



Board of Directors Meeting of the  
Central Midlands Council of Governments

Thursday, January 28, 2016 ♦ 12:00 p.m. ♦ CMCOG Conference Room  
Overall Agenda

ACTION

**A. Call to Order and Introductions**

1. Determination of Quorum
2. Approve Order and Contents of the Overall Agenda
3. Introduction of Guests
4. Introduction of New Board Members
5. Invocation

Group  
Gregory Sprouse

**B. Consent Agenda**

1. Approval of the December 10, 2015 Board Meeting Minutes (*Enclosure 1*)
2. FY 2015 Central Midlands COG Financial Audit (*Enclosure 2*)
3. Statewide ITS Architecture (*Enclosure 3*)
4. TIP Amendment – Vista Greenway Phase II (*Enclosure 4*)
5. CMCOG Authorization of Section 5307 Funds to CMRTA (*Enclosure 5*)
6. Resolution to Apply for Federal and State Grants (*Enclosure 6*)
7. Quarterly Financial Statement and Budget Revision (*Enclosure 7*)

**C. Regular Agenda**

1. UPWP Amendment – Kershaw County Transit Feasibility Study (*Enclosure 8*)
2. UPWP Amendment – Regional Growth and Development (*Enclosure 9*)
3. Rural TIP Amendment – Bush River Road Resurfacing Project (*Enclosure 10*)
4. Regional Transit Needs Assessment and Feasibility Study (*Enclosure 11*)

Reginald Simmons  
Reginald Simmons  
Reginald Simmons  
Reginald Simmons

INFORMATION

**D. Announcements / Committee or Staff Reports / Correspondences**

1. Executive Director's Report (*Enclosure 12*)
2. Walk Bike Columbia NADO Award Presentation
3. WIOA Partnership to Assist Flood Victims
4. Community Development Block Grant Update
5. 208 Water Quality Update
6. Regional Roundup

Ben Mauldin  
Ben Mauldin  
Kevin Hill  
Cyndi Gawronski  
Gregory Sprouse  
Roger Gaddy

**E. Old/New Business**

**F. Other Business**

**G. Adjourn**

REMINDER: The next CMCOG Board of Directors Meeting will be held on Thursday, February 25, 2016 in the COG Conference Room

Note: Full Agenda packets can be found on the CMCOG website at [www.cmco.org](http://www.cmco.org).

*Serving Local Governments in South Carolina's Midlands*

236 Stoneridge Drive, Columbia, SC 29210 ♦ (803) 376-5390 ♦ FAX (803) 376-5394 ♦ Web Site: <http://www.centralmidlands.org>



**ENCLOSURE 1**

**Board of Directors Meeting of the  
Central Midlands Council of Governments  
Thursday, December 10, 2015 ♦ 12:00 p.m. ♦ CMCOG Conference Room**

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**BOARD MEMBERS PRESENT:**

Vina Abrams, Newberry County  
Connie Breeden, Richland County  
Larry Brigham, Lexington County Council  
John Carrigg, Lexington County  
Todd Cullum, Lexington County Council  
Smokey Davis, Lexington County  
Julie Ann Dixon, Richland County Council  
MaryGail Douglas, Fairfield Co Legislative Delegation  
Shawn Epps, City of Columbia  
Roger Gaddy, CMCOG Chair, Mayor of Winnsboro  
Zebbie Goudelock, Newberry City Council  
Bobby Horton, Mayor of West Columbia  
Johnny Jeffcoat, Lexington County Council  
Wilber Lee Jeffcoat, Lexington County  
Paul Livingston, Richland County Council  
Steve MacDougall, Mayor of Lexington  
Earl McLeod, Lexington County  
Walt McLeod, Newberry Co Legislative Delegation  
Joe Mergo, Lexington County  
Elise Partin, Mayor of Cayce  
Bill Waldrop, Newberry County Council  
Mark Williams, City of Forest Acres  
Phil Yarborough, Lexington County Council

**GUESTS PRESENT:**

Rebecca Best, Building Industry Association of  
Central South Carolina  
Malcolm Gordge, Town of Blythewood  
Jay Keeler  
Kenny Larimore, S.C. Department of Transportation  
Robert Mosen, Michael Baker International  
Jennifer Necker, S.C. Department of Transportation  
Milton Pope, Fairfield County  
Sonny Timmerman, Richland County Penny Sales Tax  
Amy Warren  
Charles Warren

**STAFF MEMBERS PRESENT:**

Felicia Anderson, HR / Operations Manager  
Becky Baird, Family Caregiver Program Advocate  
Roland Bart, Chief Transportation Planner  
Eartha Burrell, Community Development Planner  
Cindy Curtis, Director of the Area Agency on Aging  
Jessica Foster, Accounting Clerk  
Cyndi Gawronski, Community Development  
Manager  
Myra Hamilton, Accountant  
Anna Harmon, Regional Long-Term Care  
Ombudsman Program Director  
Kevin Hill, Director of Workforce Development  
Jason Kent, GIS Manager  
Ben Mauldin, Executive Director  
Malia Ropel, Finance Director  
Andy Simmons, Information Services Manager  
Reginald Simmons, Deputy Executive  
Director/Transportation Director  
Gregory Sprouse, Director of Research, Planning and  
Development

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**A. CALL TO ORDER**

The meeting was called to order at 12:07 p.m. on December 10, 2015 by Chairman Roger Gaddy.

**A1. Determination of Quorum**

Chairperson Gaddy declared an absence of a quorum.

**A3. Introduction of Guests**

Gregory Sprouse introduced the guests at today's meeting. They are listed on the first page.

**A4. Invocation**

Ben Mauldin gave the invocation

**A5. Recognition of Charles Warren**

Ten-year old, Charles Warren was presented with a resolution in recognition for his heroic acts in saving an elderly woman's life in September. He was also presented with a \$500 scholarship for troop activities with the Boys Scouts of America.

**B. REGULAR AGENDA**

**B2. FY 2015 Central Midlands COG Financial Audit**

Malia Ropel introduced the finance staff and thanked them for their efforts during the audit process.

Vladimir Ilmanov and Timothy Monahan of Derrick, Stubbs & Stith, L.L.P. discussed the "FY 2015 Financial and Compliance Report" and "Report to the Board of Directors". No findings or exceptions were noted. CMCOG complied with all federal programs. Chairman Gaddy opened the floor for discussion. No discussion took place.

*In the absence of a quorum, no action was taken.*

**B3. Statewide ITS Architecture**

Reginald Simmons presented a request for approval to adopt the Statewide ITS Architecture as the ITS Architecture for the COATS MPO. The Intelligent Transportation Systems (ITS) is the application of technology to manage transportation on roadways. Mr. Simmons provided an overview of the document and discussed its purpose and goals. Chairman Gaddy opened the floor for discussion. No discussion took place.

*In the absence of a quorum, no action was taken.*

**B4. TIP Amendment – Vista Greenway Phase II**

Mr. Simmons presented a request to amend the 2013-2019 Transportation Improvement Program (TIP) to add \$145,000 in 2015 Transportation Alternatives Program (TAP) funds for the Vista



Greenway Phase II Project. He explained that the City of Columbia plans to construct the Vista Greenway Trail that would begin at Taylor Street and extend north to Elmwood Avenue. The trail will connect to the completed first phase of the project, which is from Lady Street to Taylor Street and will also link to the Congaree Vista and Finlay Park.

The total project cost is \$1.2 million. Mr. Simmons provided further details of the project.

*In the absence of a quorum, no action was taken.*

**B5. CMCOG Authorization of Section 5307 Funds to CMRTA**

Mr. Simmons presented a request to authorize the COG to transfer Section 5307 funds to the Central Midlands Regional Transit Authority (CMRTA). He explained that the CMCOG is the designated recipient of Section 5307 funds and through our Memorandum of Agreement with CMRTA, CMCOG will determine how much Section 5307 dollars that CMRTA will receive for the provision of public transit services. In FY 2014 funding, CMCOG will be reserving \$200,000 for planning purposes. CMRTA will be given authorization to apply for the remaining funds. Chairman Gaddy opened the floor for discussion. No discussion took place.

*In the absence of a quorum, no action was taken.*

**B6. Resolution to Apply for Federal and State Grants**

Mr. Simmons presented a request to adopt a resolution authorizing the Executive Director to execute and file grant applications on behalf of CMCOG with the U.S. Department of Transportation and the S.C. Department of Transportation to aid in the financing of transportation planning projects, planning/special studies, capital, and operating/administrative assistance programs.

*In the absence of a quorum, no action was taken.*

**C. ANNOUNCEMENTS / COMMITTEE OR STAFF REPORTS / CORRESPONDENCES**

**C1. Executive Director's Report**

1. Ben Mauldin thanked the Board for their continued support and wished everyone a happy holiday season.
2. Felicia Anderson earned her Professional in Human Resources Certification on December 2<sup>nd</sup>.
3. The City of Columbia has been designated as a Walk Friendly Community by the Pedestrian and Bicycle Information Center. The City is the first Bronze level community within the state and the only community within the state to receive designation at any level. On November 18, the City was officially designated as a bronze level Walk Friendly Community. COG staff assisted the City during the planning process.

**C2. Regional Round Up**

Chairman Gaddy provided an update on activities in the Town of Winnsboro.



D. OLD / NEW BUSINESS

No old or new business was brought forth.

E. OTHER BUSINESS

No other business was brought forth.

F. ADJOURN

There being no further business, the meeting was adjourned at approximately 12:29 p.m.

*These minutes were respectfully submitted by Felicia C. Anderson*



**ENCLOSURE 2**

Date: January 22, 2016  
To: CMCOG Board of Directors  
From: Ben Mauldin, Executive Director  
Subject: Financial and Compliance Report for the Fiscal Year Ended June 30, 2015

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Derrick, Stubbs, & Stith, L.L.P. has completed our FY 2015 Financial and Compliance Report and a Report to the Board of Directors. Both documents are attached in electronic form. The auditors will report to the Board at our December 10<sup>th</sup> meeting. If you want a hardcopy of either report, please let Felicia Anderson know and she will provide it for you.

We have a good audit with no findings or exceptions. We ended the year with a \$75,439 reduction in the General Fund Balance and a \$4,149 increase in the Midlands Workforce Board Local Fund Balance. The total Fund Balance is \$604,907. The General Fund Balance is \$452,074 and the Workforce local fund balance is \$152,833. More detailed information is provided in the Audit reports.

Malia Ropel, Finance Director, and our Finance staff has done an excellent job working with the auditors and always makes sure that we meet all applicable requirements, pay our bills on time, and maximize our revenues. If you have any questions about the audit, please contact Malia or me.

The COG staff appreciates the continued support of our Board of Directors and our member governments.



## Memorandum

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**TO:** All Members of the CMCOG Board of Directors

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** December 10, 2015

**SUBJECT:** Statewide ITS Architecture

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to adopt the Statewide ITS Architecture as the ITS Architecture for the COATS MPO. The full document is available on our website for review.

### PROGRAM DESCRIPTION

Intelligent Transportation Systems (ITS) is the application of technology (electronic sensing, computer processing, and communications) to manage transportation on roadways. The goals are to increase throughput, improve safety, and reduce adverse impacts to the environment. ITS technologies collect and fuse traffic data into meaningful information that can be used to actively manage traffic: provide on-going monitoring of the transportation network; provide traveler information; reduce incident response times; and optimize the use of transportation assets.

The National ITS Architecture framework is used to support the identification and definition of the ITS functionality needed for the region. The ITS architecture development process provides a structured approach to the identification of stakeholders, existing ITS systems and elements, interfaces, and user services that will be needed to meet the stakeholders' regional technical and institutional objectives.

The ITS Architecture also serves as an overarching framework to ensure interoperability of ITS architectures developed in various regions. The ITS Architecture development process guides the development of ITS projects and programs for consistency ensuring that the project goals are met. South Carolina Department of Transportation (SCDOT) has already developed a Statewide ITS architecture in line with the State's vision and goals for transportation. SCDOT's primary goal in deploying ITS is to provide safe and efficient traffic flow on the highway system.

The purpose of this document is to update the South Carolina Statewide ITS Architecture to meet the evolving needs of the State and to take advantage of the advancements in ITS technology that has occurred in recent years. There is also a need to reassess how deployed ITS systems meet user needs and how any gaps can be bridged.

This document describes the existing inventory of elements or programs under the current Statewide ITS Architecture and the planned projects or programs based on stakeholder meetings held to update the existing Statewide ITS architecture.

Staff will request adoption of the Statewide ITS Architecture as the ITS Architecture for the COATS MPO.

### ATTACHMENT

Executive Summary

F:\Transportation Subcommittee Meetings\Calendar Year 2015 Meeting\Transportation Subcommittee 11-12-15\ITS Architecture.doc



## Executive Summary

### Executive Summary

The purpose of this document is to update the South Carolina Statewide ITS Architecture to meet the evolving transportation needs of the state taking advantage of the advancements in ITS technology that has occurred in recent years. There is also a need to reassess how deployed ITS systems meet user needs and how any gaps in user services can be bridged. By going through the updating process, the state is also ensuring it remains in compliance with Federal ITS regulations.

The updated document describes the existing ITS architecture for South Carolina and the proposed ITS projects that can be implemented to enhance user services. The update has been developed around the following key functional areas:

- Archived Data Systems
- Arterial Management
- Commercial Vehicle Operations
- Electronic Fare/Toll Collection
- Emergency Management
- Freeway Management
- Incident Management
- Maintenance and Construction Management
- Parking Management
- Transit Services and
- Traveler Information.

The key stakeholders' roles and responsibilities have been described to ensure the ITS functions are as envisioned. Also included are the interconnect context diagrams, which show the connections between stakeholders or systems. The context diagrams show the information flows/data exchanges between stakeholders required to meet user services. These items have been compiled using the Turbo Architecture software which is a tool created by the federal government for developing ITS Architectures.

The Statewide ITS infrastructure is managed by the South Carolina Department of Transportation (SCDOT) and the ITS Coordinator is located in the Columbia traffic management center (TMC) facility. Through stakeholder feedback and a gap analysis of the existing system, potential projects to enhance user services have been identified and summarized in **Table ES 1**. Statewide needs must be reviewed periodically as user needs or services and technology evolve over time to ensure the Statewide ITS is current and relevant.

## Executive Summary

**Table ES 1: Summary of Proposed Projects**

Project Title	Description
Commercial Vehicle Information Systems Network (CVISN)/ Performance and Registration Information Systems Management (PRISM)	Pre-Pass/Weigh-in-Motion desired to help Ports pre-clear commercial vehicles to improve efficiency of commercial vehicle operations and enhance the safety of carriers.
ITS Communications Upgrades	Because of the security, expandability, and bandwidth capability, SCDOT prefers the use of fiber optics for the ITS communication network. The project(s) will include implementation of fiber optic communications network to support ITS field device communications and communications between stakeholders (field-to-field and center-to-center communications). When fiber is not feasible, licensed wireless communications may be used. Unlicensed wireless may be feasible for use as Ethernet bridges when line of sight (<1mi) is unobstructed. Cellular modems may be used when the options above are not feasible. Also desired is integration of systems (networks) between stakeholders to facilitate information exchange and coordination for operations.
Field Device Upgrades	Upgrade CCTV Cameras to IP cameras (with PTZ, lens cleaning, etc.) and IP addressable connectivity (signal controllers, DMS, etc.)
Work Zone ITS	Deployment of portable devices (CCTV cameras, DMS, queue detection system, etc.) to help manage work zones to enhance safety of public and construction crew.
Emergency Vehicle Preemption	Provide signal preemption for emergency vehicles in critical corridors.
Traffic Monitoring and Detection	Deploy new field devices (CCTV cameras, detectors, DMS, etc.) to enhance CCTV coverage and improve incident detection and response and regional traffic management. Deployments will be focused on major arterials as coverage on the interstate routes is nearly complete.
State Highway Emergency Program (SHEP)	Expand SHEP to other areas of the state that need assistance for incident management.
511 Traveler Information and Way Finding	Expand traveler information coverage and dissemination to include all modes and provide real-time information to the public. Current needs identified include expansion to cover arterials, public transit and commercial vehicle operations (parking location and availability).
Comprehensive Detour Plan Analysis	Detour plans to manage incidents along segments of critical highway corridors must be established, and resources allocated in counties that will be affected for re-routing including staffing and training. Signal systems on detour routes must be upgraded with communication.
Arterial Signal Coordination and Communication	Upgrade signal systems on critical arterial corridors with communication and controllers that will support coordination, emergency timing plans and establish protocol for emergency signal activation. Needed upgrades also include CCTV cameras for intersection monitoring.
Expansion of 800 Megahertz Radio System	Expand public safety 800 MHz system

## Executive Summary

Project Title	Description
Parking Management	Provide parking coordination between parking facilities and real-time parking usage to the public and parking management agencies
Ride Sharing for Emergencies	Coordinate ride sharing during emergencies
Ramp Metering	Deploy ramp metering on access ramps to freeway facilities to manage travel demand during peak commute hours to enhance freeway performance for travel time reliability and safety. Coordinate with traffic signal systems on arterials.
Lane Control	Provide overhead lane control signs and communication on freeways to help manage incidents that block travel lanes on critical freeway corridors
Commercial Vehicle Parking	Provide commercial vehicle parking facilities with monitoring for real-time parking management and information dissemination to commercial vehicle drivers
Incident Management	Upgrade incident management system to provide credible real-time incident response status. Include portable devices for incident monitoring especially in areas outside of urbanized areas.
Integrated Corridor Management	Establish and deploy integrated corridor management strategies for critical corridors to optimize the use of all transportation assets to reduce congestion and improve safety.
Highway Patrol Computer Aided Dispatch System Upgrades	Upgrade the Highway Patrol web CAD and provide adequate information for real-time incident response and incident response status
Archived Data Management System	Establish a data management system to make data readily available and accessible to stakeholders for planning and to support transportation operations.
Automatic Vehicle Location and Transit Traveler Information System	Deploy GPS tracking of all transit vehicles and integration of schedule and expected arrival times of transit vehicles into SCDOT 511 system, terminals and transit vehicles. This should also include development of mobile app to push transit information to the public.
Computer Aided Dispatch and Scheduling (Transit)	Deploy technologies to facilitate dispatch of transit vehicles (software, MDT, communications, etc.) to enhance transit operations.
Transit Signal Priority	Deploy technologies in arterial corridors to enhance transit operations and maintain headways for optimal operation.
Transit Security	Deploy technologies to monitor secure areas and transit vehicles for intrusion or passenger safety with communications to transit management center and public safety agencies
Advanced Passenger Counters	Deploy technologies that will collect passenger data on boarding and alighting by time and location.
Asset Management and Tracking (Transit)	Deploy management strategies to help keep assets (rolling stock, right-of-way, stations, facilities, systems and equipment) in good repair i.e. fit for the purpose for which they were intended.
Electronic Fare Payment	Deploy electronic equipment in-vehicle, at terminals and bus stops for electronic payment of services. This will include the use of debit or credit cards, smart cards, and potentially near field communications for smartphone based payments.



## Executive Summary

Project Title	Description
Emergency Management Interface (Transit)	Deploy technologies to reduce vulnerability, improve detection, response and mitigation. Enhance communications and coordination between transit agencies, first responders and regional and federal agencies for transit related emergencies.
Weather Information System (Transit)	Develop an integrated and effective road weather information system (RWIS) with decision support system to enhance transit operations and traveler information. Deployment of additional environmental sensor stations (ESS) may be required to capture environmental data.
Mobile Data Collection	Deploy mobile data terminals (MDT) in transit vehicles to facilitate transit information and data (passenger and fare data) management to enhance operations.



Utilities & Engineering Department  
Engineering Division  
1136 Washington Street, Columbia, SC 29201 · Phone 803-545-3400 · Fax 803-545-3322

September 17, 2015

Mr. Reginald Simmons  
Deputy Executive Director/Director of Transportation  
Central Midlands Council of Governments  
236 Stoneridge Drive  
Columbia, SC 29210

Re: Vista Greenway Trail / Phase 2

Dear Mr. Simmons:

The City of Columbia plans to construct a 2 City block Vista Greenway Trail that would begin at Taylor Street and extend north to Elmwood Ave. The Vista Greenway Trail will connect to the completed first phase of the Vista Greenway Project, which consists of 3 City blocks from Lady to Taylor Streets and linked to the Congaree Vista and Finlay Park. This phase of the Vista Greenway Project is open, operational and has been hugely successful.

The Taylor Street portion of the trail would link pedestrians and cyclist from the Vista through Finlay Park and to historic Arsenal Hill and Elmwood Park. The Transportation Alternatives Program funds being requested (\$145,000) will be utilized for the construction of the trail surface and lighting to provide safety from the trail to the tunnel at Finlay Park. The renovations to the tunnel will provide a safer and more welcoming environment for pedestrians and cyclist.

The Vista Greenway Trail is a trail in which, the City of Columbia will transform the former Seaboard Air Line Railroad into a fourteen foot (14') wide lighted asphalt trail for biking and pedestrian use from Lady Street to Elmwood Avenue. The development of the Vista Greenway Trail will facilitate and encourage tourism in the Columbia area by linking two major destinations of the Vista and Finlay Park. The trail will also transform underutilized and blighted areas and enhance the quality of life in the City of Columbia.

Sincerely,

Eric V. Cassell  
Special Projects Administrator

Cc: Dana Higgins, P.E., City Engineer





ASSEMBLY

LINCOLN

PARK

GADSDEN

CALHOUN

OLN

VISTA GREENWAY PHASE 2

WAYNE

PULASKI

WAYNE

ELMWOOD

ELMWOOD

BALLOONTOWERS

THURMOND

RICHLAND

LABREL

HUGER

I-126

EXIT - HUGER ST

EXIT - ELMWOOD AVE

WILLIAMS

RICHLAND

GIST





**ENCLOSURE 5**

January 29, 2015

Mrs. Yvette G. Taylor  
Region IV Regional Administrator  
Federal Transit Administration  
230 Peachtree, NW  
Suite 800  
Atlanta, GA 30303

**RE: CMCOG Authorization of Section 5307 Funds to CMRTA**

Dear Mrs. Taylor:

The Central Midlands Council of Governments (CMCOG) and Central Midlands Regional Transit Authority (CMRTA) have a Memorandum of Agreement (MOA) that describes the cooperative working relationship of the two organizations. This MOA recognizes that each year most of the FTA grant dollars that are received by CMCOG as the designated recipient, will be required by CMRTA, a direct recipient, for the provision of public transit services. CMCOG will require some continuing FTA funding in order to meet our responsibilities under MAP-21 as a Metropolitan Planning Organization.

The CMRTA is preparing grant applications for Section 5307 funds for their maintenance, administration and capital needs. We are providing this letter to authorize the amount of formula funding that the CMRTA may apply for prior to formally submitting their grant applications. We authorize the following Section 5307 funding amount for the purpose of CMRTA's grant applications:

**FY 2014 - \$3,992,562 of \$4,192,562**

CMCOG will be reserving \$200,000 in FY 2014 for planning and JARC projects. CMRTA is authorized to apply for the remaining funds.

We fully support CMRTA's application(s) for the amount stated above. Please feel free to contact me at 803-376-5390 if you need any additional information or if you have any questions. Thank you for your time and interest in this matter.

Sincerely,

Benjamin J. Mauldin  
Executive Director

cc: Michelle Ransom  
Malia Ropel  
Reginald Simmons  
Robert Schneider

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## **RESOLUTION**

**RESOLUTION AUTHORIZING THE FILING OF GRANT APPLICATIONS WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION AND THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION AND THE EXECUTION OF GRANT AGREEMENTS THAT MAY RESULT FROM THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENT GRANT APPLICATIONS.**

**WHEREAS**, the United States Department of Transportation (USDOT) and the South Carolina Department of Transportation (SCDOT) are authorized to make grants for transportation and mass transit planning programs and projects and intermodal transportation programs and projects; and

**WHEREAS**, the Central Midlands Council of Governments (CMCOG) is eligible to receive capital, operating/administrative, and planning/special studies funding assistance from the USDOT and the SCDOT, in accordance with the Code of Laws of South Carolina; and

**WHEREAS**, contracts for planning/special studies, operating/administrative, and capital assistance will impose certain obligations upon the applicant, including the provision, as applicable, of the local share of the project costs; and

**WHEREAS**, it is required by the USDOT and the SCDOT in accordance with the provisions of Title VI of the Civil Rights Act of 1964, as amended, that the applicant gives assurance that it will comply with Title VI and other pertinent USDOT and SCDOT requirements; and

**WHEREAS**, it is the goal of the applicant that minority business enterprise be utilized to the fullest extent possible in connection with these projects, and that procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts.

**NOW, THEREFORE BE IT RESOLVED BY THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS:**

- 1) that the Executive Director of the Central Midlands Council of Governments is authorized to execute and file grant applications on behalf of the Central Midlands Council of Governments with the U.S. Department of Transportation and the South Carolina Department of Transportation to aid in the financing of projects.
- 2) that the Executive Director is authorized to execute and file with such applications any assurances or any other documents required by the U.S. Department of Transportation and the S.C. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.

3) that the Executive Director is authorized to furnish such information as the U.S. Department of Transportation and/or the S.C. Department of Transportation may require in connection with the applications for the programs listed above.

4) that the Executive Director is authorized to set forth and execute affirmative minority business policies in connection with the program's procurement needs.

5) that the Executive Director is authorized to execute grant agreements on behalf of the Central Midlands Council of Governments with the U.S. Department of Transportation and the S.C. Department of Transportation for aid in the financing of transportation planning/special studies, capital, and operating/administrative assistance programs.

**THE UNDERSIGNED** is the duly qualified Executive Director of Central Midlands Council of Governments, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at a meeting of the Central Midlands Council of Governments held on January 28, 2016.

\_\_\_\_\_  
Roger Gaddy, Chairman  
Central Midlands Council of Governments

\_\_\_\_\_  
Benjamin J. Mauldin, Executive Director  
Central Midlands Council of Governments

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Witness

\_\_\_\_\_  
Witness



Central Midlands Council of Governments  
FY2015-16 Budget

**ENCLOSURE 7**

	Revised FY2016 <u>Budget</u>	Approved FY2016 <u>Budget</u>	FY2015 <u>Budget</u>	Percent of Change
<b>Revenue</b>				
<b>Local Revenue</b>				
Member Governments	543,127	543,127	543,127	0.00%
State Aid	70,407	85,407	70,407	0.00%
Interest Income	25	25	0	0.00%
Sale of Data & Publications	100	100	300	-66.67%
WorkKeys	40,000	33,000	50,000	-20.00%
208 Conformance Reviews	15,000	15,000	5,500	172.73%
SCAPA Training Revenue	2,400	2,400	2,400	0.00%
CMRTA Support Contract	0	0	0	0.00%
SC Hydrogen & Fuel Cell Alliance	0	0	3,600	0.00%
Local Revenue-Aging	0	0	0	0.00%
Local Revenue-Other	0	0	0	0.00%
Fringe Recovery	1,253,970	1,350,396	1,500,734	-16.44%
Indirect Cost Recovery	364,963	395,120	395,063	-7.62%
Total Local Revenue	<u>2,289,992</u>	<u>2,424,575</u>	<u>2,571,131</u>	<u>-10.93%</u>
<b>Regional Programs</b>				
Aging Planning & Administration	769,114	595,172	561,025	37.09%
Ombudsman Program	256,371	273,096	268,152	-4.39%
Midlands Workforce Development Board	3,088,288	3,163,288	5,274,209	-41.45%
Transportation	861,981	889,992	1,060,555	-18.72%
EPA 208 Planning	13,650	13,650	14,000	-2.50%
SCDHEC Water Supply Planning	25,000	25,000	17,000	47.06%
Joint Land Use	167,849	167,849	0	0.00%
Hazard Mitigation	70,037	70,037	43,191	0.00%
EDA Planning Grant	57,472	67,109	39,399	45.87%
Comm Development Block Grant-Planning	50,000	50,000	50,000	0.00%
Total Regional Programs	<u>5,359,763</u>	<u>5,315,193</u>	<u>7,327,531</u>	<u>-26.85%</u>
Community Development Block Grant Admin	165,511	165,511	174,765	-5.30%
Local Technical Assistance Contracts	38,000	66,400	35,300	7.65%
Transfer From Other Program Areas-Matching, Other	<u>205,502</u>	<u>452,477</u>	<u>385,609</u>	<u>-46.71%</u>
Total Operating Revenue	<u>8,058,769</u>	<u>8,424,156</u>	<u>10,494,336</u>	<u>-23.21%</u>
<b>Contracted Services Revenue</b>				
Aging	1,958,971	1,958,971	1,958,971	0.00%
MWDB Contractors	<u>250,000</u>	<u>175,000</u>	<u>500,000</u>	<u>-50.00%</u>
Total Contracted Services Revenue	<u>2,208,971</u>	<u>2,133,971</u>	<u>2,458,971</u>	<u>-10.17%</u>
Total Revenue	<u>10,267,740</u>	<u>10,558,127</u>	<u>12,953,307</u>	<u>-20.73%</u>
<b>Expenses</b>				
Personnel Costs	3,715,570	4,023,496	4,476,414	-17.00%
Fringe & Indirect Cost Allocation	1,618,933	1,745,517	1,895,797	-14.60%
Operations and Maintenance	686,295	685,965	786,058	-12.69%
Employee Development & Training	46,075	46,075	73,017	-36.90%
Travel & Transportation	101,692	98,942	114,337	-11.06%
Consultants & Contracts	919,675	779,884	431,243	113.26%
Local Government Training	400	400	6,000	-93.33%
Capital Outlays	12,500	12,500	6,000	108.33%
Instructional Training & Supp Svces	752,126	578,902	2,070,000	-63.67%
MWDB Transportation Services	0	0	125,000	-100.00%
CMRTA JARC/New Freedom	0	0	116,000	-100.00%
Transfer To Other Program Areas-Matching, Other	<u>205,502</u>	<u>452,477</u>	<u>385,609</u>	<u>-46.71%</u>
Total Operating Expenses	<u>8,058,768</u>	<u>8,424,158</u>	<u>10,485,475</u>	<u>-23.14%</u>
<b>Contracted Services Expenses</b>				
Aging	1,958,971	1,958,971	1,967,831	-0.45%
MWDB Contractors	<u>250,000</u>	<u>175,000</u>	<u>500,000</u>	<u>-50.00%</u>
Total Contracted Services Expenses	<u>2,208,971</u>	<u>2,133,971</u>	<u>2,467,831</u>	<u>-10.49%</u>
Total Expenses	<u>10,267,739</u>	<u>10,558,129</u>	<u>12,953,306</u>	<u>-20.73%</u>
Revenue Over/(Under) Expenses	<u>0</u>	<u>(2)</u>	<u>1</u>	



**ENCLOSURE 8**

## **Memorandum**

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**TO:** All Members of the CMCOG Board of Directors

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** January 28, 2016

**SUBJECT:** Kershaw County Transit Feasibility Study

---

### **REQUESTED ACTION**

The Central Midlands Council of Governments' staff requests approval to amend the 2015-2017 UPWP to add the Kershaw County Transit Feasibility Study.

### **PROGRAM DESCRIPTION**

With the expansion of our MPO into Kershaw County, the county has expressed an interest in determining their need for transit services in this growing area. Based on their interest, staff has met SCDOT and Santee-Wateree RTA to discuss potential options to address their potential transit needs. Based on these discussions, staff will request to amend its 2015-2017 UPWP to include a task for the Kershaw County Transit Feasibility Study.

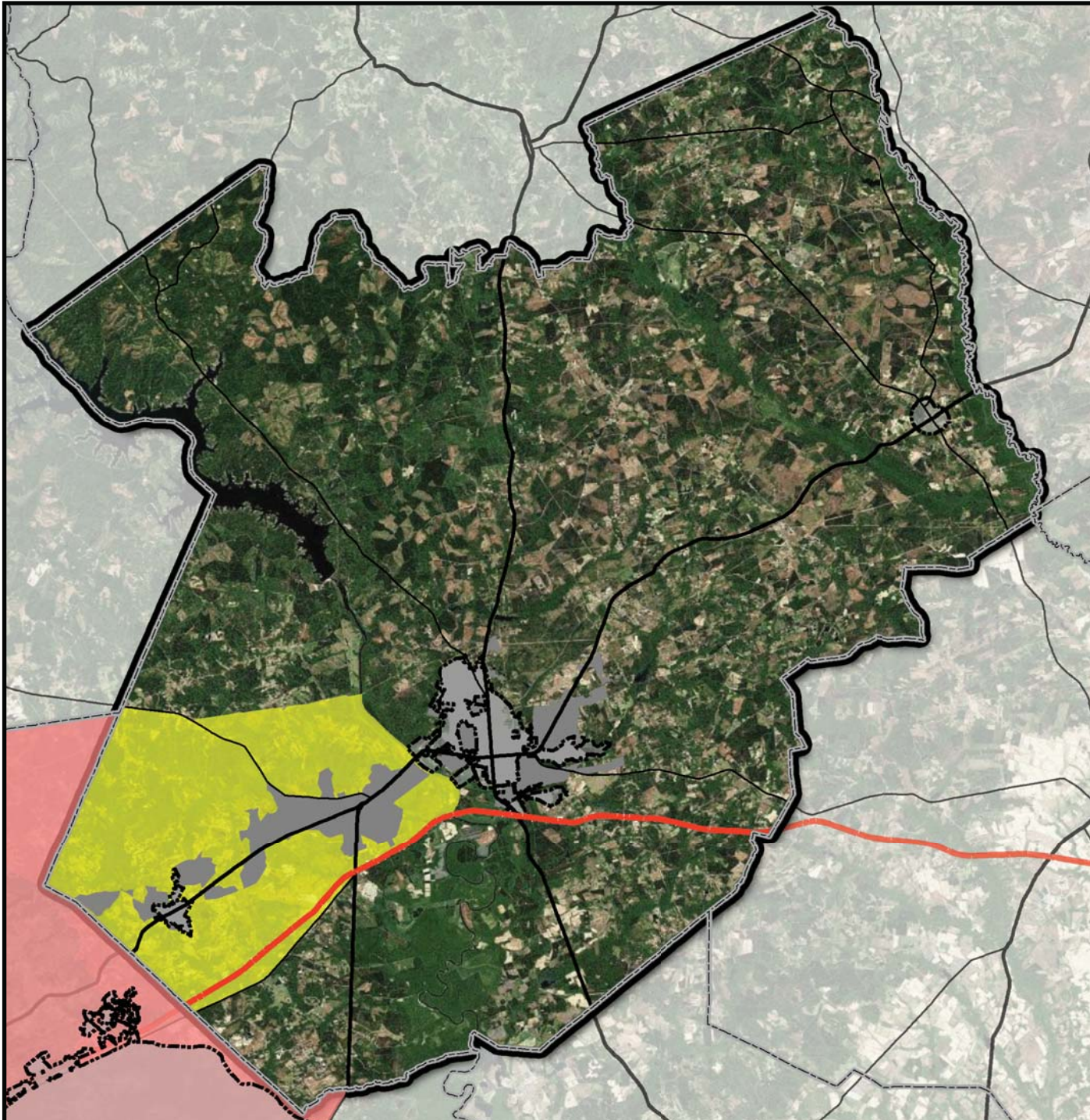
Through our coordination and cooperation with the Kershaw County, Santee-Wateree RTA, and the South Carolina Department of Transportation, CMCOG will perform a transit feasibility study. The intent of this study is to determine the potential for transit service and to help gauge the short and long-term benefits and demands for a region-wide transit system. The study will assess the feasibility of transit within the COATS MPO portion of Kershaw County and its connection to Richland County. Kershaw County has also agreed to provide the local match to implement this project.

### **ATTACHMENT**

UPWP Page







<b>PROJECT NO:</b>	<b>3R</b>																					
<b>PROJECT TITLE:</b>	<b>Kershaw County Transit Feasibility Study</b>																					
<b>OBJECTIVE:</b> Determining the feasibility for transit service in the COATS MPO portion of Kershaw County																						
<b>METHODOLOGY:</b> Central Midlands Council of Governments (CMCOG) in coordination and cooperation with the Kershaw County, Santee-Wateree RTA, and the South Carolina Department of Transportation will perform a transit feasibility study. The intent of this study is to determine the potential for transit service and to help gauge the short and long-term benefits and demands for a region-wide transit system. The study will assess the feasibility of transit within the COATS MPO portion of Kershaw County and its the connection to Richland County.																						
<b>END PRODUCT:</b> Kershaw County Transit Feasibility Plan																						
<b>Project Sponsor/Participating Agencies:</b>		<b>Funding Sources:</b>																				
<b>Sponsor:</b> COATS  <b>Participating Agencies:</b> COATS, CMCOG Member Governments, Other agencies as appropriate		<table border="1"> <thead> <tr> <th colspan="2">FY 2015 - 2016</th> <th colspan="2">FY 2016 - 2017</th> </tr> </thead> <tbody> <tr> <td>FHWA/FTA Consolidated</td> <td>\$ 80,000.00</td> <td>FHWA/FTA Consolidated</td> <td>\$ 0.00</td> </tr> <tr> <td>FTA (Section 5307)</td> <td>\$ 0.00</td> <td>FTA (Section 5307)</td> <td>\$ 0.00</td> </tr> <tr> <td><u>LOCAL</u></td> <td><u>\$ 20,000.00</u></td> <td><u>LOCAL</u></td> <td><u>\$ 0.00</u></td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 100,000.00</b></td> <td><b>TOTAL</b></td> <td><b>\$ 0.00</b></td> </tr> </tbody> </table>	FY 2015 - 2016		FY 2016 - 2017		FHWA/FTA Consolidated	\$ 80,000.00	FHWA/FTA Consolidated	\$ 0.00	FTA (Section 5307)	\$ 0.00	FTA (Section 5307)	\$ 0.00	<u>LOCAL</u>	<u>\$ 20,000.00</u>	<u>LOCAL</u>	<u>\$ 0.00</u>	<b>TOTAL</b>	<b>\$ 100,000.00</b>	<b>TOTAL</b>	<b>\$ 0.00</b>
FY 2015 - 2016		FY 2016 - 2017																				
FHWA/FTA Consolidated	\$ 80,000.00	FHWA/FTA Consolidated	\$ 0.00																			
FTA (Section 5307)	\$ 0.00	FTA (Section 5307)	\$ 0.00																			
<u>LOCAL</u>	<u>\$ 20,000.00</u>	<u>LOCAL</u>	<u>\$ 0.00</u>																			
<b>TOTAL</b>	<b>\$ 100,000.00</b>	<b>TOTAL</b>	<b>\$ 0.00</b>																			



## Kershaw County SubArea Plan Boundary



-  **Municipal Boundary**
-  **2010 Urbanized Area**
-  **COATS Boundary (Richland)**
-  **Kershaw County  
Subarea Plan Study Area**



Central Midlands Council of Government disclaims responsibility for damage or liability associated with the use of this information. All reasonable efforts have been made to ensure accuracy.





## **Memorandum**

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**TO:** All Members of the CMCOG Board of Directors

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** January 28, 2016

**SUBJECT:** Regional Growth and Development Planning

---

### **REQUESTED ACTION**

The Central Midlands Council of Governments' staff requests approval to amend the 2015-2017 UPWP to add the Regional Growth and Development planning task.

### **PROGRAM DESCRIPTION**

Scenario planning is an analytical tool that can help transportation professionals prepare for what lies ahead. Scenario planning provides a framework for developing a shared vision for the future by analyzing various forces (e.g., health, transportation, economic, environmental, land use, etc.) that affect growth. Scenario planning, which can be done at the statewide level or for metropolitan regions, tests various future alternatives that meet state and community needs. A defining characteristic of successful public sector scenario planning is that it actively involves the public, the business community, and elected officials on a broad scale, educating them about growth trends and trade-offs, and incorporating their values and feedback into future plans.

Staff will request to amend the UPWP to include a task to conduct a scenario planning project which would involve an evaluation of the relationship between land use, transportation, water and sewer infrastructure, economic development and environmental mitigation to better plan for regional growth and development throughout the regional transportation network.

### **ATTACHMENT**

UPWP Page

<b>PROJECT NO:</b>	<b>3Q</b>	
<b>PROJECT TITLE:</b>	<b>Regional Growth and Development Planning</b>	
<b>OBJECTIVE:</b>		
Development of a regional growth and development plan through scenario planning		
<b>METHODOLOGY:</b>		
<p>Scenario planning is an analytical tool that can help transportation professionals prepare for what lies ahead. Scenario planning provides a framework for developing a shared vision for the future by analyzing various forces (e.g., health, transportation, economic, environmental, land use, etc.) that affect growth. Scenario planning, which can be done at the statewide level or for metropolitan regions, tests various future alternatives that meet state and community needs. A defining characteristic of successful public sector scenario planning is that it actively involves the public, the business community, and elected officials on a broad scale, educating them about growth trends and trade-offs, and incorporating their values and feedback into future plans.</p> <p>Staff will develop a Regional Growth and Development Plan which would involve an evaluation of the relationship between land use, transportation, water and sewer infrastructure, economic development and environmental mitigation to better plan for regional growth and development throughout the regional transportation network. The study will include:</p> <ul style="list-style-type: none"> <li>• Regional growth and development scenarios;</li> <li>• Transportation, water, and sewer infrastructure needs;</li> <li>• Economic development; and</li> <li>• Environmental mitigation measures to include incorporation of low impact development/green infrastructure concepts</li> </ul>		
<b>END PRODUCT:</b>		
A Regional Growth and Development Plan.		
<b>Project Sponsor/Participating Agencies:</b>	<b>Funding Sources:</b>	
<b>Sponsor:</b> COATS  <b>Participating Agencies:</b> COATS, CMCOG Member Governments, Other agencies as appropriate	<b>FY 2015 - 2016</b>	<b>FY 2016 - 2017</b>
	FHWA/FTA Consolidated \$ 100,000.00	FHWA/FTA Consolidated \$ 0.00
	FTA (Section 5307) \$ 0.00	FTA (Section 5307) \$ 0.00
	<u>LOCAL</u> \$ 25,000.00	<u>LOCAL</u> \$ 0.00
	<b>TOTAL</b> \$ 125,000.00	<b>TOTAL</b> \$ 0.00





## **Memorandum**

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**TO:** All Members of the CMCOG Board of Directors

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** January 28, 2016

**SUBJECT:** Bush River Road Resurfacing

---

### **REQUESTED ACTION**

The Central Midlands Council of Governments staff will request approval to amend the 2013-2019 Rural TIP to add \$1 million for the Bush River Road Resurfacing Project.

### **PROGRAM DESCRIPTION**

Bush River Road is a 12 mile corridor from the City of Newberry to the county line. The corridor has been in critical need of resurfacing. CMCOG has previously funded a 6 mile resurfacing project and SCDOT has previously completed a 2 mile resurfacing project. A total of 4 miles is still in need of repair. Staff will discuss the additional investment that will be needed to complete the resurfacing of this corridor.

SCDOT has completed cost estimates to resurface the corridor. The estimates are broken down into 4 different sections as outlined in the attached PDF file. SCDOT estimates that the construction cost for resurfacing a ten (10) mile section of the corridor (SC 560 to Big Beaver Dam Creek) is approximately \$3,000,000. Bush River Road is classified as a Federal Aid Eligible Secondary Route, therefore it competes for Federal Aid Resurfacing Funds against the primary routes in Newberry County that are also in need of resurfacing. Although SCDOT's Newberry Maintenance Unit has performed a substantial amount of patching and leveling work along Bush River Road, the patching work is still somewhat of a temporary bandage as many areas are on the verge of needing more extensive repair work. CMCOG has previously funded 6 miles at an estimated cost of \$2 million. It's anticipated that the remaining 4 miles can be addressed at an estimated cost of \$1 million.

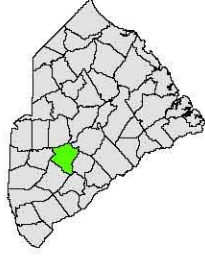
### **ATTACHMENT**

SCDOT Project Estimates





# Rural TIP Amendment Bush River Road Resurfacing Project



## Legend

### Project Funding

CMCOG

SCDOT

Bush River Road

Interstates

US Highways

SC Highways

Local Roads

Railroad

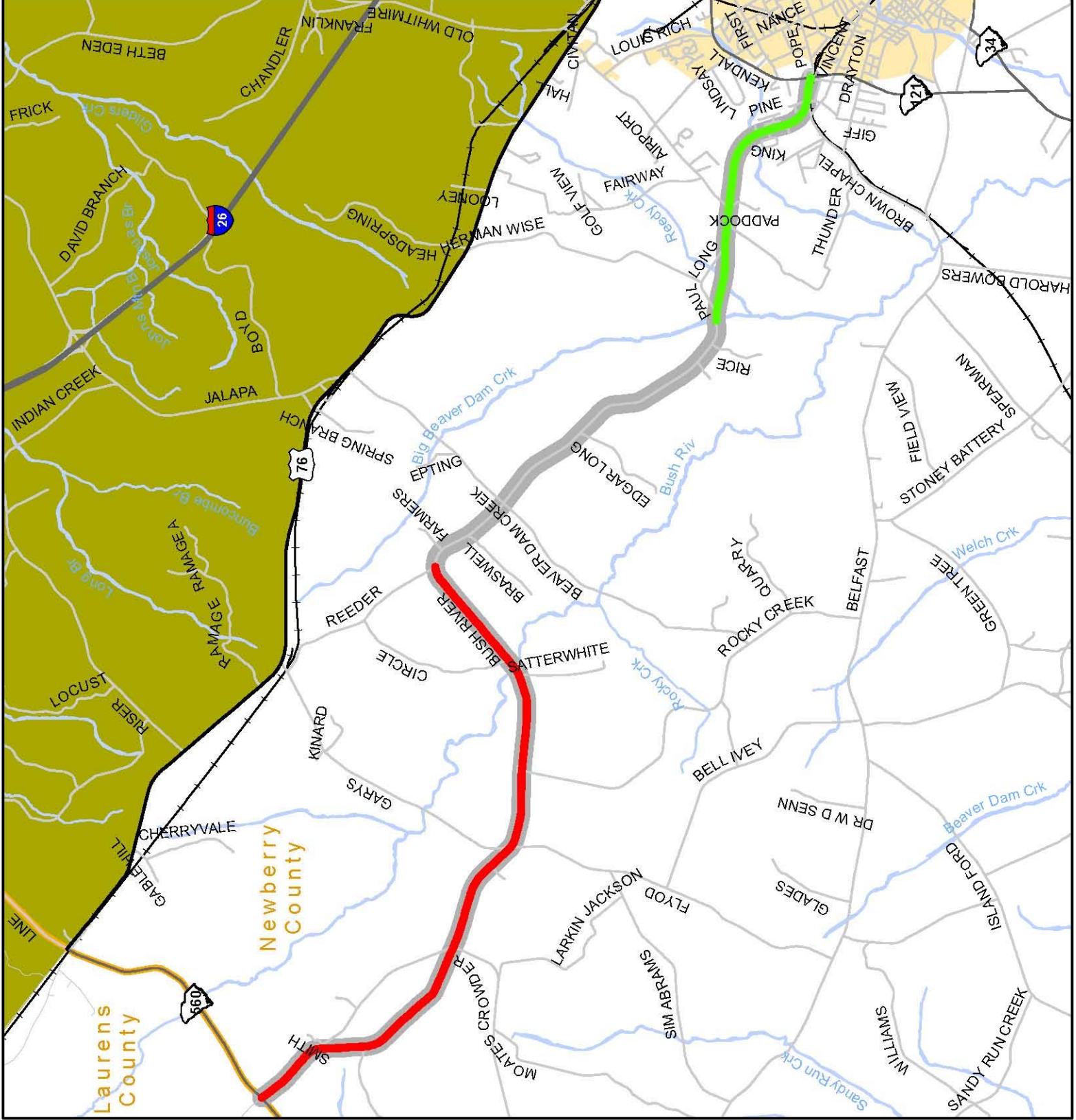
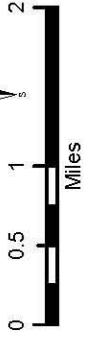
Water

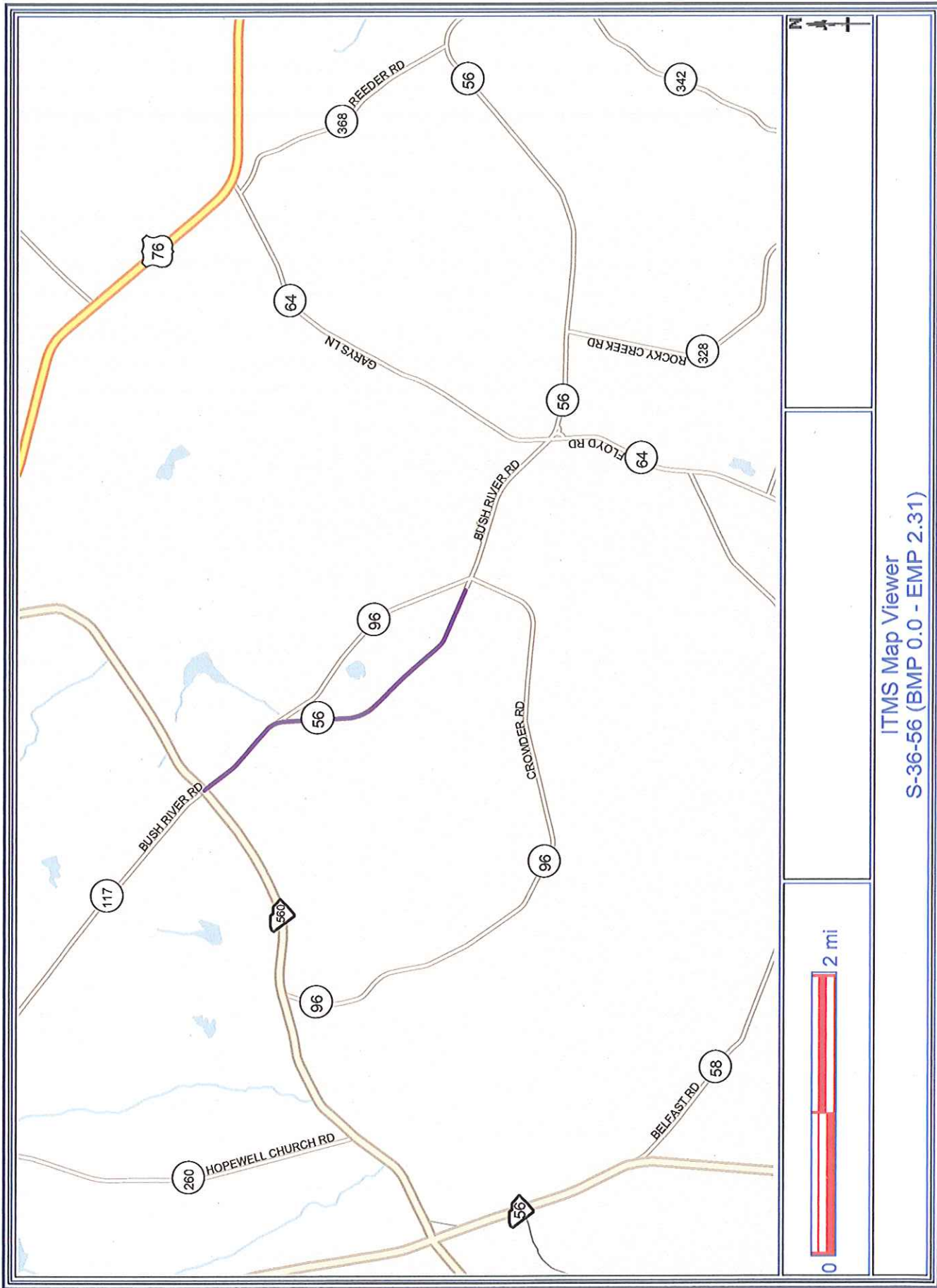
Municipal Boundaries

Protected Land

County Boundary

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ITMS Map Viewer  
S-36-56 (BMP 0.0 - EMP 2.31)



# Preliminary Estimate

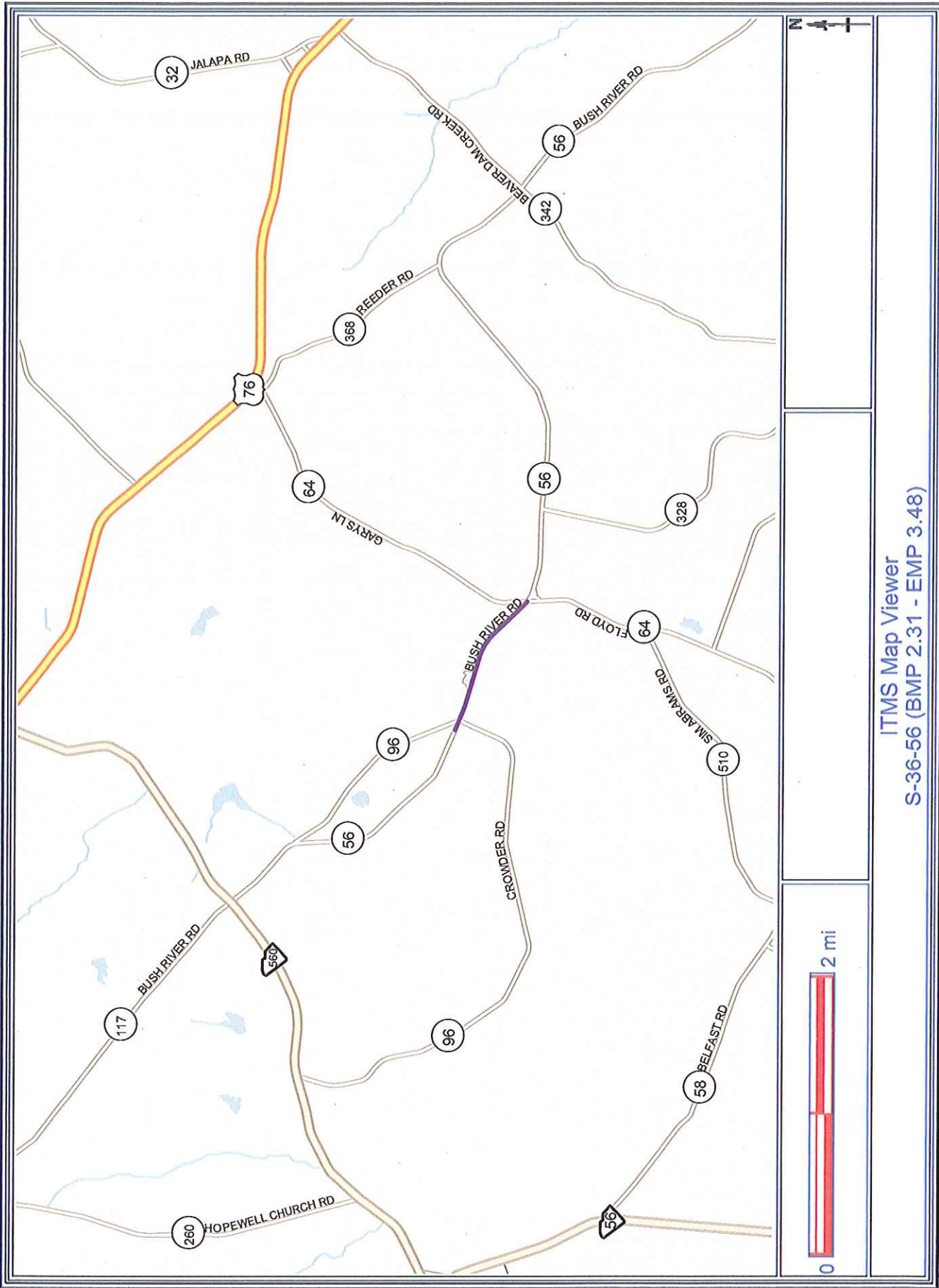


Estimate Date	8/25/2014
Estimator	Will Munnerlyn
Bid Data	
From	To
August-10	January-12

Bid Data	District 2
County	Newberry
Rd/Rt	S-56 Bush River Road
File No.	
Proj. No.	From 0.00 to 2.31

Construction Cost	\$596,137.49
PE and E & C	
Other (R/W, Utilities, Misc.)	
Total	\$ 596,137.49

Item Number	Description	Unit	Quantity	Price	Amount
1031000	MOBILIZATION	LS	1	\$11,464.00	\$11,464.00
1071000	TRAFFIC CONTROL	LS	1	\$11,464.00	\$11,464.00
2033000	BORROW EXCAVATION	CY	462	\$17.27	\$7,977.94
3063468	CEMENT MODIFIED RECYCLED BASE	SY	29814.4	\$4.69	\$139,792.27
3064000	PORTLAND CEMENT	TON	1073.32	\$114.05	\$122,410.00
4011004	LIQUID ASPHALT BINDER PG64-22	TON	157.57	\$670.99	\$105,728.16
4013990	MILL.EXIST.ASPH.PVMT.-VARIABLE	SY	300	\$3.51	\$1,053.00
4019000	MILLED-IN RUMBLE STRIP	MI	4.62	\$1,036.11	\$4,786.83
4030340	H/M ASPH.SURF.CR. TYPE C	TON	2626.31	\$55.71	\$146,311.73
6051120	PERM.CONST.SIGNS(GRND.MNTD)	SF	142	\$5.30	\$751.90
6241010	4" WH SLD LNE PVT EL PERM.PVMT.MA	LF	24394	\$0.35	\$8,563.31
6241025	24" WH SLD LNES PERM.PVMT.MARKING	LF	30	\$15.79	\$473.55
6241064	4" YEL.BRKN.LINES.PERM.PVMT.MARKI	LF	1410	\$0.34	\$473.41
6241074	4"YEL.SLD.LNES.- PERM.PVMT.MARKIN	LF	21954	\$0.36	\$7,924.55
6250010	4"WH.SLD.LINE-PVT.EDGE-F.D.PNT	LF	73182	\$0.11	\$7,864.39
6250025	24"WH.SLD.LNE-STOP/DIA-F.D.PNT	LF	90	\$4.65	\$418.23
6250105	4"YEL.BRKN.LNE-GAP EXC-F.D.PNT	LF	4230	\$0.11	\$458.19
6250110	4"YEL.SLD.LNE-PVT EDGE-F.D.PNT	LF	65862	\$0.09	\$6,236.62
6301100	PERM.YEL.PAV.MARK BI-DIR 4"X4"	EA	153	\$5.05	\$772.32
8100101	PERM. GRASSING FOR SMALL PROJ.	ACRE	1.68	\$3,468.20	\$5,826.58
8152007	SEDIMENT TUBES	LF	120	\$10.14	\$1,216.50
8153000	SILT FENCE	LF	1200	\$2.40	\$2,880.00
8153090	REPLACE/REPAIR SILT FENCE	LF	120	\$2.95	\$354.00
8154050	REM/SILT RETAIN BY SILT FENCE	LF	300	\$3.12	\$936.00
					\$596,137.49



ITMS Map Viewer  
S-36-56 (BMP 2.31 - EMP 3.48)



# Preliminary Estimate

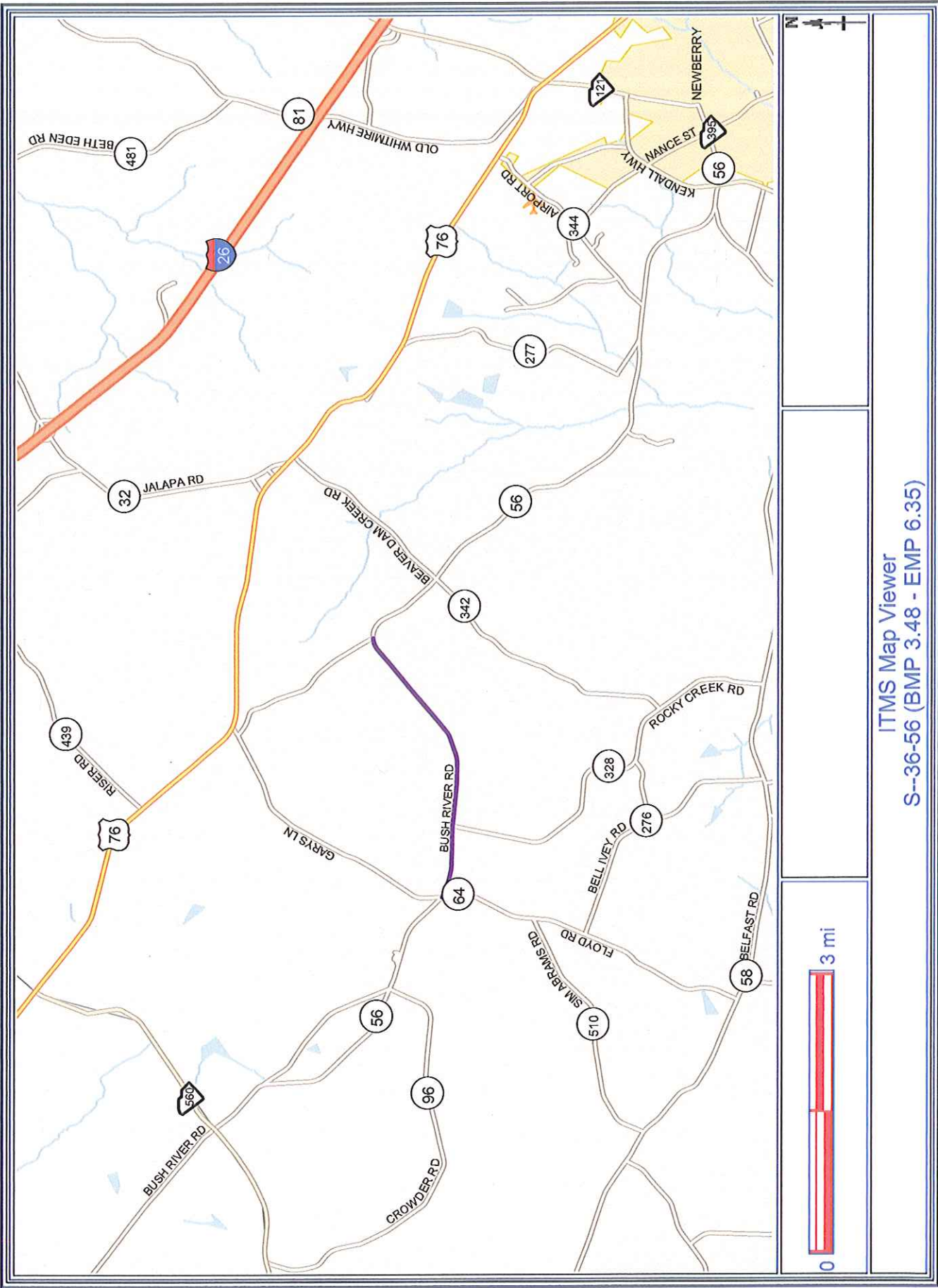


Estimate Date	8/25/2014
Estimator	Will Munnerlyn
Bid Data	
From	To
August-10	January-12

Bid Data	District 2
County	NEWBERRY
Rd/Rt	S-56 Bush River Road
File No.	
Proj. No.	From 2.31 to 3.48

Construction Cost	\$359,940.40
PE and E & C	
Other (R/W, Utilities, Misc.)	
Total	\$ 359,940.40

Item					
Number	Description	Unit	Quantity	Price	Amount
1031000	MOBILIZATION	LS	1	\$6,922.00	\$6,922.00
1071000	TRAFFIC CONTROL	LS	1	\$6,922.00	\$6,922.00
2033000	BORROW EXCAVATION	CY	234	\$17.27	\$4,040.78
3063468	CEMENT MODIFIED RECYCLED BASE	SY	17846	\$4.69	\$83,675.43
3064000	PORTLAND CEMENT FOR CEMENT MO	TON	642.47	\$114.05	\$73,272.42
4011004	LIQUID ASPHALT BINDER PG64-22	TON	96.84	\$670.99	\$64,978.83
4013990	MILL.EXIST.ASPH.PVMT.-VARIABLE	SY	600	\$3.51	\$2,106.00
4019000	MILLED-IN RUMBLE STRIP	MI	2.34	\$1,036.11	\$2,424.50
4030340	H/M ASPH.SURF.CR. TYPE C	TON	1614.06	\$55.71	\$89,919.28
6051120	PERM.CONST.SIGNS(GRND.MNTD)	SF	272	\$5.30	\$1,440.27
6241010	4" WH SLD LNE PVT EL PERM.PVMT.MA	LF	12355	\$0.35	\$4,337.12
6241025	24" WH SLD LNES PERM.PVMT.MARKING	LF	60	\$15.79	\$947.10
6241064	4" YEL.BRKN.LINES.PERM.PVMT.MARKI	LF	200	\$0.34	\$67.15
6241074	4"YEL.SLD.LNES.- PERM.PVMT.MARKIN	LF	12355	\$0.36	\$4,459.68
6250010	4"WH.SLD.LINE-PVT.EDGE-F.D.PNT	LF	37065	\$0.11	\$3,983.13
6250025	24"WH.SLD.LNE-STOP/DIA-F.D.PNT	LF	180	\$4.65	\$836.47
6250105	4"YEL.BRKN.LNE-GAP EXC-F.D.PNT	LF	600	\$0.11	\$64.99
6250110	4"YEL.SLD.LNE-PVT EDGE-F.D.PNT	LF	37065	\$0.09	\$3,509.77
6301100	PERM.YEL.PAV.MARK BI-DIR 4"X4"	EA	78	\$5.05	\$393.73
8100101	PERM. GRASSING FOR SMALL PROJ.	ACRE	0.85	\$3,468.20	\$2,947.97
8152007	SEDIMENT TUBES	LF	60	\$10.14	\$608.25
8153000	SILT FENCE	LF	600	\$2.40	\$1,438.80
8153090	REPLACE/REPAIR SILT FENCE	LF	60	\$2.95	\$177.27
8154050	REM/SILT RETAIN BY SILT FENCE	LF	150	\$3.12	\$467.45
					\$359,940.40



ITMS Map Viewer  
S--36-56 (BMP 3.48 - EMP 6.35)



# Preliminary Estimate



Estimate Date	8/25/2014
Estimator	Will Munnerlyn
Bid Data	
From	To
August-10	January-12

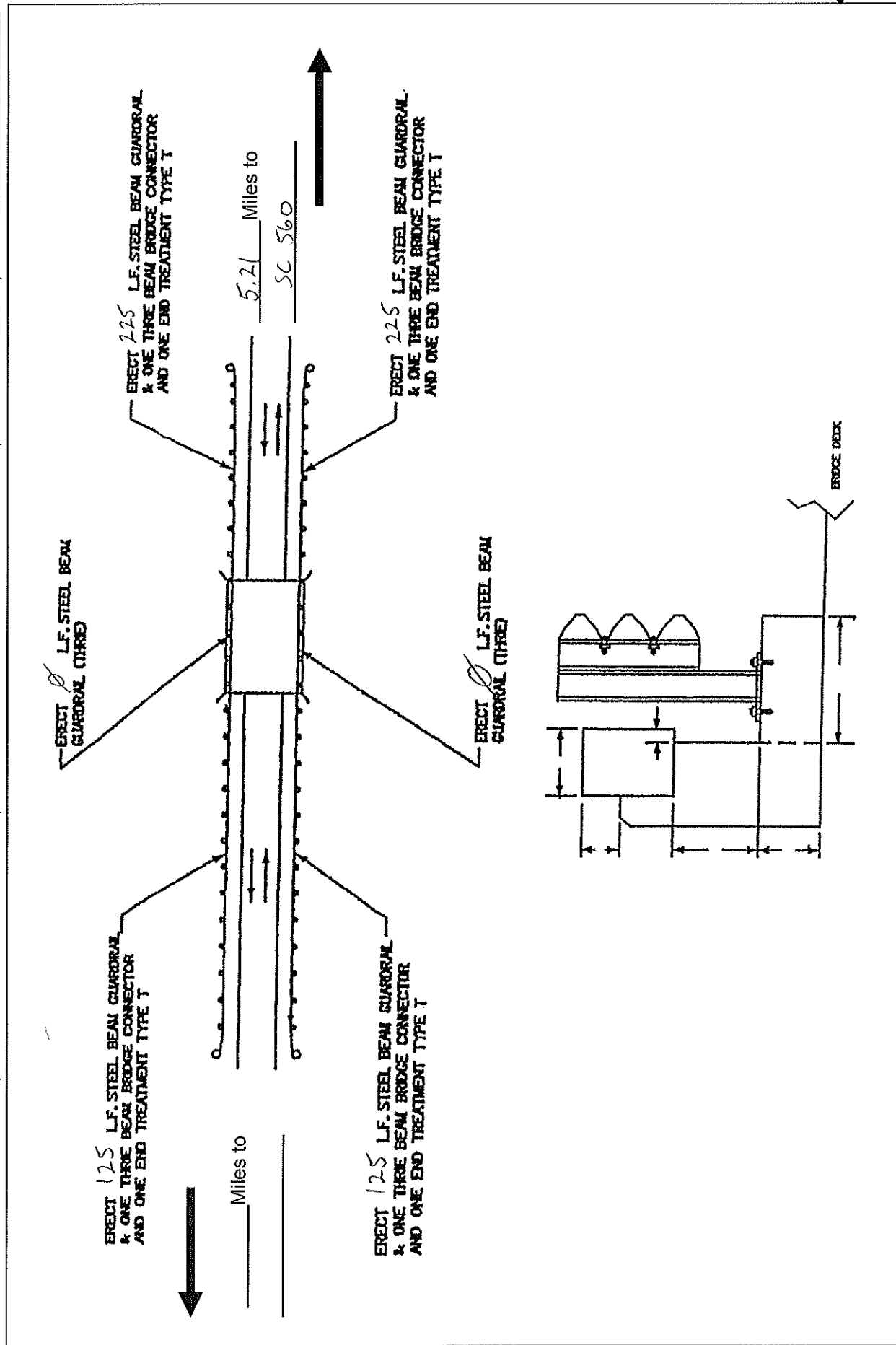
Bid Data	District 2
County	NEWBERRY
Rd/Rt	S-56 Bush River Road
File No.	
Proj. No.	From 3.48 to 6.35

Construction Cost	\$890,315.52
PE and E & C	
Other (R/W, Utilities, Misc.)	
Total	\$ 890,315.52

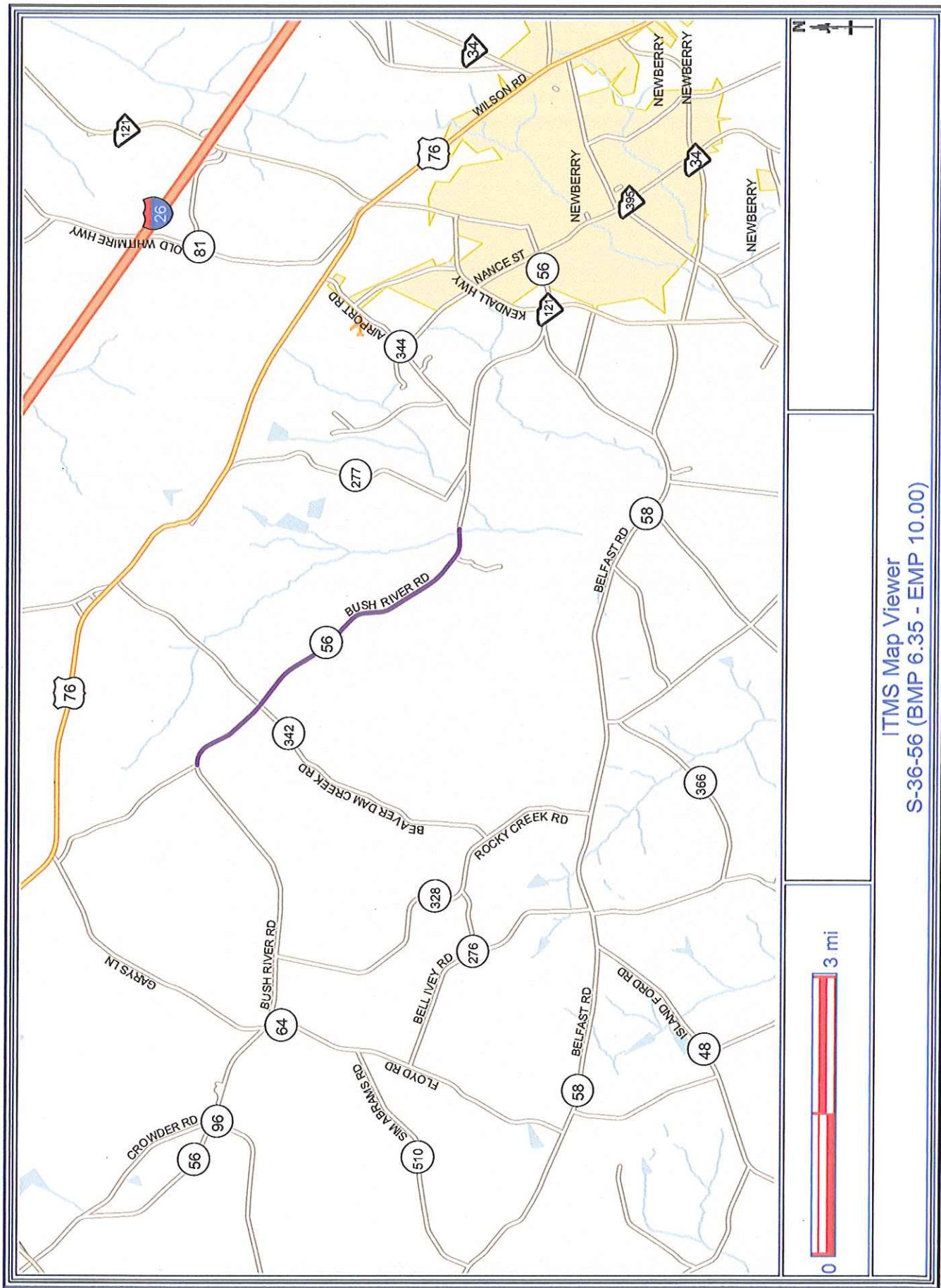
Item					
Number	Description	Unit	Quantity	Price	Amount
1031000	MOBILIZATION	LS	1	\$17,122.00	\$17,122.00
1071000	TRAFFIC CONTROL	LS	1	\$17,122.00	\$17,122.00
2033000	BORROW EXCAVATION	CY	574	\$17.27	\$9,911.99
3063468	CEMENT MODIFIED RECYCLED BASE	SY	43778	\$4.69	\$205,264.10
3064000	PORTLAND CEMENT FOR CEMENT MO	TON	1576	\$114.05	\$179,739.65
4011004	LIQUID ASPHALT BINDER PG64-22	TON	232.98	\$670.99	\$156,327.64
4013990	MILL.EXIST.ASPH.PVMT.-VARIABLE	SY	600	\$3.51	\$2,106.00
4019000	MILLED-IN RUMBLE STRIP	MI	5.74	\$1,036.11	\$5,947.28
4030340	H/M ASPH.SURF.CR. TYPE C	TON	3883	\$55.71	\$216,321.93
6051120	PERM.CONST.SIGNS(GRND.MNTD)	SF	272	\$5.30	\$1,440.27
6241010	4" WH SLD LNE PVT EL PERM.PVMT.MA	LF	30307	\$0.35	\$10,639.02
6241025	24" WH SLD LNES PERM.PVMT.MARKING	LF	60	\$15.79	\$947.10
6241064	4" YEL.BRKN.LINES.PERM.PVMT.MARKI	LF	2500	\$0.34	\$839.38
6241074	4"YEL.SLD.LNES.- PERM.PVMT.MARKIN	LF	24245	\$0.36	\$8,751.51
6250010	4"WH.SLD.LINE-PVT.EDGE-F.D.PNT	LF	90921	\$0.11	\$9,770.68
6250025	24"WH.SLD.LNE-STOP/DIA-F.D.PNT	LF	180	\$4.65	\$836.47
6250105	4"YEL.BRKN.LNE-GAP EXC-F.D.PNT	LF	7500	\$0.11	\$812.40
6250110	4"YEL.SLD.LNE-PVT EDGE-F.D.PNT	LF	72735	\$0.09	\$6,887.45
6301100	PERM.YEL.PAV.MARK BI-DIR 4"X4"	EA	190	\$5.05	\$959.10
8100101	PERM. GRASSING FOR SMALL PROJ.	ACRE	2.09	\$3,468.20	\$7,248.54
8152007	SEDIMENT TUBES	LF	150	\$10.14	\$1,520.63
8153000	SILT FENCE	LF	1500	\$2.40	\$3,597.00
8153090	REPLACE/REPAIR SILT FENCE	LF	150	\$2.95	\$443.18
8154050	REM/SILT RETAIN BY SILT FENCE	LF	375	\$3.12	\$1,168.64
8052600	THRIE BEAM G.R.BRIDGE CONN.	EA	4	\$1,218.00	\$4,872.00
8052300	END TERMINAL - TYPE T	EA	4	\$2,052.90	\$8,211.60
8051100	STEEL BEAM GUARDRAIL	LF	700	\$16.44	\$11,508.00
					\$890,315.52

# Bridge Guardrail and Detail Location

County	File No.	Road No.	Sheet No.	Total Sheets
Newberry		S-56 Bush River Road	1	1







ITMS Map Viewer  
S-36-56 (BMP 6.35 - EMP 10.00)

# Preliminary Estimate



Estimate Date 8/25/2014

Estimator Will Munnerlyn

Bid Data

From August-10 To January-12

Bid Data	District 2
County	NEWBERRY
Rd/Rt	S-56 Bush River Road
File No.	
Proj. No.	From 6.35 to 10.00

Construction Cost	\$1,092,257.69
PE and E & C	
Other (R/W, Utilities, Misc.)	
Total	\$ 1,092,257.69

Item Number	Description	Unit	Quantity	Price	Amount
1031000	MOBILIZATION	LS	1	\$21,005.00	\$21,005.00
1071000	TRAFFIC CONTROL	LS	1	\$21,005.00	\$21,005.00
2033000	BORROW EXCAVATION	CY	730	\$17.27	\$12,605.84
3063468	CEMENT MODIFIED RECYCLED BASE	SY	55675	\$4.69	\$261,046.16
3064000	PORTLAND CEMENT FOR CEMENT MOD	TON	2004.3	\$114.05	\$228,586.41
4011004	LIQUID ASPHALT BINDER PG64-22	TON	294.39	\$670.99	\$197,533.24
4013990	MILL.EXIST.ASPH.PVMT.-VARIABLE	SY	400	\$3.51	\$1,404.00
4019000	MILLED-IN RUMBLE STRIP	MI	7.3	\$1,036.11	\$7,563.61
4030340	H/M ASPH.SURF.CR. TYPE C	TON	4906.56	\$55.71	\$273,344.46
6051120	PERM.CONST.SIGNS(GRND.MNTD)	SF	168	\$5.30	\$889.58
6241010	4" WH SLD LNE PVT EL PERM.PVMT.MA	LF	38544	\$0.35	\$13,530.55
6241025	24" WH SLD LNES PERM.PVMT.MARKING	LF	30	\$15.79	\$473.55
6241064	4" YEL.BRKN.LINES.PERM.PVMT.MARKI	LF	1750	\$0.34	\$587.56
6241074	4"YEL.SLD.LNES.- PERM.PVMT.MARKIN	LF	30835	\$0.36	\$11,130.25
6250010	4"WH.SLD.LINE-PVT.EDGE-F.D.PNT	LF	115632	\$0.11	\$12,426.21
6250025	24"WH.SLD.LNE-STOP/DIA-F.D.PNT	LF	90	\$4.65	\$418.23
6250105	4"YEL.BRKN.LNE-GAP EXC-F.D.PNT	LF	5250	\$0.11	\$568.68
6250110	4"YEL.SLD.LNE-PVT EDGE-F.D.PNT	LF	92505	\$0.09	\$8,759.51
6301100	PERM.YEL.PAV.MARK BI-DIR 4"X4"	EA	241	\$5.05	\$1,216.54
8100101	PERM. GRASSING FOR SMALL PROJ.	ACRE	2.65	\$3,468.20	\$9,190.73
8152007	SEDIMENT TUBES	LF	200	\$10.14	\$2,027.50
8153000	SILT FENCE	LF	2000	\$2.40	\$4,796.00
8153090	REPLACE/REPAIR SILT FENCE	LF	200	\$2.95	\$590.91
8154050	REM/SILT RETAIN BY SILT FENCE	LF	500	\$3.12	\$1,558.18
					\$1,092,257.69





## **Memorandum**

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**TO:** All Members of the CMCOG Board of Directors

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** January 28, 2016

**SUBJECT:** Regional Transit Needs Assessment and Feasibility Study

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### **REQUESTED ACTION**

The Central Midlands Council of Governments' staff requests approval to adopt the Regional Transit Needs Assessment and Feasibility Study. The full document is available on our website for review.

### **PROGRAM DESCRIPTION**

The Central Midlands Council of Governments (CMCOG), in coordination with Lexington County and Richland County, conducted a regional transit needs assessment to assess the public's perception of transit needs throughout the two counties. Using public input combined with an assessment of transit dependent populations and major destinations outside of the existing fixed-route transit service area (as provided by the Central Midlands Regional Transit Authority, operating as The COMET), the transportation needs were identified, ranked as good, better, and best, and prioritized based on several factors relating to the ease of implementation. Projects that rank as "good" are considered to meet the needs of the transit dependent population with the ability to travel independently. Projects that are considered "better" meet and exceed the needs of the transit dependent to provide service for the general population. Finally, projects that are considered the "best" would be directed towards commuters and a mode shift from automobiles, providing comprehensive, countywide service.

Staff will request adoption of this report.

### **ATTACHMENT**

Project Overview

## **Central Midlands Council of Governments Regional Transit Needs Assessment and Feasibility Study**

### **Study Overview**

The Central Midlands Council of Governments (CMCOG), in coordination with Lexington County and Richland County, conducted a regional transit needs assessment to assess the public's perception of transit needs throughout the two counties. Using public input combined with an assessment of transit dependent populations and major destinations outside of the existing fixed-route transit service area (as provided by the Central Midlands Regional Transit Authority, operating as The COMET), the transportation needs were identified, ranked as good, better, and best, and prioritized based on several factors relating to the ease of implementation. Projects that rank as "good" are considered to meet the needs of the transit dependent population with the ability to travel independently. Projects that are considered "better" meet and exceed the needs of the transit dependent to provide service for the general population. Finally, projects that are considered the "best" would be directed towards commuters and a mode shift from automobiles, providing comprehensive, countywide service.

### **Project Background**

The study focused mainly on the areas within Lexington and Richland Counties that are located outside of The COMET's existing fixed-route transit service area, which is primarily concentrated in the regional urban center of the City of Columbia. However, the assessment also reviewed those areas with limited transportation services available on the periphery of the fixed-route service area. Previous studies have been conducted to review the transportation needs inside The COMET service area; therefore, special consideration was given to areas with mobility needs and how best to achieve an increased level of transportation service for those more rural communities. Some of the geographic locations studied may have transportation options available other than The COMET that are provided through non-profit organizations. These services were also reviewed to determine the accessibility of information describing the services and associated eligibility requirements to determine whether the requirements were too stringent or inapplicable to the general public.

### **Report Organization**

The plan is comprised of eight major sections, including an introduction. Each of the sections is briefly described below.

**Section 2** provides an overview of the study area demographics and existing conditions. The section provides information on the environment in which any proposed transportation services would operate. The purpose of this section is to present an understanding of the operating environment in the context of socioeconomics, land uses, and available transportation services.

**Section 3** summarizes the extensive public involvement activities that were undertaken as part of the regional transit assessment for the outlying areas of Lexington and Richland counties. Public involvement activities discussed and/or summarized in this section include the community surveying effort and other stakeholder meetings that were conducted to obtain feedback relating to the mobility needs.



**Section 4** presents the unmet needs that were identified collectively through information reviewed as part of the assessments described in Sections 2 and 3. Unmet needs are summarized for the region as a whole and by each of the study area counties.

**Section 5** presents all feasible alternatives that have been identified as a result of the technical review of existing conditions, demographic data, and major destination and public outreach comments. Using the background data for each sub-area within the larger region comprising the study area, all feasible alternatives are presented in this section and later prioritized for inclusion in the proposed implementation plan.

**Section 6** provides the prioritization process that was used to rank the potential transportation options by good, better, and best. The prioritization process was also used to rank the projects for implementation independent of the best transportation option(s) for the sub-area, but based on ease of implementation, cost, and timeframe for project initiation.

**Section 7** includes the implementation plan for the recommended transportation options for Lexington and Richland counties. The recommendations are organized by the suggested timeframe for implementation using five-year increments from 2015 through 2040.

**Section 8** summarizes the conclusions of this regional transit needs assessment.



**ENCLOSURE 12**

**DATE:** January 19, 2016  
**TO:** CMCOG Board of Directors  
**FROM:** Ben Mauldin, Executive Director  
**SUBJECT:** Executive Director's Report

#### **CMCOG TECHNICAL ASSISTANCE SERVICES**

In preparation for our budget planning process this year, we will be contacting local governments to remind them of the COG's capabilities to provide technical assistance. Under memoranda of agreements or contracts, we can prepare comprehensive plans and technical or policy studies, staff planning commissions, provide mapping and information management services, and apply for and administer grants.

#### **SOUTH CAROLINA ASSOCIATION OF COUNTIES LEGISLATIVE PROGRAM**

**Mid-Year Conference**

**Wednesday, February 17–Thursday, February 18, 2016**

**Embassy Suites Hotel**

**Columbia, South Carolina**

SCAC will hold its 29th Annual Mid-Year Conference for County Officials on Wednesday, February 17, 2016, at Embassy Suites Hotel in Columbia. Classes for the Institute of Government will be held on Thursday, February 18, the day **after** the Mid-Year Conference.

The Mid-Year Conference is designed for all county officials. Its purpose is to give a briefing of legislation affecting county governments, which has been or is expected to be introduced in the General Assembly. Strategies for passage of county-interest bills will be discussed. Other activities include a Delegates' Luncheon on February 18 and a Legislative Reception that evening.

**Institute of Government**

**Thursday, February 18, 2016**

**Embassy Suites Hotel**

**Columbia, South Carolina**

**Registration: [www.sccounties.org](http://www.sccounties.org)**

SCAC, in cooperation with the Institute for Public Service and Policy Research at the University of South Carolina and the Strom Thurmond Institute of Government and Public Affairs at Clemson University, provides the Institute of Government for County Officials. The Institute is a training program designed to equip county officials with the tools needed to enhance their skills and abilities to function more effectively in their positions.

***Serving Local Governments in South Carolina's Midlands***

236 Stoneridge Drive, Columbia, SC 29210 ♦ (803) 376-5390 ♦ FAX (803) 376-5394 ♦ Web Site: <http://www.centralmidlands.org>



## **MUNICIPAL ASSOCIATION OF SOUTH CAROLINA'S HOMETOWN LEGISLATIVE ACTION DAY**

Wednesday, February 3, 2016  
Columbia Marriot  
Columbia, South Carolina  
Registration: [www.masc.sc](http://www.masc.sc)

The Hometown Legislative Action Day is one of the most important meetings a South Carolina municipal official can attend. It is the one day all municipal officials from across the state come together with a common mission: to speak with one voice on behalf of South Carolina cities and towns. It is the one place to learn about both state and federal legislative issues of interest to municipal officials.

Legislators must hear from municipal officials about how State House issues affect South Carolina hometowns and the constituents that both municipal officials and legislators represent.

## **COATS MPO RECERTIFICATION/CMCOG RURAL TRANSPORTATION REVIEW**

Every four years, the Secretary of the U.S. Department of Transportation (DOT) must certify that each metropolitan planning organization (MPO) serving a transportation management area (TMA) – a designation by DOT of an urbanized area with a population over 200,000 as defined by the Bureau of the Census or smaller urbanized areas on request by the Governor and MPO – is carrying out the metropolitan planning process in adherence with Federal statutes and regulations. FTA and FHWA conduct a review of the metropolitan planning process within each TMA and jointly issue this certification on behalf of the Secretary of DOT, in accordance with 49 U.S.C. 5303(k).

As part of a federal certification process, conducted every four years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) visited the Metropolitan Planning Organization (MPO) for the Columbia, SC Region - the Columbia Area Transportation Study (COATS).

On January 12, 2016 staff from FHWA, FTA, and SCDOT visited CMCOG to review the COATS's and CMCOG transportation planning processes: how it identifies and plans for future transportation programs and projects, identifies sources of funding, and involves the public in decision-making. Every MPO is reviewed by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) every four years to certify that planning requirements are being met.

The 2016 review included identification of key planning emphasis topics, a desk audit of COATS planning products, and a public meeting on January 12, 2016.

## **LEXINGTON COUNTY COMMUNITY DEVELOPMENT BLOCK GRANT UPDATE**

CMCOG Staff applied for the following three projects:

1. Town of Summit –Park Restrooms purchase (Est. project total: \$62,330)
2. Town of Pelion –Park Restrooms purchase (Est. project total: \$62,250)
3. Town of Pine Ridge –Spot Blight removal of 1 House. (Est. project total: \$10,119)

CMCOG staff also assisted:

- ❖ Brookland Baptist on next BLEC Roof Phase application;
- ❖ City of Cayce, State Street Sewer next Phase; and
- ❖ Sistercare, LLC of Shelter I renovations, next phase.

Please contact Cyndi Gawronski for additional information:

**Cyndi Gawronski • [cgawronski@cmcog.org](mailto:cgawronski@cmcog.org) • 744-5349**

## **LONG-TERM CARE OMBUDSMAN CERTIFICATION TRAINING**

Our Regional Long-Term Care Ombudsman Director, Anna Harmon, conducted a two-day training session for new Long-Term Care Ombudsmen across the state. The training took place on January 20-21, 2016. The training is part of the Lt. Governor's Office on Aging's curriculum mandatory for Ombudsman Certification. The training covered various topics including advocacy, Resident's Bill of Rights, care planning, and assessments. Additional training will be provided on February 17<sup>th</sup> and it will cover the problem solving process and complaint investigations.

Ombudsman training is critical for maintaining an effective long-term care ombudsman program. It also prepares long-term care ombudsmen to be successful advocates for our vulnerable adults in long-term care facilities.