updated Principles Document

# Roadmap Review



# THE FUNNEL



**Transportation Needs**

**Define Principles to determine which Projects will be completed to address Transportation Needs**

**Projects must then be grouped by referendum Category so Council can determine how to divide the penny**

Penny Ordinance,  
2nd Reading  
May 14, 2024

▲ (c) **Estimated Cost; Amount of Bonds.** In accordance with Section 4-37-30(A)(1)(c) of the Act:

(i) The estimated Transportation Costs to be paid from the proceeds of the New Penny are approximately \$4.5 billion, which shall be allocated as follows

1. 30%, or approximately \$1.350 billion, to Community Investment Projects;

2. 50%, or approximately \$2.250 billion, to County Advancement Projects;

and

3. 20%, or approximately \$900 million, to COMET Enhancement Projects.

(ii) The principal amount of Bonds to be issued and repaid from the proceeds of the New Penny is not to exceed \$950 million.

# Needs List

- County Council has directed Stantec to augment the existing needs with those presented by the COMET. Need to also consider most recent City of Columbia submission, DOT, USC and TPAC identified needs.

# Project Scoring

- **New concept added to the principles:**
  - Transportation Department will score the projects
  - Each principle is “weighted” based on a certain number of points assigned to it (out of 100)
    - Anything to be added?
  - In order to determine which needs would become projects, the TD would determine the Project Score for each need and then proceed with the needs that have the highest scores.
  - Review of updated principles

# Principles

1. **Additional Funding (up to 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*).
2. **Overall Impact and Cost Ratio (up to 20 points)**: The number of County residents affected by Transportation Need subject to the following factors:
  - Transportation Needs that impact transportation infrastructure that is used by more than [ ] County residents per week or [ ] County residents annually should be given greater priority;
  - A Transportation Need that has a low cost ratio when compared to the number of County residents that use or are reasonably expected to use the transportation infrastructure should be given greater priority; and
3. **Safety (up to 25 points)**: The effect a Transportation Need would have on improving public safety subject to the following factors:
  - A Transportation Needs that would reduce the occurrence or severity of personal injury should be given greater priority; that have the potential to improve safety by enhancing pedestrian walkways, redesigning intersections or otherwise should be prioritized; and
4. **Improvement of Overall Condition (up to 10 points)**: The effect a Transportation Need would have on removal of blight or improvement of blighted conditions subject to the following factors:
  - A Transportation Need that can remove blight by repairing or rebuilding dilapidated or failing transportation infrastructure or improve blighted conditions by installing new transportation infrastructure to improve access to or safety of an underdeveloped area of the County should be prioritized; and
  - A Transportation Need that can improve blighted conditions by attracting private development and investment should be prioritized.



# Principles

5. **Economic Development** (up to 20 points): The impact a Transportation Need would have on economic development activity in the County subject to the following factors:
- A Transportation Need that supports a developing area of the County or removes barriers to development should be prioritized; and
  - A Transportation Need that directly impacts a committed economic development project should be prioritized.
6. **Public Support** (up to 15 points): The input of the public or other stakeholders in the County (e.g. municipalities).
- If a Transportation Need was identified through the Needs Assessment and various other sources, then the Transportation Need should be given priority, subject to support of other data-driven analysis
  - Any ranking or prioritization of Transportation Needs provided by the stakeholder should be taken into consideration

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 Score<sup>6</sup></i>
<i>Need 1</i>	5	5	5	5	5	5	30
<i>Need 2</i>	8	15	23	9	20	12	86



## TPAC Role

- How will TPAC stay involved with the new penny? TPAC to include proposal for its role going forward in its final report to be submitted to TAHC by June 18, 2024.