



South Carolina Department of Transportation

**COMMISSION
MINUTES**

March 16, 1995

DAVID BOWERS
PLANNING

MINUTES

DEPARTMENT OF TRANSPORTATION COMMISSION

Meeting of

March 16, 1995

MINUTES
DEPARTMENT OF TRANSPORTATION COMMISSION
March 16, 1995

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MINUTES
DEPARTMENT OF TRANSPORTATION COMMISSION
OF
SOUTH CAROLINA

March 16, 1995

The regular monthly meeting of the Department of Transportation Commission was held at the offices of the Department of Transportation in Columbia, South Carolina at ten o'clock a.m. on March 16, 1995. In compliance with the "Freedom of Information Act", the news media was advised in writing of the time, date and place of this meeting.

Present

H. B. "Buck" Limehouse, Chairman Presiding
Joseph Jefferson
Gary M. Loftus
B. Bayles Mack
Jack E. Mullinax
S. Lyman Whitehead
Francis L. Willis

Also Present: B. K. Jones, Director

SECTION 1: The Minutes for the meeting of February 17, 1995, copies of which had been previously mailed to each member of the Commission, were approved.

SECTION 2: The Commission unanimously passed a motion revising the June 7, 1994 allocation of Federal and State Mass Transit Project Funds, as shown in detail in the Appendix.

SECTION 3: The Commission unanimously passed a motion revising the June 7, 1994 allocation of Federal and State Mass Transit Funds, as shown in detail in the Appendix.

SECTION 4: The Commission unanimously passed a motion amending the June 7, 1994 allocation of Public Transportation Funds for Fiscal Year 1994-1995, as shown in detail in the Appendix.

SECTION 5: The Commission unanimously passed a motion revising the June 7, 1994 allocation of Federal and State Public Transportation Funds, as shown in detail in the Appendix

SECTION 6: The Commission unanimously passed a motion revising the statewide allocation of Federal and State Public Transportation Funds for Fiscal Year 1994-1995, as shown in detail in the Appendix.

SECTION 7: The Commission unanimously passed a motion approving the action of the Department in extending existing construction contracts to include additional resurfacing work, as shown in detail in the Appendix.

SECTION 8: The Commission unanimously passed a motion correcting the description of the following sections of state highways previously added to the State Highway System to read as follows:

Addition
Number

Anderson County

1143



A frontage road north of I-85 from Road S-363 (Milepost 38) northerly to Road S-52 including a connection to Road S-52 approximately 0.9 mile
Designated S-363
Added to System 3/16/89

1145



A frontage road north of I-85 from Road S-190 southerly to Road S-1131 - approximately 0.8 mile
Designated S-1145
Added to System 3/16/89

1146



A frontage road south of I-85 from Road S-143 (Milepost 39) southerly to a county road - approximately 1.5 miles
Designated S-1146
Added to System 3/16/89
Note: The above revisions are recommended to show what exists after construction on I-85 by File 4.835.

Charleston County

2474



A frontage road south of US Route 17 from Road S-703 easterly to Road S-859 (Old Georgetown Road) - approximately 2.76 miles
Designated S-2474
Added to System 3/16/89
Note: This revision is recommended to change the beginning point to Road S-703 instead of Road S-704 as constructed by File 10.940.

Addition
Number

Charleston County, continued

2475



A frontage road north of US Route 17 from Road S-56 (Houston Northcutt Boulevard) easterly to Road S-1271 (Bowman Road) approximately 2.1 miles
Designated S-2475

Note: This revision is recommended to show what is being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

1642



Section of road known as the Von Kolinitz Road north of Mount Pleasant from Road S-56 to Road S-1271 (Bowman Road) - approximately 0.9 mile
Designated S-1642

Added to System 5/16/68

Note: This revision is recommended to show what is being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

859



Old Georgetown Road in Mount Pleasant from Road S-2474 southerly to Road S-1271 (Bowman Road) - approximately 0.26 mile
Designated S-859

Added to System 2/21/57

Note: This revision is recommended to show what is being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

1271



Bowman Road adjacent to Mount Pleasant from Road S-56 (Mathis Ferry Road) to I-526 Business Spur - approximately 0.95 mile
Designated S-1271

Added to System 9/19/63

Note: This revision is recommended to show what is being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

Addition
Number

Hampton County

830 

Unimproved dirt portion of Road S-19 extending from Road S-25-703 to Road S-25-25 - approximately 1.0 mile
To be designated S-19
Added to system 12/15/94

Note: This revision is recommended to change the secondary number from S-830 to S-19 to provide continuous routing for Road S-19 as established at the January 27, 1995 Commission Meeting

Horry County

477 

Section of road from Road S-477 just southeast of US Route 701 northerly - approximately 0.29 mile (Designated S-479); also drive at St. James School from Road S-479 to Road S-479 - approximately 0.1 mile (Designated S-489) - 0.39 miles

Note: This revision is recommended to show what exists after construction by File 26.821.

Oconee County

648 

Hampton Street in Westminster from Oak Street to US Route 76/123 approximately 0.15 mile
Designated S-648
Added to System 2/20/75

Note: This revision is recommended to change the secondary number from Road S-642 to Road S-648 after construction by File 37.642.

Richland County

3034 

Meeting House Road extending from Road S-66 to Road S-1159 approximately 0.48 mile
To be designated S-3034
Added to System 12/15/94

Note: This revision is recommended to correct the secondary number from Road S-3024 to Road S-3034 as established at the January 27, 1995 Commission Meeting.

SECTION 9: Pursuant to Code Section 57-5-80, the Commission unanimously passed a motion removing the following described road sections from the State Highway System:

Addition
Number

Charleston County

- ✓ Portion of 2303  Section of road in Mount Pleasant from Road S-2482 southerly - approximately 0.1 mile
Designated S-704
Added to System 10/22/81
- ✓ Portion of 2482  Frontage road in Mount Pleasant from Road S-56 southwesterly - approximately 0.02 mile
Designated S-2482
Added to System 3/16/89
Note: These removals are recommended to show what exists after construction by File 10.940.
- ✓ Portion of 794  Van Buren Street in North Charleston from US Route 52/78 (Rivers Avenue) southwesterly - approximately 0.11 mile
Designated S-794
Added to System 2/21/57
Note: This removal is recommended due to the construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.
- ✓ 1397  Russwood Street at North Charleston from Russell Avenue to Charles Street - approximately 0.05 mile
Designated S-1397
Added to System 10/21/65
Note: This removal is recommended due to the construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.
- ✓ 1401  General Avenue at North Charleston from Van Buren Avenue southerly - approximately 0.12 mile
Designated S-1401
Added to System 10/21/65
Note: This removal is recommended due to the construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

Addition
Number

Charleston County, continued

✓1402



Charleston Street at North Charleston from General Avenue to Bryant Avenue - approximately 0.22 mile

Designated S-1402

Added to System 10/21/65

Note: This removal is recommended due to the construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

✓1672



Eisenhour Street adjacent to North Charleston from Roosevelt to end of street - approximately 0.06 mile

Designated S-1672

Added to System 2/19/70

Note: This removal is recommended due to the construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

Clarendon County

✓792



County road in White Oak Subdivision II extending from Road S-786 approximately 0.55 mile

Designated S-792

Added to System 2/18/93

Note: This removal is recommended at the request of the CTC.

Darlington County

✓Portion of
432



Section of road adjacent to Darlington from Road S-543 northerly - approximately 0.2 mile

Designated S-432

Added to System 7/20/61

Note: This removal is recommended due to the fact this road no longer serves the traveling public.

Addition
Number

Horry County

- ✓ Portion of 1  Broadway Street in Myrtle Beach from US Route 501 westerly to Road S-120 (Collins Street) - approximately 0.41 mile
Designated S-15
Added to System 10/1/20
- ✓ 543  Fifth Avenue in Myrtle Beach from Maple Street to Alder Street - approximately 0.1 mile
Designated S-208
Added to System 4/19/62
- ✓ 544  Maple Street in Myrtle Beach from Fifth Avenue to the cemetery - approximately 0.2 mile
Designated S-544
Added to System 4/19/62
Note: These removals are recommended so parking areas can be constructed per Traffic Engineering Section.

Oconee County

- ✓ Portion of 71  Cedar Street in Westminster from US Route 76/123 southwesterly to Road S-642 - approximately 0.04 mile
Designated S-71
Added to System 10/23/46
Note: This removal is recommended to eliminate the section not being maintained by the Department after construction on US Route 76/123 by File 37.642.

Orangeburg County

- ✓ 968  Street in Norway from Road S-1016 approximately 0.08 mile north of SC Route 332 easterly one block - approximately 0.05 mile
Designated S-1016 ← 1160
Added to System 9/21/61
Note: This removal is recommended by the Town of Norway and adjacent property owners.

Addition
Number

Sumter County

- 
1446

Entrance road to Briarcliffe Trailer Park from SC Route 441 easterly approximately 0.2 mile
Designated S-1446
Added to System 6/18/92
Note: This removal is recommended at the request of the CTC.

SECTION 10: Pursuant to Code Section 57-5-70. the Commission unanimously passed a motion adding the following roads to the State Highway System, maintenance jurisdiction by the Department of such roads to become effective when construction to State Highway standards shall have started:

Addition
Number

Anderson County

- 
1152

Section of road from Road S-1146 southeasterly crossing Little Brushy Creek - approximately 0.35 mile
Designated S-1146
Note: This addition is recommended since it is already being maintained by the Department after construction by File 4.874.
- 
1153

Section of road from Road S-17 just south of SC Route 86 southeasterly - approximately 0.06 mile
Designated S-1141
Note: This addition is recommended since it is already being maintained by the Department after construction on I-85 by File 4.835.
- 
1154

Frontage road north of I-85 from SC Route 86 northerly to Road S-1142 (Addition 1142) - approximately 0.32 mile
Designated S-1142
Note: This addition is recommended since it is already being maintained by the Department after construction on I-85 by File 4.835.
- 
1155

Frontage road south of I-85 from SC Route 86 southwesterly to a county road - approximately 0.33 mile
To be designated S-1155
Note: This addition is recommended since it is already being maintained by the Department after construction on I-85 by File 4.835.

Addition
Number

Anderson County, continued

1156



Frontage road southeast of I-85 from Road S-1146 westerly crossing I-85 to a county road - approximately 0.12 mile
To be designated S-1156
Note: This addition is recommended since it is already being maintained by the Department after construction on I-85 by File 4.835.

1157



Frontage road east of I-85 from Road S-190 northeasterly to a county road - approximately 0.13 mile
To be designated S-1157
Note: This addition is recommended since it is already being maintained by the Department after construction on I-85 by File 4.835.

1158



Section of road southeast of I-85 from Road S-143 easterly - approximately 0.11 mile
Designated S-1131
Note: This addition is recommended since it is already being maintained by the Department after construction on I-85 by File 4.835.

Berkeley County

1312



Frontage road northeast of I-526 from Road S-33 southeasterly - approximately 0.14 mile
To be designated S-1312
Note: This addition is recommended since it is already being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

Charleston County

2520



Frontage Road (old location of Road S-2474) south of US Route 17 in Mount Pleasant from Road S-2474 easterly - approximately 0.14 mile
To be designated S-2520
Note: This addition is recommended since it is already being maintained by the Department after construction by file 10.940.

Addition
Number

Charleston County, continued

- 2521  Section of road in North Charleston from Road S-795 (Flora Drive) northerly to Road S-980 (Chime Street) - approximately 0.14 mile
To be designated S-2521
Note: This addition is recommended since it is already being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.
- 2522  Section of road in North Charleston from Road S-791 (Russelldale Avenue) northwesterly to Road S-1403 (Addition 1403) approximately 0.03 mile
To be designated S-1403
Note: This addition is recommended since it is already being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.
- 2523  Frontage road northeast of I-526 from Road S-97 (Long Point Road) northwesterly - approximately 0.32 mile
To be designated S-2523
Note: This addition is recommended since it is already being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.
- 2524  Frontage road northeast of I-526 adjacent to Mount Pleasant from US Route 17 westerly - approximately 0.23 mile
To be designated S-2524
Note: This addition is recommended since it is already being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.
- 2525  Section of road (old Road S-859) in Mount Pleasant from Road S-1271 southerly - approximately 0.09 mile
To be designated S-2525
Note: This addition is recommended since it is already being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

Addition
Number

Charleston County, continued

2526  Stuart Engals Boulevard in Mount Pleasant from Road S-1326 northerly to US Route 17 - approximately 0.77 mile
To be designated S-2526
Note: This addition is recommended since it is already being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

2527  Section of road (portion of Old Road S-1326) in Mount Pleasant from I-526 Business Spur easterly - approximately 0.27 mile
To be designated S-2527
Note: This addition is recommended since it is already being maintained by the Department after construction on I-526 (Mark Clark Expressway) between I-26 in North Charleston and I-526 Business Spur in Mount Pleasant.

Georgetown County

1049  Country Club Road near Pawleys Island extending from Road S-22-816 southwesterly to Road S-22-535 - approximately 0.2 mile
To be designated S-1049

Horry County

1370  Section of road from SC Route 707 southeasterly and southerly - approximately 0.34 mile
Designated S-477
Note: This addition is recommended since it is already being maintained by the Department after construction by File 26.821.

1371  Section of road from Road S-477 just south of SC Route 707 northeasterly - approximately 0.07 mile
To be designated S-1372
Note: This addition is recommended since it is already being maintained by the Department after construction by File 26.821.

Dist letter shows this as S-1371

1372  Section of road from Road S-479 just northeast of Road S-477 southeasterly - approximately 0.07 mile
To be designated S-1372
Note: This addition is recommended since it is already being maintained by the Department after construction by File 26.821.

Addition
Number

Orangeburg County

- 2112  County Road No. 3165 extending from SC Route 6 east of Eutawville westerly to St. John Street - approximately 0.4 mile
To be designated S-2112
- 2113  County Road No. 3268 (Oregon Street) in the Town of Vance forming a circle from SC Route 210 to SC Route 210
To be designated S-2113

SECTION 11: The Commission unanimously passed a motion amending the Secondary "C" Construction Program to include construction of roads and/or bridges based on current estimates, engineering contingencies, and administration costs excluding cost of right-of-way as follow:

Item No.

Clarendon County

Deletion

- 202051 Road S-792 (Addition 792) - County road in White Oak Subdivision II extending from Road S-786 - 0.55 mile
Project abandoned - amount reduced to actual cost of engineering only - removed at request of CTC.

Georgetown County

Addition

- 202522 Road S-1049 (Addition 1049) - Country Club Road near Pawleys Island extending from Road S-22-816 southwesterly to Road S-22-535
0.2 mile \$63 000

3/16/95

SECTION 14: On motion of Commissioner Loftus, seconded by Commissioner Mack, the Commission unanimously passed a motion adopting the following resolution:

RESOLUTION

Whereas, the South Carolina Department of Transportation Commission desires to improve the safety of the highway system for school bus and other traffic by replacing structurally deficient bridges,

Be it resolved, that the South Carolina Department of Transportation Commission request current approval to issue general obligation bonds in the amount necessary to net \$80 million over a three-year period. Said proceeds to be used for the school bus bridge bond program.

SECTION 15: On motion of Commissioner Loftus, seconded by Commissioner Mack, the Commission unanimously passed a motion that the Commission, having reviewed the goals and strategies of the Statewide Intermodal Transportation Plan as recommended by the Planning Advisory Committee, endorse the goals in concept as the goals for the Statewide Intermodal Transportation Plan for South Carolina, as shown in detail in the Appendix.

SECTION 16: Commissioner Mack nominated Commissioner Whitehead for the position of First Vice Chairman of the Commission. Commissioner Willis nominated Commissioner Loftus for the position of Second Vice Chairman. Commissioner Mullinax seconded the nominations and each was elected by acclamation.

SECTION 17: Director Jones reported to the Commission that the legislature had passed a law to remove a portion of Road 539 in Kershaw County. This road was removed by the Commission at the meeting of May 19, 1994.

SECTION 18: There being no further business to come before the Commission, the meeting was adjourned at 12:40 p.m.

Larry C. Duke
Secretary

H. B. "Buck" Limehouse
Chairman

APPENDIX

Department of Transportation Commission

Meeting of

March 16, 1995

Recommendation: 3/16/95

Items No.: DMT-698, DMT-699,
DMT-703

Amended Allocation of Federal Mass Transit Funds

It is recommended that the Commission revise the June 7, 1994 allocation of Federal and State Mass Transit Project Funds to include the projects contained in the attached schedule.

-Schedule Next-

STATE MASS TRANSIT FUND
 ALLOCATIONS FOR FISCAL YEAR 1994-'95
 (IN DOLLARS)

Implementing Agency	Program Sponsor(s)	Project Description	Project Area	Net Project Cost		
				Total Project Cost	SCDOP'S Federal	Share State
DMT-698 Sea Island Comprehensive Health Care Corp.	FTA Section 16/ SMTF	15-Passenger ADA Van	Charleston County	\$30,625	\$24,500	\$6,125
DMT-699 Babcock Center	FTA Section 16/ SMTF	15-Passenger ADA Van	Richland & Lexington Counties	\$30,625	\$24,500	\$6,125
DMT-703 Colleton County Senior Citizens Services	FTA Section 16/ SMTF	15-Passenger ADA Van	Colleton County	\$30,625	\$24,500	\$6,125
SECTION 16/STATE MASS TRANSIT FUND			TOTALS:	\$91,875	\$73,500	\$18,375

Recommendation: 3/16/95

Item No.: DMT-550

Amended Allocation of Federal and State Mass Transit Funds

It is recommended that the Commission revise the June 7, 1994 allocation of Federal and State Funds to include the project contained in the attached schedule.

-Schedule Next-

STATE MASS TRANSIT FUND
 ALLOCATIONS FOR FISCAL YEAR 1994-'95
 (IN DOLLARS)

Implementing Agency	Program Sponsor(s)	Project Description	Project Area	Net Project Cost		
				Total Project Cost	SCDOT'S Federal	Share State
T-550 City of Anderson	PTA 9 SMTF	Maintenance facility improvements and construction	Anderson Urbanized Area	\$283,870	\$0	\$40,207
PTA 9/STATE MASS TRANSIT FUND			TOTALS:	\$283,870	\$0	\$40,207

Recommendation - 3/16/95

Item No's.: DMT-590
DMT-704

REVISED STATEWIDE ALLOCATION OF FEDERAL AND STATE
PUBLIC TRANSPORTATION FUNDS FOR FY 1994-1995

It is requested that the Transportation Commission amend the 6/7/94 allocation of Public Transportation Funds to provide for the following project outlined on the attached schedule.

Funding for this request will come from unobligated balances of federal funds authorized to be carried forward.

-Schedule Next-

STATEWIDE MASS TRANSIT FUND
 ALLOCATIONS FOR FISCAL YEARS 1994-'95
 (IN DOLLARS)

Implementing Agency	Program Sponsor(s)	Project Description	Project Area	Net Project Cost			
				Total Project Cost	SCDOT'S Federal	Share State	
DMT-590 Coastal Rapid Public Transit Authority	FTA 18/SHF, SGF	To provide additional operating assistance for providing Rural Transit Service	Horry County	\$387,385	\$308,630	\$63,255	
DMT-704 Coastal Rapid Public Transit Authority	FTA 18/SMTF	Capital equipment assistance for providing rural transit service	Horry County	\$112,000	\$44,684	\$67,316	
FTA SEC. 18/SHF/SGF/SMTF				TOTALS:	\$499,385	\$353,314	\$130,571

Recommendation: 3/16/95

Item No.: DMT-705

Amended Allocation of Federal Mass Transit Funds

It is recommended that the Commission revise the June 7, 1994 allocation of Federal and State Funds to include the project contained in the attached schedule. These Federal funds come from existing balances of old grants and will be used to replace a discretionary grant unexpectedly closed out by the FTA.

-Schedule Next-

STATE MASS TRANSIT FUND
 ALLOCATIONS FOR FISCAL YEAR 1994-'95
 (IN DOLLARS)

Implementing Agency	Program Sponsor(s)	Project Description	Project Area	Net Project Cost		
				Total Project Cost	SCDOT'S Federal	Share State
705 Lowcountry Regional Transportation Authority	FTA 18 SMTF SGF	Acquisition of property and construction of an Admin./Maint. Facility. (To replace \$240,853 of FTA Section 3 with FTA Section 18 Balances)	Beaufort, Jasper, Hampton, Colleton and Allendale Counties	\$1,060,971	\$738,287	\$322,684
FTA 18/SMTF/SGF			TOTALS:	\$1,060,971	\$738,287	\$322,684

Recommendation - 3/9/95

Item No's. DMT - 584, 585, 589
592, 596, 593
597, 706, 707

REVISED STATEWIDE ALLOCATION OF FEDERAL AND STATE
PUBLIC TRANSPORTATION FUNDS FOR FY 1994-1995

It is requested that the Transportation Commission amend the 6/7/94 allocation of Public Transportation Funds to provide for the following projects outlined on the attached schedule.

Funding for this request will come from Section 18(i) unobligated balances of federal funds authorized to be carried forward.

-Schedule Next-

STATE MASS TRANSIT FUND
 ALLOCATIONS FOR FISCAL YEAR 1994-'95
 (IN DOLLARS)

Implementing Agency	Program Sponsor(s)	Project Description	Project Area	Net Project Cost		
				Total Project Cost	SCDOT'S Federal	Share State
7-585 Spartanburg County	FTA 18i	Administration and Operations	Spartanburg County	\$61,704	\$32,852	\$0
7-706 Fairfield County Transit System	FTA 18i	Capital Equipment	Fairfield County	\$12,755	\$10,204	\$0
7-592 Fairfield County Transit System	FTA 18i	Administration and Operations	Fairfield County	\$22,895	\$15,487	\$0
7-596 Santee Wateree Regional Transp. Authority	FTA 18i	Capital Equipment	Santee-Lynches Region	\$179,931	\$67,692	\$0
7-584 Greenville County Transit Authority	FTA 18i	Operations	Greenville County	\$87,894	\$43,947	\$0
7-707 Berkeley County Public Transportation	FTA 18i	Capital Equipment	Berkeley County	\$3,750	\$3,000	\$0
7-589 Berkeley County Public Transportation	FTA 18i	Administration and Operations	Berkeley County	\$20,250	\$10,500	\$0
7-597 Pee Dee Regional Transportation Authority	FTA 18i	Capital Equipment	Pee Dee Region	\$179,931	\$143,945	\$0
7-593 Lowcountry Regional Transportation Authority	FTA 18i	Administration and Operations	Lowcountry Region & Allendale County	\$147,114	\$92,307	\$0

STATE MASS TRANSIT FUND

TOTALS:

\$716,224

\$419,934

\$0

Recommendations 03/16/95

EXTENSION OF CONSTRUCTION CONTRACT

It is recommended that the Commission approve the action of the Department in extending an existing construction contract to include additional work, as follows:

Kershaw County:

Contract of H. R. Garrett, Inc. - File No. 28.702 - extended to include an additional section of State Project C-749 (File No. 43.749- Sumter County) consisting of the grading, drainage and bituminous surfacing of Road S-1467 (Rhonda Street) from U.S. Route 76/378 southeasterly to Road S-511 for 0.480 mile.

Estimated Cost of Extension

\$ 88,906.24

This extension was authorized by the Department prior to formal approval by the Commission since the adjacent work had reached such a stage of completion that the contractor involved could not accept the additional work unless it were authorized without delay.

SOUTH CAROLINA INTERMODAL TRANSPORTATION PLAN GOALS AND STRATEGIES

At the May 23, 1994 meeting of the Intermodal Transportation Advisory Committee, the group identified nine overarching goals for the intermodal plan. Further, they identified broad strategies for addressing each of the goals. Subsequent to the meeting members of the Advisory Committee had an opportunity to add additional strategies. No effort was made to prioritize the strategies during the May 23 meeting. Following this period for additional input, a mail-out survey was used to have the members of the advisory committee attempt to provide more focused direction to the consultants who will be developing the alternative plans.

For each of the nine goals, the committee members were asked to check the strategies that they felt are critically important for achieving the goal. The survey results were used to prioritize the strategies for each goal.

* **Goal #1: Maximize the benefits of the existing transportation systems and facilities.**

Suggested Strategies:

- 1 - conduct an inventory and assessment of existing systems and facilities
- 2 - make maximum use of existing dollars
- 3 - increase the joint use of facilities (including equipment)
- 4 - develop management mechanisms for maintaining all existing systems
- 5 - develop mechanisms to manage demand
- 6 - develop measures of "benefits"
- 7 - make use of pilot/demonstration programs

* **Goal #2: Provide for and encourage the use of efficient, accessible, coordinated alternative forms of transporting people and goods.**

Suggested Strategies:

- 1 - use incentives and disincentives
- 2 - improve coordination among intermodal carriers
- 3 - improve accessibility and availability of intermodal facilities
 - advocate for the elimination of regulatory, statutory and organizational barriers
- 4 - encourage the use of technological advances
- 5 - study use of rail and bus for intercity travel
 - educate the public on use of different modes
 - conduct intermodal alternatives analysis for all capital improvement

- projects which add capacity to the intermodal transportation system
- 6 - ensure that future facilities are accessible, "user friendly"
 - 7 - advocate for legislation requiring coordination
 - facilitate bike and pedestrian transportation
 - 8 - establish higher standards of review for general purpose lanes

* **Goal #3: Develop creative financial strategies to ensure adequate funding.**

Suggested Strategies:

- 1 - use toll roads and bridges
- 2 - create public-private partnerships
- 3 - create public-public partnerships
- 4 - re-examine the way we tax fuel
- 5 - use impact fees
 - reduce barriers to toll facilities
- 6 - amend RTA legislation to provide more revenue options
 - reduce costs
- 7 - identify alternatives to gas tax
 - privatize/franchise facilities
 - take advantage of existing flexibility and encourage more
 - seek to obtain more funding through non-traditional sources such as grants and foundations
- 8 - develop a means for sharing the "benefits" of the enhanced values of property resulting from transportation facilities with the DOT and other transportation providers (return on investment)
 - increase the involvement of local government in construction of facilities
 - use parking policies to manage demand and as a funding source
 - study and recommend a revenue package

* **Goal #4: Continue to involve the public in transportation planning.**

Suggested Strategies:

- 1 - identify innovative approaches being used around the country
- 2 - continuing education and public forums
 - determine a continuing role for the Advisory Committee beyond the present effort
- 3 - seek input from those identified groups such as bicycle clubs, senior citizens, disabled, etc. that may offer a different perspective

- * **Goal #5: Encourage visionary and proactive transportation planning coordinated with land use planning.**

Suggested Strategies:

- 1 - educate policy makers and public to the need for land use planning
- 2 - advocate for coordinated statewide visionary planning
- 3 - participate in the development of a state growth model with transportation as a key element
 - require impact analysis of major developments on transportation system and include a transportation element in local land use plans.
- 4 - determine the primary and secondary impact of transportation systems and facilities on growth
 - use access management as a growth management tool
- 5 - consider the impact of different development philosophies on transportation (e.g. neo-traditional)

- * **Goal #6: Continue to develop and improve a transportation system sensitive to the human, man-made, and natural environment.**

Suggested Strategies:

- 1 - in the development of transportation facilities and systems, minimize harm to air quality, water quality, and wetlands
- 2 - measure and consider all environmental impacts, including long term financial consequences
 - minimize the negative impact of transportation facilities and systems on neighborhoods, communities, and historic structures
 - maintain and preserve the beauty of the natural environment, including roadside vegetation
- 3 - enhance wildlife value of transportation rights-of-way by planting native vegetation where possible, and minimizing maintenance mowing, cutting, etc.
- 4 - minimize the fragmentation of wildlife habitat and other eco-systems
- 5 - minimize the impact of noise produced by transportation facilities
- 6 - consider and coordinate with state and federal energy use goals, plans, and programs

- * **Goal #7: Coordinate the development of the intermodal transportation system with other infrastructure needs to foster economic development.**

Suggested Strategies:

- 1 - establish a statewide growth management strategy which incorporates and reflects transportation plans
- create mechanisms to foster greater communication between local, state, and regional entities
- undertake statewide infrastructure investment planning and develop transportation facilities to link outlying areas to the "economic engines"
- ensure a balance between economic opportunities and environmental considerations

*** Goal #8: Enhance the safety of all modes of transportation.**

Suggested Strategies:

- 1 - establish or strengthen policies related to the transportation of hazardous and nuclear waste
- require mandatory drivers education
- increase the number and use of turn lanes
- 2 - provide increased and safer pedestrian and bike facilities
- increase seat belt safety awareness and usage
- improve trucking safety
- 3 - improve safety at railroad crossings
- provide for better control and land development within safety zone of airports
- 4 - improve the emergency evacuation system
- 5 - reduce congestion
- 6 - require use of bike and motorcycle helmets
- study age related safety issues
- mandate pedestrian safety and bike safety topics in elementary school
- improve security on public transportation
- 7 - raise the minimum driving age
- develop a system of effective safety and air quality inspections
- 8 - investigate safety requirements for use of existing rail lines for passenger service

*** Goal #9: Strengthen cooperation, collaboration, and coordination among all public and private organizations involved in providing transportation services, information and planning.**

Suggested Strategies:

- 1 - conduct an inventory of all agencies presently involved
- recreate interagency coordinating council and make it more intermodal
- 2 - eliminate barriers to cooperation, collaboration, and coordination
- 3 - use incentives and disincentives
- 4 - identify and inventory transportation "customers"

- 5 - study and take advantage of opportunities for collaboration with universities and colleges

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