

RIDE IV SALES TAX
ADVISORY COMMITTEE

NOVEMBER 17, 2022
3:30 p.m.



HORRY COUNTY
GOVERNMENT & JUSTICE CENTER
MULTI-PURPOSE ROOM B/C/E

1301 2nd Avenue
Conway, SC 29526

AGENDA

1. Call to Order: *Chairman Gray*
 2. Invocation
 3. Pledge of Allegiance
 4. Approval of the Agenda
 5. Approval of Minutes
 - a. October 20, 2022
 6. Preferred Methodology Discussion
 7. General Discussion:
 - a. Project Submissions
 8. Sales Tax Revenue
 9. Homework
10. Next Meeting: January 19, 2023 at 3:30 p.m.
11. Adjourn

Committee Members:

Wayne Gray	<i>Chairman</i>
Jolene Puffer	<i>District 1</i>
Eddie Dyer	<i>District 2</i>
Carole VanSickler	<i>District 3</i>
Bo Ives	<i>District 4</i>
Reese Boyd, III	<i>District 5</i>
Steven Neeves	<i>District 6</i>
Eugenia Mishoe	<i>District 7</i>
David Ellis	<i>District 8</i>
Delan Stevens	<i>District 9</i>
Pam Creech	<i>District 10</i>
Sam Johnson	<i>District 11</i>
James Baldwin III	<i>LOC</i>
Benjy Hardee	<i>LOC</i>
Ronald Fowler	<i>LOC</i>
Brandon Harrelson	<i>LOC</i>
Mark Lazarus	<i>LOC</i>
Michael Dorman	<i>LOC</i>

RIDE IV SALES TAX
ADVISORY COMMITTEE

OCTOBER 20, 2022
3:30 p.m.



HORRY COUNTY
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MULTI-PURPOSE ROOM B/C/E

1301 2nd Avenue
Conway, SC 29526

MINUTES

Members Present: Wayne Gray, Chairman; Jolene Puffer; Eddie Dyer; Carole VanSickler; Bo Ives; Reese Boyd, III; Steven Neeves; David Ellis; Delan Stevens; Pam Creech; Sam Johnson; James Baldwin, III; Benjy Hardee; Brandon Harrelson; Mark Lazarus; and Michael Dorman.

Members Absent: Eugenia Mishoe and Ronald Fowler

Others Present: Arrigo Carotti; Barry Spivey; Tammy Stevens; David Gilreath; Steve Gosnell; Andy Markunas; Jason Thompson; Courtney Richardson; David Jordan; Leah Quattlebaum; Marla Watson; Jeremy Gile; Thomas Bell; Mikayla Moskov; Tony Cox; Felix Pitts; Mark Hoeweler; and Tom Russo.

In accordance with the FOIA, notices of the meeting were provided to the press stating the time, date, and place of the meeting.

Chairman Gray called the meeting to order at approximately 3:30 p.m.

Steven Neeves gave the invocation.

Sam Johnson led in the Pledge of Allegiance.

Chairman Gray gave a brief description of the agenda and the documents along with it.

Chairman Gray presented a motion to approve the agenda. Steven Neeves gave the motion; Pam Creech seconded. Agenda was approved unanimously.

Chairman Gray presented a motion to approve the minutes from the September 22, 2022, RIDE IV Advisory Committee meeting. Pam Creech gave the motion; Brandon Harrelson seconded. The minutes were approved unanimously.

Chairman Gray introduced Tom Russo who was presenting on multi-modal accommodations.

Tom Russo stated the cycling community appreciates the road projects over the years. If you get out on the roads, you will see cyclist riding in packs but you will not see commuters who use bicycles or walk to work, nor will you see leisure riders which is why he is presenting. He would

like for the RIDE IV Advisory Committee to look into paths for those who do not use a vehicle for transportation.

Mr. Russo talked about a trail summit which was held in May of 2022 by CCU (Coastal Carolina University). He stated there were representatives from Horry County, municipalities, SCDOT, GSATS, and East Coast Greenway. Among those representatives were planners, recreation, and anyone who had to deal with trail systems. The first part of the event, the municipalities talked about what they were doing locally. His take-a-way from the presentations was they were trying to connect sidewalks, multiuse paths, and bike lanes with new systems, but there was no strategic system to connect them.

Mr. Russo used CCU as example. He stated they had faculty, staff, and students who travel from Conway or Carolina Forest who do not have a vehicle for transportation, therefore, their paths may not always be the safest. He then talked about the multi-use path which was recently installed along Carolina Forest Boulevard that stops once you get to the railroad so there is no connectivity to get onto Hwy 501, otherwise, you need a vehicle. Mr. Russo stated there has been a lot of attention drawn to a railed trial which would be parallel to the railroad corridor. This trail could provide a safe route for those traveling from Carolina Forest all the way to Conway.

Mr. Russo provided the committee a packet, called the strategic vision, which was presented to the Open Space Committee. There are 34 miles from Loris to Myrtle Beach. With having the railroad corridor, this railed trail would provide a chance to preserve the history and view ecosystems represented in Horry County.

In the packets provided by Mr. Russo, there is information regarding the four phases. Phase 1 represents Myrtle Beach. Phase 2, 3, and 4 go from the waterway to CCU; from CCU to Conway; and from Conway to Loris. The first part is owned by the county and leased by RJ Corman; the Loris to Conway portion is owned by RJ Corman.

Mr. Russo was near the Dunes Club and ran into a couple traveling; they asked if he was from the area. They told him they did not rent a car because they thought they could get around; they were amazed there were no sidewalks, bike lanes, nor bike rentals. They could not believe a tourist destination did not have those kinds of amenities.

He asked the committee to consider the interconnectivity when deliberating the projects. Do they connect when you're considering bike lanes, sidewalks, multi-use paths? Are they connecting houses, high density housing, to where they go to work? Mr. Russo used 62nd Avenue in Myrtle Beach as an example. This area has high density housing along Hwy 17 and is a medical district; there is no way for people to get across Hwy 17 safely without getting into a vehicle. Mr. Russo stated the City of Myrtle Beach is looking into some proposals to make these connections.

He knows this is a bold and ambitious project, but stated a 34-mile trail from Loris to Myrtle Beach would be a huge impact. He used the Swamp Rabbit trail in Greenville as an example and the positivity they have received from it. For the City of Loris, this trail could have the same impact as Travelers Rest; spurred economic development, brought people and businesses to the

town. Mr. Russo asked that a feasibility study be considered to look into the safety issues and engineering requirements.

The new multi-purpose path along Carolina Forest Boulevard was used as an example. It cost approximately \$1.5 million. If you added an additional \$500,000 for safety, you're looking at \$2 million a mile. There are 11 miles from the waterway to Conway; this trail would cost approximately \$22 million. Mr. Russo stated you cannot build a road for \$22 million that would connect the entire district from work, to home, and all the commercial establishments along Hwy 501.

Mr. Russo asked that the committee have the feasibility study completed prior to presenting the referendum to the public.

Mr. Russo referenced the "Rails to Trails" magazine which would be helpful in the thought process of this trail. Mr. Russo then concluded his presentation.

Before the next agenda item was presented, Chairman Gray introduced two ex-officio members, Tony Cox and Felix Pitts. These members are non-voting members and were voted on by County Council. Chairman Gray thanked them for joining us and being able to offer their thoughts and input on RIDE IV.

David Jordan, with Horry County Planning and Zoning, presented on projected growth within Horry County. The first map shown was a current population and projection which was done by a census district. Horry County had projected 584,000 citizens by 2040 where as the Office of Fiscal Affairs sent in updated numbers coming in at approximately 560,000. By 2030, the Office of Fiscal Affairs projected 454,000; Horry County projected 460,000.

The next map shown was the population projection based on the county census divisions. The projected increase in the Carolina Forest community is 130%; Longs is 367% with the population going from 7,500 to 35,000.

A map of the rezoning housing entitlements of the unincorporated areas was presented next, which was broken up into council districts. On this map, there are approximately 56,000 units to keep up with but we need to be around 90,000. This map does not include the City of Myrtle Beach, City of North Myrtle Beach, Town of Surfside, City of Loris, Town of Aynor, nor City of Conway.

David explained what exactly an "entitlement" was. This is something that has been rezoned for housing stock. If it's single family or multi-family within a PDD, straight zone, 10,000 square foot lot, 6,000 square foot lot, and master plan type community as well.

Benjy Hardee asked if this map included municipalities. David Jordan said this was for the unincorporated areas but the population growth numbers were both, municipalities and unincorporated areas.

Mr. Jordan told the committee they could reach out to his staff if they needed these maps produced at a smaller scale to help with their planning.

Benjy Hardee asked if we could include the municipality numbers as well. David Jordan said we could reach out to each municipality and see how they track that information as well.

Mr. Hardee wanted to make sure everything was included in the numbers, even the plans that had not made it through the entire process yet due to the growth in his area, as well as the others.

Mark Lazarus had some questions regarding the chart presented and how the districts were laid out. He wanted to make sure every municipality was included. Mr. David Jordan said the chart could be broken down into specific area if needed.

Chairman Gray moved on to the next agenda item which consisted of dirt roads, resurfacing, and roads of regional significance. In RIDE II and RIDE III, there were 100 miles of dirt roads to be paved, and 100 miles of currently paved roads to be resurfaced. Majority of the dirt roads are in the unincorporated areas of Horry County with very few in the incorporated areas. The distribution of the money for resurfacing was based on a formula used by SCDDOT. This formula is the number of paved roads maintained by the political jurisdiction.

Chairman Gray suggested to the committee that they do consider dirt roads and resurfacing when making the project list. Bo Ives agreed stating the committee needs to include dirt road paving and resurfacing so everyone in the county can benefit from the program.

Benjy Hardee agreed to a certain point to include the dirt roads. He stated we should consider what's needed but they have to be mindful to the ones who put them on the committee and make sure they get the roads in their area done as well.

Eddie Dyer spoke up regarding the matter and stated the committee should not make this political, but should do what's best for everyone in the county, not just certain areas. He quoted the Horry County Council Resolution "Council understands that with the dynamic growth in Horry County there is a need to continue the improvement of our road and transportation infrastructure; and it is the intent of the Horry County Council to develop appropriate plans to better accommodate our citizens and maintain our strong economic status; and citizen input from Horry County residents representing a broad range of interests is an important part of formulating future road plans."

Tony Cox asked for clarification on how many miles of resurfacing and dirt road paving were in RIDE II and RIDE III. David Gilreath confirmed there was 100 miles of dirt road paving in both RIDE II and RIDE III, but there was only 67 miles of resurfacing in RIDE II, which was all in the county. There was 100 miles in RIDE III which had the cities included as well.

Tony then asked how many miles of dirt road were left within Horry County. David Gilreath stated we have approximately 500 miles of unpaved roads, but approximately 200 miles of those need improvement.

Chairman Gray asked what the general cost to pave a dirt road is currently. Jason Thompson answered this stating current RIDE III numbers are about \$1 million a mile.

Chairman Gray asked how much the general cost was to resurface a mile. Andy Markunas spoke up and said it's approximately about \$250,000 per mile; this number includes everything from milling to striping. If you start talking about budgeting for the future, you need to consider \$300,000-350,000 per mile and when you consider dirt roads, you need to consider \$1.5 million per mile.

Benjy Hardee brought up some history regarding CTC. He would like further information regarding how they are spending the money, if they are considered "farm to market roads" like they were originally supposed to be. Tony Cox stated he could get back with this information for Mr. Hardee. However, he did state CTC receives \$.0399 cents of the gas tax with is about 15% off the top before any money is received by SCDOT.

Felix Pitts with CTC stated they are expecting to receive between \$12-13 million from ARPA. In 2021, approximately \$7 million was spent on resurfacing with receiving \$8.3 million in revenue. In 2021, 95% of the money received by CTC was spent on resurfacing. The 2022 numbers are still being finalized so that information will be known at a later date.

Mr. Hardee stated he would still like to know how exactly the funds are allowed to be spent, and how they are currently being spent.

Chairman Gray reminded the committee the current estimate of the seven-year window is roughly \$700 million with the likelihood of projects 19 and 20 rolling over from RIDE III which is around \$145 million. The full \$145 million may not be required, but there is the possibility for a portion of the funds to be used from RIDE IV. The numbers will be fine tuned from the committees work to the sales tax commission as things get closer, but you've got to have a number to start with the consideration of the money that will be utilized to cover the projects from RIDE III, that were not funded due to cost escalation.

Chairman Gray has told the committee if they would like to back off the 100 miles of dirt road paving and resurfacing, they can, it was just an idea.

Mark Lazarus stated the purpose of this committee was to make it non-political but ideally, it is political. It has to be voted on by the citizens. If the committee fails to not get the proper mix of projects, the votes will not be there and the program will not pass. Mark asked Mr. Barry Spivey to get a breakdown of where the money is coming from and where they are collected. How many dollars are coming from the cities, unincorporated areas, and the towns. Mr. Lazarus would also like to know where the dollars were spent district wise in RIDE I, II, and III. This will give the committee an idea of where the money is being spent and what areas may be left out.

Mark stated with the growth patterns that were shown, that needs to be considered to. He used District 9 as an example. Not only is District 9 impacted by the growth, so is District 1 and District 2 because that is where the traveling is taking place. Mr. Lazarus also stated the areas that do not collect significant dollars still receive funding in their areas; the votes have to be

there to make this program pass. A lot of the new voters do not understand this process so the committee needs to make sure they take everything into consideration, to inform the voters. This is the best way to pay for our own roads, especially when 70% of the funding is coming from the tourist dollars.

Pam Creech stated even though a lot of the money may be coming from North Myrtle Beach and Myrtle Beach, majority of that is coming from the tourist dollars, but there are more people who live in the Carolina Forest area than Myrtle Beach. She also stated a lot of money coming from these municipalities, it's not only tourist providing the funds. A good portion is also being funded from those who live in the unincorporated areas; they shop, buy cars, eat, and rent rooms.

Ms. Creech also stated what works on one side of the waterway, the needs for the other side may be different. She believes the committee should keep at least 100 miles of dirt roads due to the growth in the unincorporated areas. She used Red Bluff Road for example. On a Saturday in June 2022, there were over 17,000 cars that traveled along Red Bluff. If the dirt roads were paved, everyone could use those connecting roads to help get the traffic off Red Bluff Road. She also stated there are certain areas in the county, the only thing they are able to receive is a dirt road to be paved so the committee needs to consider that as well, so everyone is included in the decision making.

Chairman Gray stated the goal would be to decide on a methodology and before the next meeting, submit the road project and have that discussion at the November 17th meeting. We could cancel the December meeting and pick back up in January. By doing so, Horry County Staff would meet with SCADOT staff and get pricing on the project list that was provided.

Eddie Dyer said it would be a good idea to look at a methodology. He also stated during RIDE III, Horry County staff was able to provide a list of traffic counts and residents for dirt roads which needs to be considered; the ones that have more traffic are the ones that need to be paved. Before he decided on whether it be 100 miles or half, he would like to view the numbers.

Jay Baldwin stated one of the projects to be considered in his area is a dirt road and would be a connectivity road. North Myrtle Beach does not have a lot of dirt roads but they continue to gain more by annexations.

Bo Ives pointed out it's not just school busses that cannot access a lot of these dirt roads but emergency vehicles as well, therefore it's not just a transportation issue, but a safety concern.

Reese Boyd asked if there was a database maintained by Horry County regarding the amount of complaints on a dirt road. David Gilreath told the committee about the software CityWorks that is used to tract all kind of service request. It may not specifically state I want my road paved, but will be along the lines of road impassable, complaints on dust, etc. Reese stated he feels this information is useful in picking a mileage number.

Benjy Hardee asked if the maintenance of a dirt road would benefit the county by not having to grade or keep the roads up.

Steve Gosnell said there are about 450-500 miles of unpaved roads but approximately 200 of those roads are worth paving. The way the roads are currently prioritized is based on the number of houses along the road and houses per mile. RIDE III, chose to only pave roads that connected both ends to a currently paved road.

David Ellis stated he would like the idea of going less than 100 miles. He feels the committee is there to address the growing pains of the area and he does not feel dirt roads are those. He also suggested if development happens on a dirt road, he would like the developer to make those improvements.

Mr. Ellis had some questions regarding the roll-over projects from RIDE III. If they are using \$700 million as a budget, should the committee seek to find additional funds or consider \$600 million as their budget and let the other \$100 million cover RIDE III projects. If the excess funds do not get used from RIDE III projects, should the committee place the lower priority projects at the bottom or have contingency projects to cover that funding?

David Ellis also asked for RIDE IV to pass, what is the percentage quota we must receive. Chairman Gray stated 50% plus 1 is what would be needed to pass the referendum.

Chairman Gray also mentioned the cost escalation that is currently taking place within RIDE III. If this pattern continues, there will most likely be roll over projects to start RIDE IV.

David Gilreath stated the last project in RIDE III is the final group of dirt road paving which consist of 25 miles. Jason Thompson said project 20, dirt road paving, had a budget of \$15 million, those funds have been completely depleted and staff is currently leading into project 19 on the RIDE III referendum. Project 19 was underfunded originally by \$60 million. At the current moment, we are \$75 million under funded to complete RIDE III.

The question was asked if this number included the Hwy 31 Extension, and Jason said yes, the referendum had \$125 million but that project was originally budgeted at \$185 million therefore it was \$60 million under funded from the start.

David Gilreath gave the possibilities of storms, a turn in the economy, or other events to help with cost escalation. This is something we cannot predict but there is a possibility, just too many variables to make that decision today. If we are underfunded, they become the top priority of RIDE IV.

David Ellis asked if the voters got a say in this rollover. David Gilreath stated due to state law, any project from RIDE III that is unfunded is required to be at the top of the referendum for RIDE IV. This program is voted on as a package.

Mark Lazarus asked if there are any funds left from RIDE II that could roll over to RIDE III to help with the cost. He suggested we go to other resources to help with the funding, such as the State Infrastructure Bank (SIB). He also mentioned the state of North Carolina had the extension of Hwy 31 as a priority but from his understanding, they do not know where it would even stop.

Chairman Gray stated he is understanding the committee that some level of dirt roads and resurfacing be included in RIDE IV, but without further information, the mileage will be decided at a later date.

Benjy Hardee mentioned the growth in North Myrtle Beach and how they are gaining more county roads due to annexation. He would like for those roads to be considered as well when deciding the final project list.

Eddie Dyer stated North Myrtle Beach only asked for one project, which was the extension of Hwy 31. Mr. Hardee responded back stating the reason they only received one project was due to lack of funding. Jay Baldwin stated North Myrtle Beach generates 20% of the RIDE revenue, and there was a decision made to fund the much-needed project, Highway 31. However, this project did not only benefit North Myrtle Beach but a fraction of Myrtle Beach as well.

Chairman Gray brought up the roads of regional significance. He used the SELL route and I-73 as examples. These projects are well beyond the scope of the money we are anticipating collecting; therefore, he suggested these type projects do not need to be considered.

Tony Cox suggested the committee look into the “farm to market” roads. He used Red Bluff Road as an example; he stated this could take some pressure off for the locals to get traffic off the main road.

Mark Lazarus asked about the EIS study on the RIDE III, SELL project. He asked if this was still able to be completed due to the amount of time that has passed by. He asked if the \$25 million budgeted for this project could not be spent, where does it go?

Leah Quattlebaum with SCDOT stated they are currently working on that project. They are developing some conceptual design for it and trying to determine what would best meet the purpose and need of the project with minimum impacts. This was done many years ago, a lot has changed, so they have pretty much had to start over. The team is currently trying to figure out the best solution for this project and what the cost would be associated with it. When they get that information, they can determine the path forward on it. The problem right now with trying to acquire a permit for the project, is mitigation, it's more than what was budgeted in RIDE III. They are working hard on this and it is requiring a great amount of analysis by the design team and they anticipate they will have more information in early 2023.

Mark Lazarus asked if this was funded by the law and carried over, would we at least need an estimate to complete the portion the voters have already voted on?

Pam Creech asked when you do the environmental studies, after so many years, it became invalid, is this still the case? Leah Quattlebaum said it is still three years. Pam asked if we did the study and did not do the road within three years, would we have to do another study? Leah stated the goal is to complete the study. As soon as that is complete, the permit can be acquired. The permit would then lock down the corridor to where you could move forward and you can lock that down for 25, 50 years. You would still have to go back and revisit your environmental

analysis, even if it was ten years before you started construction, but you would still have your permit. At that point, you're just looking at what has changed.

Pam Creech stated she thinks it is a necessity to look at these things when the committee starts allocating money; they should take into consideration if you have to depend on another state or entity to help, the committee should think really hard whether or not the projects can be completed in the appropriate time frame.

Pam also added there is a small amount approved by council in the budget to pave dirt roads so the only way to get them paved, is by adding them to the RIDE programs.

Andy Markunas talked about the methodology for the project ranking. He discussed how the projects were ranked in RIDE III. He stated how things will change for RIDE IV due to having RIDE II, RIDE III, and GSATS ranking and how they all work together.

Andy reviewed the timeline again with hopes of having the project list April 2023 with one meeting per month. The goal for this meeting is to settle on criteria that we can use to score and make projects that will be submitted by the committee members.

This ranking process is what helps the six-member subcommittee decide on what projects to add to the referendum, which will be voted on by the voters.

Andy asked that the committee submit their projects by November 4, 2022; three main projects that do not include dirt roads or resurfacing since those are stand alone projects. He asked the committee to prioritize those projects 1-3. These projects will then be presented to the committee at the next meeting, November 17, 2022.

In RIDE III, each committee member, excluding the chairman, submitted three projects. This totaled up to fifty-one projects. This list was then sized down to thirty projects due to some being duplicates. These projects have been provided in the packets to all committee members.

We will most likely not have a meeting in December. This will give everyone two months to go through each project and get cost estimates.

The GSATS long range plan only covers the urban areas, not the rural areas. This will also give GSATS staff time to use the same scoring criteria and compare to projects that have been scored already with the same scoring system.

After the scores are received and cost estimates are provided, the projects can then be ranked.

Andy gave a summarization of how the RIDE III scoring system took place. Andy mentioned this could be changed by the committee but this is a good place to start. Andy then explained how things will have to change for RIDE IV due to changes made in GSATS and RIDE III. The presentation is not what the committee has to decide on, but was a suggestion; it's up to the committee. Andy then discussed how RIDE II took place, which then made some projects in

RIDE III receive 0 points. Some questions were asked regarding the slides presented; Andy went into a little more explanation to help the committee members understand.

**A presentation was given to all committee members to use as a resource explaining all programs ranking process.*

Jay Baldwin asked about a short distance dirt road, but a huge connectivity in the area near the North Myrtle Beach sports complex. If this project scored low on GSATS due to low traffic counts, but how can he go about showing how big of impact this project would be?

Chairman Gray stated he has thought about this and if there is a new road project that meets connectivity, it's in an area that is growing, it provides better safety, those are all value reasons to give it consideration.

Bo Ives stated this could possibly be the definition of a road of regional significance; if it meets more than several criteria, then it would bump up the significance.

Chairman Gray used the Fred Nash Boulevard project from RIDE III as an example. Even though this is a short road, it gained merit due to it moving traffic out of Market Commons, which has 15,000 people living there, going to Myrtle Beach, and keeps them off Bypass 17.

Benjy Hardee stated he would like to use these type projects due to them being a need. He would rather get ahead of the curve instead of being behind. He does not want to have a criteria to where you have to give a higher ranking on projects that are on another provided list already.

Andy Markunas stated there is more than just the scoring when deciding the project list. He read part two from the RIDE III methodology, which is in the committee members packets. "Staff will prepare an estimated cost for each project, as well as a map depicting the location of the projects. At that time the full committee can review the prioritized list and compare cost, complexity and location, along with the projected sales tax revenue and develop the RIDE III committee's recommended list of the projects to be improved. At the request of Chairman Rohner the following notation has been added: This stage is intended to be a "reality check", to assure that our ranking system will not cause the expenditure of the majority of revenue, on only a few projects, with little or no benefit to other areas needed relief from traffic issues."

Benjy Hardee stated he wants to make sure this information is not lost when deciding on a methodology.

Eddie Dyer stated when it comes to deciding on projects for areas outside of each committee members area, they need to defer to those in that district; they know the information better than anyone.

David Gilreath mentioned there is importance to the scoring. There are opportunities to go get grants from the state and federal level. When reaching out for the grants, they ask if the projects are on another list, such as GSATS. With having this, this opens other opportunities to get more money to help fund the underfunded projects.

David asked that the committee create a scoring system and see what happens, then true it up to make sure it is right.

David mentioned dirt road projects are identified at the beginning, unlike resurfacing. Dirt roads are identified at the beginning of the referendum whereas resurfacing is identified as a mileage because you do not know what will need to be resurfaced until that project comes along.

David also mentioned the presented methodology for RIDE III is different now due to the needs being different.

Andy Markunas went back to his presentation and did a further breakdown. Mark Hoeweler helped explain the GSATS ranking process.

David Ellis suggested each committee member submit ten projects totaling one hundred eighty. Having a high number of projects submitted, there will most likely be some to overlap; those would hold a little bit more gravity. He stated the previous ranking system has changed due to things evolving within the county.

Andy mentioned the project lists are current, with some being older due to being on RIDE II, however, some of those projects are repeated in GSATS. The GSATS MTP is in the process of being updated but will not be completed by the RIDE IV, April 2023 timeline.

Chairman Gray stated he liked the idea to submit three projects. He then explained how he thought the process could be presented. Bo Ives suggested making this a motion; Steven Neeves seconded. This motion, and seconded, was later withdrawn after discussion.

Sam Johnson asked if the committee members could submit their top three projects as well as top three dirt roads in their area, this way, when that list is reviewed, they know what the top priorities would be.

Mark Lazarus stated the county has a prioritized list of dirt roads already. This would be hard for him to do since there are no dirt roads in Myrtle Beach.

David Gilreath explained how the dirt road selection took place in RIDE II and RIDE III. They took the first 100 miles, then took a proportionate share in each council district, then it was by the traffic density. In RIDE III, this methodology worked as well but they realized they had over 200 projects, which were several short roads. They then decided to make the Road Plan complimentary to RIDE projects. It was then decided to let RIDE pave roads between 0.75-2 miles that was a connector road; Road Plan did not have the funding to pave roads this long.

Further discussion took place to help determine on how to decide on a methodology at the November 17th meeting.

David Gilreath stated, if we get such a large number of projects, we will get down to wants instead of needs so he recommends the committee submit three projects. There is a limited

amount of capacity that SCDDOT and the county has to evaluate these projects therefore you will not receive a legitimate ranking.

Chairman Gray stated if several committee members recommend the same project, it will most likely receive a higher ranking.

Chairman Gray told the committee to submit their top three project to Horry County staff by November 4, 2022.

Jason Thompson mentioned the list needed to be submitted to himself, David Gilreath, and Andy Markunas. Their e-mail addresses are listed in the previous meeting packet.

Bo Ives and Steven Neeves both withdrew their motion and seconded to vote on the methodology.

Chairman Gray advised the next meeting would be held November 17, 2022 at 3:30 p.m.

Chairman Gray adjourned the meeting at approximately 5:23 p.m.

Ride 4 - Compiled List of Projects: As Submitted by Ride 4 Advisory Committee Members (Top Three Priorities)

11/10/2022

Proj ID#	Repeated Submittals (same project OR similar project on same road with different limits)	General Project Location	Basic Project Description	Project Descriptions as submitted (verbatim) by Committee Member	Project Priority By Committee Member	Submitted by
1	1, 8, 11	Carolina Forest	River Oaks Drive widening: to 4-lanes with turn lanes at intersections and a multi-purpose path (entire length)	Widen River Oaks Drive including multi-purpose path from intersection of Carolina Forest Blvd to US Highway 501 or where it currently is 4 lane	1	Wayne Gray, Chairman
2	2, 4, 31, 32	Conway	SC 90 widening: to 4-lanes with turn lanes at intersections (between US 501 Business and International Drive)	Widen SC-90 for International Dr. to US 501	2	Wayne Gray, Chairman
3	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Busbee By-pass	3	Wayne Gray, Chairman
4	2, 4, 31, 32	Little River	SC 90 widening: to 4-lanes with turn lanes at intersections (between Edge Parkway and US 17 interchange)	Widening of East HWY 90 from the intersection of Champions BLVD and HWY 90 where the road returns to two lanes continuing to the bridge where a possible third lane and traffic light (to assist traffic exiting hwy 17 onto 90) and an on ramp to HWY 17 would create a flow of traffic from HWY 9 E traveling to the Memorial Gardens Cemetery to return to HWY 17 by way of HWY 90. without congesting HWY 90 to the traffic light where HWY 17 to Little River meet	1	Jolene Puffer
5		Little River	Hwy 57 widening: with turn lanes at intersections (between SC 90 and state line)	HWY 57 would need widening from HWY 90 through Stephens Crossing to the state line. Allowing alternate routes and with the finishing of 31 will aid in traffic movement with current and future development along this route.	2	Jolene Puffer
6		Little River	Hwy 111 / SC 50 improvements: widening to 4 lanes with turn lanes at intersections (between US 17 and Hwy 57)	Identify potential issues with HWY 31 on ramp and off ramp on HWY 111 with impact on traffic in the little river area from these ramps	3	Jolene Puffer
7	7, 12, 30	Myrtle Beach	US 17 Bypass / Grissom Parkway interchange improvements: build cloverleaf ramp (from Grissom Parkway SB to US 17 Bypass NB)	Complete the cloverleaf at the southwest corner of the intersection of Grissom and US17 Bypass in Myrtle Beach	1	Eddie Dyer
8	1, 8, 11	Myrtle Beach	River Oaks Drive widening: to 4-lanes with turn lanes at intersections and a multi-purpose path (entire length)	Widen River Oaks Drive. [#57]	2	Eddie Dyer
9	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Busbee Bypass. [Res. 80-2021]	3	Eddie Dyer

10		Carolina Forest	Gardner Lacy Rd: Extend to International Drive	<p>Gardner Lacy (GL) to Intl Drive (or an alternate travel path to Carolina Forest Blvd (CFB), thru Clear Pond, etc.) to address the ever-growing communities that have Gardner Lacy in the area. Please note, this was included in a previous Ride (Note: Page 1 of the Ride III Advisory List). There have been several past rezoning requests to add MRD housing. Someone is currently surveying this area for potential development. MB National has the potential to close the golf courses which are currently zoned for housing which will again increase traffic levels. There is a potential for 2000+ homes in that area alone (depending on MRD classification). Postal Way cannot handle the current traffic flows. 154 homes are being built as we speak on the Chatham tract along Postal Way with the roundabout. There are rumors to widen Postal Way between CFB & GL, but traffic will still gridlock at either CFB or GL and come thru the Waterford Plantation Development which was not built for increased traffic levels. There are rumors of a future frontage road extending Postal Way to the Atlantic Industrial Park. Traffic is overwhelming now, add eight to ten years and it will be worse. Bo Ives had said at October's Meeting, he would ask Staff to run updated numbers at our Oct 2022 Meeting and recently advised he is withdrawing support, it should still be considered a priority project and, again, was identified in previous RIDE Programs. Past HC Council Members agreed this should be considered in this future Ride funding. Understand there could be push back from Conservation Groups but the building in these areas keeps going on and needs to address for hurricane evacuation routes, wildfire routes, etc. Again, it has been in HC Council radar since RIDE II per previous HC Council Chairs. Clear Pond is building and building (under their previous approved zoning). How does their building not affect wetlands that are a concern for a GL extension? It is the same area.</p>	1	Carole VanSickler
11	1, 8, 11	Carolina Forest	River Oaks Drive widening: to 4-lanes with turn lanes at intersections and a multi-purpose path (entire length)	River Oaks DR – widen to four lanes. Traffic is currently at increased volume and building for the River Oaks Golf Course (even under current Zoning) as well as other developments coming forward will make it worse. People are constantly dealing with issues around Berkshire, Waterway Palms, Carolina Bluffs and more. There have been numerous accidents and school bus issues. Widening will assist overburdened roadways.	2	Carole VanSickler
12	7, 12, 30	Myrtle Beach	US 17 Bypass / Grissom Parkway interchange improvements: build cloverleaf ramp (from Grissom Parkway SB to US 17 Bypass NB)	SC17 Bypass and Robert Grissom Parkway. This is a nightmare road that is hazardous and with all the added building at Grand Dunes and along the City of Myrtle Beach areas needs to be considered and funded.	3	Carole VanSickler
13	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Busby Bypass, Conway-project links Hwy 544 with Hwy 378	1	Bo Ives
14		Surfside Beach	US 17 Bypass / SC 544 Interchange: Redesign / rebuild interchange (including improvements on adjacent segments of SC 544 and US 17)	Cloverleaf Interchange Hwy 544 and US 17 Bypass, Surfside Beach and Socastee Problem: multiple traffic lights cause cascading traffic backups, especially traffic movements from 544 East to US 17 North. Ultimate solution would be to build a full four leaf interchange to eliminate the need for left turns. Convert current ramps to right only traffic movements.	2	Bo Ives
15	15, 18	Surfside Beach	US 17 Bypass improvements: Intersection improvements and widening (SC 544 to East Coast Honda / Deerfield Links)	Coventry Road and US 17 Bypass, Surfside Beach. Coventry Road suffers from backups from traffic entering US 17. Traffic from Beaver Run Blvd, Hickman Road, Heathmuir Dr, Southwood Dr, and Westferry Crossing all feed into Coventry Road, with new development being added. There is considerable congestion as traffic approaches US 17.	3	Bo Ives
16	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Proposed Lake Busbee Bypass & Bridge: I received quite a few comments (and a detailed proposal) on this proposed project. For some time, the "SELL Road" project has been discussed, and I believe should remain an active project. However, I believe the proposal for a new Lake Busbee Bypass and Bridge may provide many benefits for a large area of the County - including a new evacuation route for South Strand residents, at (apparently) a significantly lesser cost. I think this project deserves our careful consideration, and should be a priority.	1	Reese Boyd, III

17		Little River	SC 31 / Carolina Bays Parkway (extend from SC 9 to NC)	Hwy 31 Extension: Multiple comments received regarding Highway 31. I think the extension of Hwy. 31 to the NC State line (assuming NC remains committed to connecting to Hwy 31 at the SC state line) will be a project that will benefit many in the County, and I feel that it should remain a priority.	2	Reese Boyd, III
18	15, 18	Murrells Inlet	US 17 Bypass improvements: Intersection improvements and widening (Inlet Sq Dr / Tournament Blvd to County line)	Hwy 17 Bypass/ Tournament Blvd: As the Representative for District 5 on the RIDE IV Committee, many of the comments I received were focused on Hwy 17 Bypass, and in particular the interchanges at Inlet Square Mall Drive and Tournament Blvd. Traffic delays in these areas are significant.	3	Reese Boyd, III
19		Socastee	Big Block Road widening: Widen to _ lanes (SC 544 to SC 707)	#24 The widening of Big Block Road	1	Steven Neeves
20		Socastee	Scipio Lane extension: Connect / extend to Big Block Road and improve existing road to Holmestown Rd	#3 the connecting of Scipio Lane to Big Block Rd	2	Steven Neeves
21		Socastee	SC 707 connector improvements: Improve SC 707 / SC 707 connector intersection	#38 Improvement to Hwy 707 Connector	3	Steven Neeves
22		Conway	Bicycle / pedestrian connection between CCU and Downtown Conway - use existing roads and rail trial and / or new Busbee Bypass	for bicycle connection from CCU to downtown Conway in addition to 5 sq mi "bike district" around CCU campus; This could be done via the existing roads (bike lanes established on 501 bypass and business), the proposed rail with trail system (existing railroad corridor but add a multiuse path/this has been supported by both City of Conway/CCU/City of Myrtle Beach), and could be done via Busbee Bypass (would link up CCU/wildlife refuge/and downtown Conway).	1	Gina Mishoe
23	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Busbee Bypass: Makes sense given Perimeter Rd placement (would start where perimeter road ends at 701 South); It gives an alternative to SELL which is better than just saying NO to SELL; Less environmental impacts (would not impact refuge) than SELL; Would protect Bucksport (and hopefully not impact Sandridge any more than what is already proposed with Perimeter Rd, Perimeter Rd. is a done deal, is happening); Provides that bicycle link from CCU to downtown Conway (including bike lanes/would need to be sure this is included in design); Gives evacuation route during floods/allows 501 bypass to be raised-repaired; Alleviates local traffic-won't increase tourist traffic (like SELL); Will not create sprawl (like SELL); Is supported by some local politicians and conservationists; Uses existing ROW for road (would need to make sure it sticks to ROW); Lower price to build than SELL	2	Gina Mishoe
24		Conway	Pitch Landing Road widening: to _ lanes with turn lanes at intersections (between Pauley Swamp / Willow Springs and US 701)	Pitch Landing Road from Pauley Swamp/Willow Springs Rd to Hwy 701	3	Gina Mishoe
25	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Busby bypass (another route across Waccamaw).	1	David Ellis
26		Conway	Myrtle Ridge Drive widening: to 4-lanes with turn lanes at intersections (between US 501 and SC 544 - limited widening through Castlewood); includes intersection improvemenets at SC 544 (additional turn lanes)	Widen Myrtle Ridge Drive from 501 to 544.	2	David Ellis
27		Conway/Myrtle Beach	US 501: Convert to limited access freeway (from Conway / Waccamaw River Bridge to SC 31)	Hwy 501 overpass in median from Hwy 31 to Waccamaw River utilizing existing 501 as on/off ramps (to match Hwy 31 to Waterway).	3	David Ellis
28	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Lake Busbee Bypass	1	Delan Stevens
29	29, 43	Loris	US Hwy 701 widening: to 4-lanes with turn lanes at intersections (SC 9 / Airport Road to state line)	4 lane 701 from Hwy 9 to NC line	2	Delan Stevens
30	7, 12, 30	Myrtle Beach	US 17 Bypass / Grissom Parkway interchange improvements: complete missing cloverleaf ramp (from Grissom Parkway SB to US 17 Bypass NB)	Complete SW portion of Grissom and Hwy 17	3	Delan Stevens
31	2, 4, 31, 32	Conway	SC 90 widening: to 4-lanes with turn lanes at intersections (between International Drive and S-31 / Monaca Dr)	Widen Hwy 90 from International Drive to Old Hwy 31 including the elevation of the flood prone areas at Tilley Swamp and Jones Big Swamp.	1	Pam Creech
32	2, 4, 31, 32	Conway	SC 90 widening: to 4-lanes with turn lanes at intersections (between US 501 Business and International Drive)	Widen Hwy 90 from International Drive to Hwy 501 Business including elevation of the flood prone area at Steritt Swamp.	2	Pam Creech
33		Conway	S-31 / Red Bluff Rd improvements: Widen shoulders / safety improvements (SC 90 to Loris)	Resurface and construct 2' paved shoulders on both Red Bluff Road from Loris to Hwy 905 and Old Hwy 31 from Hwy 905 to Hwy 90	3	Pam Creech
34	34, 52	Aynor	US 501 at Aynor Overpass: Build interchange ramps	On off ramps Hwy 501 at aynor overpass	1	Sam Johnson
35	35, 53	Aynor	US 501 at SC 319: Build acceleration lane	319 and hwy 501 intersection	2	Sam Johnson

36	36, 54	Aynor/Conway	US 501 at SC 22: Build ramp (from EB SC 22 to US 501 south)	Eastbound turn lane to Conway over hwy 501 at the end of Hwy 22; That is a dangerous place with 22 ending there	3	Sam Johnson
37	37, 40	North Myrtle Beach	US Highway 17 in Windy Hill: Widening the road to accommodate dual left turn at intersections (need project limits)	US Highway 17 in Windy Hill: Widening the road to accommodate dual left turn at intersections; Cost estimate is \$10,700,000	1	Jay Baldwin
38	38, 41	North Myrtle Beach	Long Bay and Water Lilly Road: Construct new two-lane road to include shared use path (between Champions Blvd extension and Water Tower Rd?)	Long Bay and Water Lilly Road: Construruct new two-lane road to include ECG; Cost estimate \$7,000,000	2	Jay Baldwin
39	39, 42	North Myrtle Beach	Little River Neck Road: Widen to three lanes to include bike/pedestrian lane with traffic circle at Hill Street (between Hill Street and and of SCDOT maintenance)	Little River Neck Road: Widen to three lanes to include bike/pedestrian lane with traffic circle at Hill Street; Cost Estimate \$18,300,000	3	Jay Baldwin
40	37, 40	North Myrtle Beach	US Highway 17 in Windy Hill: Widening the road to accommodate dual left turn at intersections (need project limits)	US highway 17 in Windy Hill: MTP Project # 97; Cost Estimate \$10,700,000: Widening the road to accommodate dual left turn at intersections	1	Benjy Hardee
41	38, 41	North Myrtle Beach	Long Bay and Water Lilly Road: Construct new two-lane road to include shared use path (between Champions Blvd extension and Water Tower Rd?)	Long Bay Road and Water Lilly Road: MTP Project # 99/75; Cost Estimate \$7,000,000; construct new two-lane road to include ECG and raised median	2	Benjy Hardee
42	39, 42	North Myrtle Beach	Little River Neck Road: Widen to three lanes to include bike/pedestrian lane with traffic circle at Hill Street (between Hill Street and and of SCDOT maintenance)	Little River neck Road; MTP Project # 74; Cost Estimate: \$18,300,000; Widen to three lanes to include bike/pedestrian lane with traffic circle at Hill Street	3	Benjy Hardee
43	29, 43	Loris	US Hwy 701 widening: to 4-lanes with turn lanes at intersections (SC 9 / Airport Road to state line)	U.S. 701 North from Airport Road (S-26-665) to the North Carolina State Line, approximately 3.0 miles. Upgrade to four lanes. U.S. Highway701 is the major highway used by tourists form North Carolina to connect to the S.C. Highway 9 By-Pass to reach the North Myrtle Beach area. The tourist traffic, coupled with the already heavy local traffic, creates bumper to bumper lines of traffic during peak travel times making turns into residences and businesses located along the highway challenging. This will tie directly into the widening and improvements of U.S. Highway 701 from the City of Loris to the U.S. Highway 701 & S.C. Highway 9 interchange that are being done as part of the Ride III initiative.	1	Ronald Fowler
44		Loris	US Hwy 701 widening: to 4-lanes with turn lanes at intersections (SC 22 / Airport Road to Loris) to Meadow St	U.S. Highway 701 South from the City of Loris to S.C. Highway 22. Upgrade to four lanes. U.S. Highway 701 carries a tremendous number of vehicles each day to include local residents of Northern Horry County traveling to Conway and other area for work and a number of tourists who travel from North Carolina and other Northern areas using S.C. Highway 410 to U.S. Highway 701 South to connect with S.C. Highway 22. During peak traffic hours, congestion, slow speeds and the inability to pass slower traffic safely are obstacles drivers face each day. The road surface is also worn in several areas.	2	Ronald Fowler
45		Loris	Walnut Street corridor improvements (between US 701 and SC 9 Bus / Main St) - includes intersection improvements at US 701	Walnut Street in the City of Loris from its Eastern intersection with S.C. Highway 9 Business (Main Street) to its Western intersection with U.S. Highway 701 (Broad Street). Upgrades to include resurfacing and improvements at the intersection of U.S. Highway 701. Walnut Street has become the preferred route for some tourists who desire to travel through Loris on their way to, or from, North Myrtle Beach. Using Walnut Street allows drivers to avoid the traffic lights and congestion in downtown Loris, especially at the intersection of S.C. Highway 9 Business and U.S. Highway 701 in the heart of Loris. The City of Loris has received a grant through Horry County and the American Rescue Plan in the amount of \$500,000.00 to replace water lines in the Walnut Street and Main Street sections of Loris. Upgrading Walnut Street simultaneously with the water line replacement would serve the interests of both residents of the City of Loris and the tourist who chose to travel through Loris via Walnut Street.	3	Ronald Fowler
46	3, 9, 13, 16, 23, 25, 28, 46	Conway	Lake Busbee Bypass: New bridge and bypass across river between US 701 and SC 544 (immediately south of Conway and Lake Busbee)	Additional Bridge Across the Waccamaw; There are three options that have been pitched for new bridge locations: Hwy 319 extended to connect to International; The Busbeen Bypass; and, the Southern Evacuation Lifeline in Bucksport; Any of these would benefit the City and we would be in full partnership with the County by supporting any, not needing it to be within the City limits; Price tag for a bridge is likely \$500 million; Environmental reviews could take years	1	Brandon Harrelson

47		Conway	US Hwy 501 @ US 701: Extend overpass & improve interchange (construct new ramps to 3rd Ave and Marina Drive)	Extending 501 Bypass Overpass; This would allow for 3rd Avenue to connect to New Road and provide for pedestrian connection; Also may help with flood relief if extension was bridged part way or had additional culverts added; Would include Marina Drive Exit directly from 501 Bypass, allowing for better access to downtown and riverfront and helping with the redevelopment of the Grainger site; Because of the 3rd Avenue connection, may allow for better access from southbound 501 bypass as well	2	Brandon Harrelson
48		Conway	US Hwy 501 / Church Street: Access management (16th Ave to Cultra Rd)	Access Management on Church Street from 16 th Avenue to Cultra Road; Area between 16th and Mill Pond very dangerous with center turn lane, number of curb cuts and congestion; Increasing number of serious accidents near high school; Area around Walmart has a number of new developments coming and it is already one of the more dangerous sections of roadway; Solution is unclear, but would likely call for a reduction in curb cuts, reduced median cut/crossing ability, consideration of frontage roads or secondary access points	3	Brandon Harrelson
49		Myrtle Beach	Kings Highway: Improve US Highway 17 from Farrow Parkway to 31st Avenue North (GSATS corridor study: access management, streetscape and complete streets / multimodal improvements)	Kings Highway: Improve US Highway 17 from Farrow Parkway to 31st Avenue North in accordance with the Grand Strand Area Transportation Study (GSATS) Kings Hwy Corridor Study. The access management, streetscap,e and complete street-focused project considers multimodal improvements along the corridor as recommended within the report. The project considers the construction of two of the five districts - Southern Entrance District (Farrow Pkwy to 17th Avenue South) and Downtown District (17th Avenue South to 31st Avenue North)	1	Mark Lazarus
50		Myrtle Beach	Seaboard Street: between US 501 and Mr. Joe White Avenue; include multimodal facilities between the intersections of Mr. Joe White Ave to Oak Forest Lane	Seaboard Street: Widen Seaboard St between Us 501 and Mr. Joe White Avenue to include multimodal facilities needed to provide connectivity along the corridor from the intersections of Mr. Joe White Ave to Oak Forest Lane	2	Mark Lazarus
51		Myrtle Beach	38th Avenue North widening: between Robert Grissom Parkway and Kings Highway; include multimodal facilities	38th Avenue North: Widen 38th Avenue North between Robert Grissom Parkway and Kings Highway to include multimodal facilities needed to pr ovide connectivity along the corridor.	3	Mark Lazarus
52	34, 52	Aynor	US 501 at Aynor Overpass: Build interchange ramps	On/off ramps to Hwy 501 from Aynor overpass	1	Michael Dorman
53	35, 53	Aynor	US 501 at SC 319: Build acceleration lane	Acceleration lane at Hwy 319 and Hwy 501 intersection	2	Michael Dorman
54	36, 54	Aynor/Conway	US 501 at SC 22: Build ramp (from EB SC 22 to US 501 south)	Eastbound ramp needed at Hwy 22 and Hwy 501 intersection to merge traffic	3	Michael Dorman