

# Richland County Transportation Committee (CTC)



TRANSPORTATION PLAN  
AND  
COMMITTEE APPOINTMENT

# COUNTYWIDE TRANSPORTATION PLAN

## Richland County Transportation Committee (CTC)

Richland County, as of 2022, has an estimated population of 420,430 persons and a land area of 756 square miles is located in the center of the state, midway between the Appalachian Chain and the Atlantic Coastal areas. Richland County is the state capital and home of State Government Headquarter Agencies.

Richland County is now the most populated urban area within the state, according to the US Bureau of the Census, with an estimated county growth rate of 8.99%, since 2010. This growth finds Richland County with a desire to both maintain adequate growth and retain the outlying area's rural character and charm.

All planning sectors in Richland County are projected to experience growth between 2015-2045; with the greatest growth potential being in the Irmo, North Richland, Blythewood and Northeast areas. Other areas, such as, the Southeast and Lower Richland areas of the county, has not yet experienced the same surge, but are poised to do so in the near future. The substantial growth within Richland County has produced "growing pains" as resources and infrastructure attempt to match the pace of development within the county as is exacerbated by existing traffic congestion on busy roadways. Improving existing roads and building new ones is essential; however, funding for roads improvements has not kept up with the growth in traffic and population in the county.

Richland County, state maintained roads consist of 1,355 miles for secondary, 265 miles for primary and 69 miles on interstate. Richland County Government maintains 628.1 miles of paved roads and 204.1 miles of dirt roads. City of Columbia maintains 220 miles of paved roads. All other municipalities in Richland County have some levels of maintenance on their roads.

Richland County has several highway systems that run through it. The systems include; three interstates (I-20, I-26, and I-77), seven US Highways (1, 21, 76, 178, 321, 378, 601) and numerous local roads. The county encompasses seven municipalities, which include, Arcadia Lakes, Blythewood, Cayce, Columbia, Eastover, Forest Acres, and Irmo; all of which have road maintenance responsibilities and are eligible to receive C-funds for road improvement.

## **History and Function (Richland CTC)**

Richland County Transportation Committee (CTC) was established in 1994, by the Richland County Legislative Delegation, to administer the C-fund program allocation, in Richland County, in accordance with section 12-28-2740 (A) of SC Code of Laws 1976, as amended. The law states that C-funds are derived from 2.66 cents per gallon of the state user fee, which is deposited in the county transportation fund to be allotted to the counties. Richland County will utilize its portion of C Funds to advance this plan according to the law.

Prior to 1993, the power to select projects and authorize the distribution of C-Funds was vested in the County Legislative Delegation. The Richland Delegation has, over the years, exercised that responsibility based on the merits of projects submitted for consideration with due deference to the professional recommendation of the South Carolina Department of Transportation and with an equitable distribution of benefits to all geographical areas of Richland County.

The CTC committee has designated the South Carolina Department of Transportation for the administration of its C-fund program, to include management of finances, projects, accounting and record keeping; and, has an agreement that governs the working relationship, plus the responsibilities of both parties. The committee consists of twelve (12) members, eleven (11) of which are appointed, from each of the House districts in Richland County, by their respective representative, with the advice and consent of the Senator of that House district. The Chairman is an appointed member, by virtue of its staff position as Director of the Richland County Legislative Delegation.

C-Funds are apportioned to Richland County by a formula, based on one-third on the ratio of land area of the county, to the land area of the state, one third on the ratio of the county population to the state population as determined by the latest ten-year census and one-third on the ratio of rural road mileage in the county rural mileage in the state. The original intent of the C-fund program was to pave farm-to-market dirt roads on the state system and was strictly for improvements on state roads. The program then expanded to include construction projects beyond the original scope of paving/resurfacing. However, C-funds were not used for work on local roads until 1991.

Richland County Transportation Committee is granted the authority to select and approve C-fund expenditures and adheres to the limitations prescribed by law, by allocating a minimum of 33% of the county apportionment on the state highway system and 67% to be expended for local project, with coordination among SCDOT, local government entities, for road improvements, to avoid duplication, by utilizing the established technical advisory committee.

24. The CTC emphasized special consideration and weight towards road improvements on local county roads, mainly because their systems, are within the scope of the CTC ranking priorities. The number one priority is dirt road paving; with resurfacing being the number two priority. The CTC will coordinate with Richland County Public Works' dirt road paving and resurfacing management systems.

Portions of Richland County Transportation C-funds, in the amount of \$2,000, is allotted yearly for administrative expenses directly related to the committee's functions.

The CTC will, in accordance with section 57-3-610 of the SC Code of Laws, allocate upon request of the Richland County Legislative Delegation, with approval of the SC Department of Transportation Commission the sum of \$500 for dedication of State Highways and Bridges.

### **Technical Committee**

In order to make informed decisions, for equitable funding distribution for road improvement requests the CTC will seek technical assistance to better receive, scope, present, approve and process the requests in conjunction with the technical advisory committee. The Technical Committee consists of road improvement maintenance personnel, professional engineers, project managers, planners, GIS managers and other local transportation professionals, from SCDOT, Richland Public Works, City of Columbia, Forest Acres and other municipalities.

### **Project Requests Guidelines, Criteria, Selection and Monitoring**

The purpose of these guidelines is to control and safeguard CTC programmed funds for road improvements in Richland County. Oversight and monitoring will be conducted throughout the process to ensure proper procedures and to be responsive to project expansion, modification, and cost increase.

#### **Guidelines**

1. All new project requests will engage the CTC Technical Committee to research, scope, and recommend.
2. Project request will be discussed by the technical committee, with preliminary cost estimates and any possible variables that may affect project outcome or cost.

3. The Technical committee will make recommendations to CTC on the projects, based on best informed descriptions and cost.
4. The CTC will discuss the Technical committee's recommendations, as presented, and take action to accept or reject. If accepted the committee will move forward with the programming process, indicating any necessary stipulations or contingencies.
5. The CTC will monitor all programmed projects, for control and safeguards. The committee will receive regular updates from project managers on projects, from start to finish.
6. The CTC will reserve the right to limit the amount programmed for each project. Any expansions, modifications, and cost increase will be reviewed by the committee, with discussion, for a decision to discontinue or move forward.
7. The CTC will only commit funds based on its allocation and projected funds available with –in the time frame established in SCDOT policies.
8. The CTC will continue to group all project requests into categories; such as Dirt Road Paving, Resurfacing, Intersection Improvements, Sidewalks, and Others. In each project category, the CTC will utilize its established criteria to prioritize projects for consideration.
9. Any entity that awarded the CTC funding for project (s), under their maintenance authority, will be required to manage the project (s). However, if warranted the CTC will consider allowing another eligible entity to assume management of the project based on most advantageous for satisfactory and timely completion.
10. The CTC's dollar value is decreasing based on continued increased cost for Road Improvement projects, request from local government road entities, and limited available funding. The CTC is open to any cost effective possibilities to maximize its funds; which may include, partnerships and other alternatives.

Due to the numerous requests for road improvement funds, the CTC established a system for project selection, with creation of criteria with weighted assigned points, to preference ranking based on safety, traffic volume, school areas, residential areas, cost, right-of-way, drainage and other factors, that may have an effect on projects.

Richland County Transportation Committee implemented and maintains a ranking system for road improvement requests, with yearly reviews to update or adjust. The current ranking order is as follows:

1. Dirt Roads
2. Resurfacing
3. Intersection Improvements
4. Road Widening
5. Sidewalks
6. Others, such as erecting signs, transportation studies, etc.

Once CTC funds are approved and programmed for funding, a monitoring system is in place, with directives and will track projects for compliance, progress, modifications, expansions, over or under-runs, delays or other factor, that may affect projects completion.

### **Collaborations/Partnerships**

The CTC will continue efforts to seek and enter into partnership agreements, with others who may have an interest in the applicable road improvement project, for joint funding. The CTC successfully embarked upon partnerships, with The Richland County Penny Project, SCDOT and The City of Columbia.

Alternative paving methods is an option that the Richland County Transportation is vigorously pursuing, as possibilities to substitute other appropriate means for unpaved roads in Richland County. The CTC funded a pilot study with a local engineering firm to explore possible, alternative methods to evaluate feasibility to develop paving selection for low volume stabilization on unpaved roads in the county. This alternative is poised to move forward to the next phase, to combine with traditional methods for dirt road paving.

**Note:** The Richland CTC from time to time will review and/or revise the county transportation plan, with changes, additions, deletions, modifications and other adjustments, will forward such to SCDOT for review.

**Appendix A: Request for Road Improvement Form**

**Richland County Transportation Committee  
Request for Road Improvement**

**Requestor's Information**

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
*First Last*

Address: \_\_\_\_\_  
*Street Address Apartment/Unit #*

\_\_\_\_\_  
*City State ZIP Code*

Phone: \_\_\_\_\_ Email \_\_\_\_\_

Elected Official  Local Government Entity  Resident of Richland County  Other  \_\_\_\_\_

Do you wish to appear before the committee? YES  NO

**Description of Road Improvement**

Road Name: \_\_\_\_\_ Road Number: \_\_\_\_\_

Describe The Road Improvement Need:

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**For Office Use Only**

Maintenance  
Responsibility: \_\_\_\_\_

Potential Funding  
Partnership:

Date Referred for Estimate: \_\_\_\_\_

Date Presented to CTC: \_\_\_\_\_

Date CTC Took Action: \_\_\_\_\_

Project Approved/Funds Committed   
Date \_\_\_\_\_

Project Denied/ Not Warranted   
Explain \_\_\_\_\_

Date Program Request Submitted to SCDOT: \_\_\_\_\_

Amount and Date Funds Programmed: \_\_\_\_\_

Date of Program Updated: \_\_\_\_\_

Date Project Completed: \_\_\_\_\_

Date Project Closed Out: \_\_\_\_\_

Project's Final Cost: \_\_\_\_\_



Transportation Plan 2022

Please check appropriate box, sign and date.

- The attached transportation plan is accurate with no changes made.

\_\_\_\_\_  
Chairman's Signature

\_\_\_\_\_  
Date

- A revised plan is attached.

  
\_\_\_\_\_  
Chairman's Signature

6-28-2022  
Date