CENTRAL MIDLANDS
Council of Governments

Board of Directors Meeting of the
Central Midlands Council of Governments
Thursday, August 27, 2015 ♦ 12:00 p.m. ♦ CMCOG Conference Room
AGENDA

ACTION

A. Call to Order and Introductions

1. Determination of Quorum
2. Approve Order and Contents of the Agenda — **Group**
3. Introduction of Guests — **Gregory Sprouse**
4. Invocation

B. Consent Agenda — **Group**

1. Approval of the June 25, 2015 Board Meeting Minutes *(Enclosure 1)*
2. Human Services Coordination Plan *(Enclosure 2)*
3. TIP Amendment - Pineview Road Widening Project *(Enclosure 3)*
4. TIP Amendment – Section 5339 Project *(Enclosure 4)*
5. TIP Amendment – Section 5310 Projects *(Enclosure 5)*

C. Regular Agenda

1. TIP Amendment – Julius Felder Sidewalk Project Phase II-B *(Enclosure 6)* — **Reginald Simmons**
2. TIP Amendment – Blossom Street Bridge Lighting Project *(Enclosure 7)* — **Reginald Simmons**
3. 2040 Long Range Transportation Plan *(Enclosure 8)* — **Reginald Simmons**

INFORMATION

D. Announcements / Committee or Staff Reports / Correspondences

1. Executive Director's Report *(Enclosure 9)* — **Ben Mauldin**
2. Committee Appointments *(Enclosure 10)* — **Chairman Gaddy**
3. Midlands Workforce Board – Update on WIOA — **Kevin Hill & Dennis Hunter**
4. 208 Water Quality Program Update *(Enclosure 11)* — **Gregory Sprouse**
5. Regional Round Up — **Chairman Gaddy**

E. Old/New Business

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board of Directors Meeting will be held on Thursday, September 24, 2015 in the COG Conference Room

Note: Full Agenda packets can be found on the CMCOG website at www.cmcog.org.

CENTRAL MIDLANDS
Council of Governments

ENCLOSURE 1

Board of Directors Meeting of the
Central Midlands Council of Governments
Thursday, June 25, 2015 ♦ 12:00 p.m. ♦ CMCOG Conference Room

BOARD MEMBERS PRESENT:
Vina Abrams, Newberry County
Dennis Arledge, Kershaw County Council
Michael Bailey, Richland County
Jimmy Bales, Richland County Legislative Delegation
Connie Breeden, Richland County
Larry Brigham, Lexington County Council
David Brown, Fairfield County
John Carrigg, Lexington County
Ellen Cooper, City of Columbia
Kendall Corley, Richland County
Sam Davis, Columbia City Council
Joyce Dickerson, Richland County Council
Julie Ann Dixon, Richland County Council
Clabie Edmond, Lexington County
Shawn Epps, City of Columbia
Roger Gaddy, Vice-Chairperson, Winnsboro Mayor
Zebbie Goudelock, Newberry City Council
John Hardee, Chairperson, City of Columbia
Les Hipp, Newberry County Council
Norman Jackson, Richland County Council
Johnny Jeffcoat, Lexington County Council
Wilber Lee Jeffcoat, Lexington County
Paul Livingston, Richland County Council
Steve MacDougall, Mayor of Lexington
Earl McLeod, Lexington County
Elise Partin, Mayor of Cayce
Juston Ricard, Springdale Town Council
Carolyn Robinson, Fairfield County Council
Marion Robinson, Fairfield County Council
Debbie Summers, Lexington County Council
Phil Yarborough, Lexington County Council
Paul Younginer, Irmo Town Council

ADVISORY MEMBERS PRESENT:
Robert Magone, Blythewood Town Council
Barbara Smith, Mayor of Pelion
Skip Wilson, Mayor of Chapin

GUESTS PRESENT:
John Fechtel, Lexington County
Tesa Griffin, S.C. Department of Transportation
Christy Hall, S.C. Department of Transportation
Tina Kennedy, S.C. Department of Transportation
Andy Leaphart, S.C. Department of Transportation
Holland Leger, Richland County Planning
Tony Magwood, S.C. Department of Transportation
Jennifer Necker, S.C. Department of Transportation
Wendy Nichols, S.C. Department of Transportation
Kati Price, S. C. Department of Transportation
Yvette Rowland, Office of Senator Lindsey Graham
Wayne Shuler, City of West Columbia

STAFF MEMBERS PRESENT:
Felicia Anderson, HR / Operations Manager
Anita Baker, I,R&A Coordinator
Becky Baird, Family Caregiver Advocate
Roland Bart, Chief Transportation Planner
Carol Boykin, I,R&A Specialist
Eartha Burrell, Community Development Planner
Cindy Curtis, Director of the Area Agency on Aging
Cyndi Gawronski, Senior Community Development Planner
Anna Harmon, Regional Long-Term Care Ombudsman Director
Kevin Hill, Workforce Development Director
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

A. CALL TO ORDER

The meeting was called to order at 12:02 p.m. on June 25, 2015 by Chairman John Hardee.

A1. Determination of Quorum

Chairman Hardee acknowledged the presence of a quorum.

A2. Approve Order and Contents of the Agenda

MOTION, *approved*
Norman Jackson moved, seconded by Julie Ann Dixon, to approve the order and contents of the agenda. The motion was approved unanimously.

A3. Introduction of Guests

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

The Chairman recognized special guests from the S.C. Department of Transportation.

A4. Invocation

The Board observed a moment of silence for the nine victims killed on June 17 in the Charleston church shooting.

Steve MacDougall gave the invocation

B. CONSENT AGENDA

1. Approval of the May 28, 2015 Board Meeting Minutes, ***approved***
2. Approval of EPAC Charge for 208 Conformance Reviews, **To approve the fee increase from $75 to $265 for 208 Conformance Reviews, *approved***
3. Ratify actions from the April 23, 2015 Board Meeting
    a. Approval of the April 23, 2015 Board Meeting Minutes, ***approved***
    b. Nominating Committee Report, **To approve the nominations for officers for terms beginning July 1, 2015 and ending June 30, 2017, *approved***
    c. 2035 LRTP Amendment – Martin Chapin Parkway, **To approve the 2035 Long Range Transportation Plan Amendment to add the Martin Chapin Parkway Project, *approved***
    d. Title VI Program, **To approve the adoption of the COATS MPO Title VI Plan and Environmental Justice Assessment, *approved***
    e. Program Management Plan, **To approve the adoption of the Section 5310 Program Management Plan, *approved***
4. TIP Amendment – Section 5307 Projects, **To approve the addition of $500,000 in Section 5307 funds to the 2013-2019 TIP, *approved***

5. TIP Amendment – TAP Projects, **To approve the amendment of the 2013-2019 TIP to add three (3) transportation alternatives projects to the FY 2015 COATS Transportation Alternatives Program, *approved***

6. TIP Amendment – Section 5339 Project, **To approve the amendment of the 2013-2019 TIP to include the purchase of a vehicle with Section 5339 funds, *approved***

7. 203S LRTP Amendment – Intersection Improvement Projects, **To approve the addition of the Barr Road @ Wildlife Road and Barr Road @ Rawl Road intersections to the 2035 Long Range Transportation Plan, *approved***

MOTION, *approved*
Jimmy Bales moved, seconded by Julie Ann Dixon, to approve the items under the consent agenda as listed above. The motion was approved unanimously.

C. REGULAR AGENDA

C1. FY 16 Budget and Work Program

Ben Mauldin provided an overview of the FY 16 Budget and Work Program. The COG proposes a balanced, $10,530,084 budget. Of this total, $2,133,971 is "pass-through" revenue, to be distributed to service providers. The proposed FY 16 Budget does include a 2% cost of living adjustment.

MOTION, *approved*
Joyce Dickerson moved, seconded by Jimmy Bales, to approve the FY 16 Budget and Work Program, as presented. The motion was approved unanimously.

C2. 2014 Annual AAA/ADRC Area Plan

Cindy Curtis provided an overview of the 2014 Annual Area Plan and Progress Report for the CMCOG Area Agency on Aging / Aging & Disability Resource Center. She provided detailed information and performance data for each program area.

MOTION, *approved*
Jimmy Bales moved, seconded by Elise Partin, to approve the 2014 Annual AAA/ADRC Area Plan and Progress Report, as presented. The motion was approved unanimously.

C3. FY 2015-2017 Unified Planning Work Program

Reginald Simmons presented a request for the approval to adopt the FY 2015-2017 Unified Planning Work Program (UPWP). He provided an overview of the program. The total funding for this program is approximately $2,584,719.50. The major projects to be completed include:

1. Charlotte-Columbia Alternative Analysis
2. Regional Site Selection Study
3. Regional Transit Needs Assessment and Feasibility Study
4. Kershaw County Sub-Area Plan
5. Long Range Transportation Plan
6. Regional ITS Architecture
7. Regional Congestion Management Process

MOTION, *approved*
Jimmy Bales moved, seconded by Julie Ann Dixon, to adopt the FY 2015-2017 UPWP, as presented. The motion was approved unanimously.

C4. FY 2015-2017 Rural Planning Work Program

Reginald Simmons presented a request for the approval to adopt the FY 2015-2017 Rural Planning Work Program (RPWP). He provided an overview of the program. The total funding for this program is approximately $661,087. The major projects to be completed in FY 2016 include:

1. Charlotte-Columbia Alternative Analysis
2. Regional Transit Needs Assessment and Feasibility Study
3. Rural Long Range Transportation Plan
4. Regional ITS Architecture
5. Regional Congestion Management Process

MOTION, *approved*
Jimmy Bales moved, seconded by Julie Ann Dixon, to adopt the FY 2015-2017 RPWP, as presented. The motion was approved unanimously.

C5. TIP Amendment – Section 5310 Projects

Mr. Simmons presented a request for the approval to amend the 2013-2019 TIP and the Human Services Coordination Plan to add the Section 5310 Projects for the Large Urban Area. He provided an overview of the program and explained that the COG released a call for projects for the FFY 2013 and 2014 funding cycles. Four applications were received requesting five (5) 14-passenger vehicles.

FFY13 funding available for this program is $374,280. After totaling the project requests, there is a remaining balance of $85,752. Staff asked all the recipients if they had any additional requests for vehicles. Irmo Chapin and Senior Resources each requested to add a minivan to their application. Mr. Simmons requested approval to add these seven (7) projects to the 2013-2019 TIP.

MOTION, *approved*
Norman Jackson moved, seconded by Connie Breeden, to approve the amendment of the 2013-2019 TIP and the Human Services Coordination Plan to add the Section 5310 Projects for the Large Urban Area, as presented. The motion was approved unanimously.

C6. TIP Amendment – U5 378 @ Fairlane Drive/Summer Place Drive

Mr. Simmons presented a request for the approval to amend the 2013-2019 TIP to add additional funding to the US 378 @ Fairlane Drive/Summer Place Drive Intersection Improvement Project. He provided background information of the project. The proposed improvement was to add a right turn lane onto Fairlane Drive. He explained that the lowest bid received by SCDOT for this project was $415,000 more than the construction budget of $300,000. SCDOT requested an increase to the budget to proceed with the project. Mr. Simmons requested approval to add $425,000 to the construction budget for the US 378 @ Fairlane Drive/Summer Place Drive Intersection Project.

MOTION, *approved*
Norman Jackson moved, seconded by Julie Ann Dixon, to approve the 2013-2019 TIP Amendment to add $425,000 to the US 378 @ Fairlane Drive/Summer Place Drive Intersection Improvement Project, as presented. The motion was approved unanimously.

D. ANNOUNCEMENTS / COMMITTEE OR STAFF REPORTS / CORRESPONDENCES

D1. Building Permit Activity Report

Andy Simmons briefed the Board on building permit activity in 2014. He explained that permits are collected to assist with long-range transportation planning purposes and population projections. He provided detailed information and data for various areas in the region.

D2. Executive Director's Report

Mr. Mauldin gave the following Executive Director's Report:

1. **Funds Available for Counties to Tackle Contaminated Brownfield Sites:** The Brownfields Cleanup Revolving Loan Fund is available to finance environmental cleanup and removal activities at Brownfields sites across the state.
2. **Long-Term Care Ombudsman Friendly Visitor Program:** The program will host a Meet and Greet Session on June 30. A training session is scheduled for July 29.
3. **Emma's Law**: The bill has been amended and should be restored in FY 2016.

D3. Recognition of Outgoing Chair, John N. Hardee

Mr. Mauldin presented a recognition plaque to Outgoing Chair Hardee and thanked him for his leadership and service as Board Chair over the past two years. Outgoing Chair Hardee stated that he enjoyed serving as chair. He plans to continue his efforts in securing funding for transportation infrastructure needs.

D4. Transition of Chair Position to Dr. Roger Gaddy

Dr. Roger Gaddy, Incoming Board Chair, thanked the Outgoing Chair for his leadership over the past two years. He stated that he is looking forward to working with the Board and staff as chairperson.

E. OLD / NEW BUSINESS

No old or new business was brought forth.

F. OTHER BUSINESS

No other business was brought forth.

G. ADJOURN

There being no further business, the meeting was adjourned at approximately 12:37 p.m.

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 2

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 27, 2015

SUBJECT: **Human Services Coordination Plan**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to adopt the Central Midlands Human Services Coordination Plan as developed in the Statewide Multimodal Transportation Plan.

PROGRAM DESCRIPTION

In 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, commonly referred to as SAFETEA-LU. The SAFETEA-LU legislation authorized the provision of $286.4 billion in funding for federal surface transportation programs over six years through Fiscal year 2009, including $52.6 billion for federal transit programs. SAFETEA-LU was extended multiple times in anticipation of a new surface transportation act. Both the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA- 21) predate SAFETEA-LU. SAFETEA-LU was the most recent surface transportation act authorizing federal spending on highway, transit, and transportation-related projects, until the passage of Moving Ahead for the 21st Century – MAP-21 was signed into law in June 2012.

Projects funded through three programs under SAFETEA-LU, including the Elderly Individuals and Individuals with Disabilities Program (Section 5310), Job Access and Reverse Commute Program (JARC, Section 5316), and New Freedom Program (Section 5317), were required to be derived from a locally developed, coordinated public transit-human services transportation plan. The 2007 Human Services Transportation Plans for the Central Midlands region met all federal requirements by focusing on the transportation needs of disadvantaged persons.

As part of the Multimodal Transportation Plan, SCDOT provided an update to the 2007 planning effort by updating the identified needs and barriers and the identified strategies to meet those needs. Additionally, the inclusion of social service transportation alongside public transportation provides an opportunity to see various needs and available resources across the region. Staff will request the adoption of this updated plan to be the Human Services Coordination Plan for the Central Midlands Council of Governments.

ATTACHMENT

Human Services Coordination Plan

3 HUMAN SERVICES COORDINATION

In 2007, the Central Midlands Region completed the Human Services Transportation Coordination Plan. That planning effort included extensive public outreach within the region and feedback from local stakeholders. The plan included:

- An inventory of services and needs for the region, and
- Strategies and actions to meet the needs.

This section of the Regional Transit & Coordination Plan provides an update to the 2007 planning effort by updating the state of coordination within the region, identifying needs and barriers, and identifying strategies to meet those needs. Additionally, the inclusion of social service transportation alongside public transportation provides an opportunity to see various needs and available resources across the region.

3.1 Federal Requirements

3.1.1 Background

In 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, commonly referred to as SAFETEA-LU. The SAFETEA-LU legislation authorized the provision of $286.4 billion in funding for federal surface transportation programs over six years through Fiscal year 2009, including $52.6 billion for federal transit programs. SAFETEA-LU was extended multiple times in anticipation of a new surface transportation act. Both the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21) predate SAFETEA-LU. SAFETEA-LU was the most recent surface transportation act authorizing federal spending on highway, transit, and transportation-related projects, until the passage of Moving Ahead for the 21st Century – MAP-21 was signed into law in June 2012.

Projects funded through three programs under SAFETEA-LU, including the Elderly Individuals and Individuals with Disabilities Program (Section 5310), Job Access and Reverse Commute Program (JARC, Section 5316), and New Freedom Program (Section 5317), were required to be derived from a locally developed, coordinated public transit-human services transportation plan. The 2007 Human Services Transportation Plans for the Central Midlands region met all federal requirements by focusing on the transportation needs of disadvantaged persons.

3.1.2 Today

In June 2012, Congress enacted a new two-year federal surface transportation authorization, MAP-21, which retained many but not all of the coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom are eliminated as stand-alone programs, and the Section 5310 and New Freedom Programs are consolidated under Section 5310 into a single program, Formula Grants for the

Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21.

3.1.2.1 MAP-21 Planning Requirements: Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

This section describes the revised Mobility of Seniors and Individuals with Disabilities Program (Section 5310), the only funding program with coordinated planning requirements under MAP-21, beginning with FY 2013 and currently authorized through FY 2014.

At the time this Plan update began, FTA had yet to update its guidance concerning administration of the new consolidated Section 5310 Program, but the legislation itself provides three requirements for recipients. These requirements apply to the distribution of any Section 5310 funds and require:

1. That projects selected are "included in a locally developed, coordinated public transit-human services transportation plan";
2. That the coordinated plan "was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human service providers, and other members of the public"; and
3. That "to the maximum extent feasible, the services funded ... will be coordinated with transportation services assisted by other Federal departments and agencies," including recipients of grants from the Department of Health and Human Services.

Under MAP-21, only Section 5310 funds are subject to the coordinated-planning requirement. Sixty percent of funds for this program are allocated by a population-based formula to large urbanized areas with a population of 200,000 or more, with the remaining 40 percent each going to State's share of seniors and individuals with disabilities in small-urbanized areas (20 percent) and rural areas (20 percent).

Recipients are authorized to make grants to subrecipients including a State or local governmental authority, a private nonprofit organization, or an operator of public transportation for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act;
- Public transportation projects that improve access to fixed route services and decrease reliance by individuals with disabilities on complementary paratransit; and

- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

Section 5310 funds will pay for up to 50 percent of operating costs and 80 percent for capital costs. The remaining funds are required to be provided through local match sources. A minimum of 55 percent of funds apportioned to recipients are required to be used for capital projects. Pending updated guidance from FTA on specific activities eligible for Section 5310 funding under MAP-21, potential applicants may consider the eligible activities described in the existing guidance for Section 5310 and New Freedom programs authorized under SAFETEA-LU as generally applicable to the new 5310 program under MAP-21.

This section of the report (Chapter 3) identifies the state of coordination within each region and a range of strategies intended to promote and advance local coordination efforts to improve transportation for persons with disabilities, older adults, and persons with low incomes.

3.2 Goals for Coordinated Transportation

The 2007 Central Midlands Human Services Transportation Coordination Plan did not include specific coordination goals within the report. In order to evaluate the needs and strategies identified below, the following coordinated transportation goals are presented and also support the overall SCMTP goals, which are presented in Chapter 4.

The goals are:

- Provide an accessible public transportation network in the region that offers frequency and span of service to support spontaneous use for a wide range of needs; this may include direct commute service, as well as frequent local service focused within higher density areas.
- Maximize the farebox recovery rate and ensure that operation of the transit system is fiscally responsible;
- Offer accessible public and social service transportation services that are productive, coordinated, convenient, and appropriate for the markets being served; The services should be reliable and offer competitive travel times to major destinations; support economic development;
- Enhance the mobility choices of the transportation disadvantaged by improving coordination and developing alternative modes of transportation.

3.3 Coordination Plan Update - Outreach Process

Because of the extensive outreach conducted in the region during the original 2007 Human Services Coordinated Plan, and ongoing coordination meetings within the region since then, the SCDOT approached outreach specific to the update of this Regional Transit & Coordination Plan in a streamlined fashion, working primarily with the COGs, MPOs, and transit agencies who are knowledgeable of, and serve, the target populations in their communities. The outreach effort was based upon the following principles:

- Build on existing knowledge and outreach efforts, including outreach conducted for 2007 Human Services Coordinated Plan, locally adopted transit plans, the Long Range Planning efforts within the region, and other relevant studies completed since 2007.
- Leverage existing technical committees/groups and relationships to bring in new perspectives and recent changes via their networks.

Some of the specific tools for outreach included local and regional meeting presentations, in-person feedback, webpage for submitting comments, etc. The COGs contacted local agencies in their region to provide feedback and input into the existing state of coordination in the Central Midlands Region, the gaps and needs in the region, and strategies to meet future needs.

3.4 State of Coordination in the Central Midlands Region

As part of this plan update process, local and regional plans completed since 2007 were reviewed. In the initial 2007 Central Midlands Regional Human Services Coordination Plan, many of the human services providers were beginning the discussions of transportation coordination and developing ways to meet the needs in the region.[6] A number of agencies in the region provide human service transportation, although most of the providers concentrate their services in one county. As is common in urban regions, many agencies take advantage of the CMRTA fixed route services whenever possible. However, CMRTA over the past few years had funding and service reductions, which have resulted in less attention for human service-related transportation coordination opportunities.

The evolution of human service transportation in the Central Midlands has resulted in a number of agencies providing services with in-house resources or contracting with private providers. Many of these agencies have not been compelled to coordinate services simply because they have a critical mass of trips within their own parameters, which affords them the economies of scale necessary to operate efficient service. Many agencies in the Central Midlands region continue to express willingness to explore and increase coordination opportunities.

3.5 Barriers and Needs in the Central Midlands Region

An important step in completing this updated plan was to identify transportation service needs, barriers and gaps. The needs assessment provides the basis for recognizing where—and how—service for transit dependent persons can be improved. The plan provides an opportunity for a diverse range of stakeholders with a common interest in human service transportation to convene and collaborate

[6] Central Midlands Regional Human Services Transportation Coordination Plan, 2007.

on how best to provide transportation services for transit dependent populations. Through outreach described above with the COG, the 2007 data was reviewed and updated for the transportation gaps and barriers faced in the region today. The results of the needs assessment are summarized in **Table 3-1.**

Table 3-1: Needs Assessment Summary

Regional Transportation Gaps/Barriers to Coordination	
2007	**2013**
Reduction in public transit systems add pressure to human services transportation system	Reduction continues - SC Supreme Court has decided to allow the penny sales tax approval to move forward from the November 2012 election. An expanded service area, increased frequency, and DART services are expected.
Need for more wheelchair access	▪ Wheels of Five Points (5310 in FY 2008). ▪ Wheels of NE (5310 in FY 2009). ▪ Provided 5317 funds for medical escort services on DART vehicles FY 2008, 2009. ▪ Assisted Rides Program for Lt .Governor Office on Aging with 5317 funds FY 2011, 2012. ▪ CMRTA Medical Escort Services 5317 FY 2008. ▪ Newberry COA Medical Escort Services 5317 FY 2008, 2011- Newberry COA.
Need for vehicles replacements is a large capital issue.	ARRA and sales tax will allow replacement and expansion of CMRTA & DART fleets.
Lack of local funding support is currently a popular topic among municipalities.	Richland County and the City of Columbia have signed a new Intergovernmental Agreement that provides local funding for CMRTA. Lexington County has held a Transit Summit to explore the issue.
Late afternoon and return trips are difficult to serve and experience reliability issues.	CMRTA hopes to expand hours of operations with new sales tax funding. CMCOG has also instituted a Rideshare Program.
Communications issues with non-English speaking persons.	Efforts are being made to encourage one or more dispatchers to be fluent in speaking Spanish (most common on English primary language in region).
Difficult to identify "Qualified" third party providers.	One taxi service provided funds to make several vans ADA wheelchair accessible (5317 FY 2008).

3.6 Coordination Strategies and Actions

In addition to considering which projects or actions could directly address the needs listed above, it is important to consider how best to coordinate services so that existing resources can be used as efficiently as possible. The following strategies outline a more comprehensive approach to service delivery with implications beyond the immediate funding of local projects. Examination of these

coordination strategies is intended to result in consideration of policy revisions, infrastructure improvements, and coordinated advocacy and planning efforts that, in the long run, can have more profound results to address service deficiencies.

A range of potential coordination strategies was identified primarily through collaboration with the COG with direct outreach to key stakeholders in the region involved in providing service and planning of human service transportation. These stakeholders were asked to review and update the opportunities to coordination and the strategies identified in the 2007 Regional Human Services Transportation Plan and identify other successful coordination efforts that are needed today. The updated data for the Central Midlands Region are shown in **Table 3-2** and **Table 3-3**.

Table 3-2: Opportunities to Coordinate

Opportunities to Coordinate	
2007	**2013**
Information on available transportation capacity.	Mapped several routes or service areas by providers
Mobility manager who can be clearinghouse for centralized information availability as well as scheduling and dispatching.	CMRTA intends to hire a mobility manager to assist with the development and implementation of their services. CMCOG is coordinating with the LGOA to consider a regional mobility manager.
Regional vehicle maintenance to share expenses.	No progress to date
Cooperation in driver training.	Discussions are being led by CMRTA with other agencies and organizations.
Establish a fare structure for non-program riders.	No progress to date
Develop common standards for driver training and qualifications as well as for maintenance and insurance coverage.	Discussions are being led by CMRTA with other agencies and organizations.
Develop insurance pooling program	Need cooperation with SCDOT & insurance commission.
Develop cost allocation formula to encourage cooperation and coordination among providers.	Intended to be done once CMRTA hires a mobility manager.
Use real-time scheduling among operators in an area to utilize available capacity, especially for return trips.	Current being performed by USC and being explored by CMRTA.
Continue and expand statewide leasing and fueling program.	Continues.
Take advantage of new matching regulations by pooling the funding from multiple federal programs.	Currently being explored by CMRTA as they partner with different agencies to provide services.

Table 3-3: Updated Coordination Strategies

Coordination Strategies	
2007	**2013**
More service (more days, hours, geographic coverage).	Expansion of service expected with the approval of the sales tax.
Access to jobs and reverse commute a major issue.	Have worked with our Workforce Development Partners to develop a reimbursement based transportation program that provides transportation to jobs and job training.
Region should expand use of private operators.	The City of Columbia has required all cab companies to have an accessible vehicle if they request to operate in the city.
Insurance consistency among providers and coverage.	Need cooperation with SCDOT & insurance commission.
Explore mobility manager concept.	CMRTA intends to hire a mobility manager to assist with the development and implementation of their services. CMCOG is coordinating with the LGOA to consider a regional mobility manager.
Address cost allocation among operators.	No progress made to date.

In addition to the strategies described above, stakeholders also identified future planning efforts for the region that are a priority and shown in **Table 3-4**.

Table 3-4: Priority Future Planning Efforts

2007	2013
Rural areas need more service- LR, Lower Lexington, Fairfield County- elderly needs.	CMCOG conducted the Batesburg-Leesville Transit Study to explore transit options in Bateburg-Leesville.* SWRTA currently provides transit services in the Eastover Area and operates SmartRide Camden. Newberry COA provides the SmartRide services from Newberry. Fairfield County Transit provide services in Fairfield County.
Reductions in Public Transit systems.	Services are expected to be expanded with the implementation of the one cent sales tax.
Low Income and medical transport needs for elderly.	Have worked with our Workforce Development Partners to develop a reimbursement based. transportation program that provides transportation to jobs and job training. Both CMRTA and Newberry COA have medical escort programs.
Access to suburban jobs/2nd and 3rd shifts.	Part of this issue is expected to be address with the expansion of CMRTA services.
Lack of local support of funding.	Richland County and the City of Columbia have signed a new Intergovernmental Agreement that provides local funding for CMRTA. Lexington County has held a Transit Summit to explore the issue.
Vehicle replacements	ARRA and sales tax will allow replacement and expansion of CMRTA & DART fleets.

** NOTE: Appendix XX presents a summary af the Study.*

The above coordination information summarizes the gaps, barriers, and proposed strategies in the region. As recognized throughout this planning effort, successful implementation will require the joint cooperation and participation of multiple stakeholders to maximize coordination among providers in the region and across the state.

The strategies identified above should be used to develop and prioritize specific transportation projects that focus on serving individuals with disabilities, older adults, and people with limited incomes. Proposals for these specific projects would be used to apply for funding through the newly defined MAP-21 federal programs. The outreach process identified the need for the coordination of transportation planning and services. Due to the population distribution throughout the state, it appears that coordination of planning and services is best carried out on a regional basis. One example is holding regular coordination meetings in each region (annual or bi-annual) to engage providers throughout the state.

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 3

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 27, 2015

SUBJECT: **Pineview Road Widening Project**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2013-2019 TIP to add $1 million for the construction of the Pineview Road Widening Project. This funding will be transferred from the Hardscrabble Road Widening Project.

PROGRAM DESCRIPTION

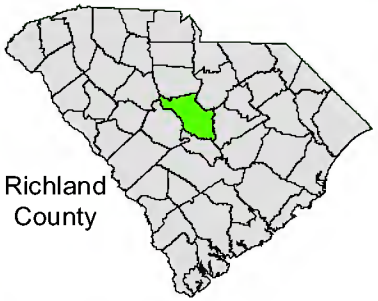
Richland County is in the process of widening Pineview Road from US 378 to Bluff Road. This improvement will increase the number of lanes from 2 to 5. Their total investment is approximately $32.5 million which includes:

- $1.1 million in FY 2015 for PE
- $10.5 million in FY 2017 for Right-of-way Acquisition
- $20.9 million in FY 2019 for construction

Through close collaboration with the county in addressing the transportation needs of the COATS MPO, Richland County has requested assisted through guideshare funding to assist with this project. In response to their question, CMCOG has submitted a justification request to add the Pineview Road Widening Project to our 2035 Cost Constrained List as well as to transfer $1 million from the Hardscrabble Road Widening Project. The Pineview Road Widening Project is currently ranked 36th in the COATS 2035 Prioritized List of Widening Projects and will provide the following benefits through this justification:

1. This project will enhance regional connectivity as it serves as the primary link between the US 378, S-768, and S-48. Each of these links have direct access to an interstate interchange with I-77.
2. This project will enhance economic vitality as it will enhance the accessibility to existing industries and provide an opportunity for more growth and development in an industrialized area.
3. Richland County has made a significant investment in a transportation planning study that assessed the transportation and land use relationship in this corridor.
4. This project is a viable addition to the COATS Cost Constrained Plan as it will only account for a $1 million investment in our LRTP budget as Richland County will fund the remaining portions of this project including cost overruns.
5. This project will transfer funding from the existing Hardscrabble Road Widening Project and will not impact the overall funding of the COATS MPO Guideshare Program.
6. This request is supported by Richland County Council.

Pineview Road Widening Project



Legend

- Widening Project
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Columbia

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.

CENTRAL MIDLANDS
Council of Governments

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Date Map Created: 7 August 2015

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CENTRAL MIDLANDS Council of Governments

ENCLOSURE 4

Approved by the CMCOG Board/MPO Policy Committee on June 28, 2015

Public comment period ended on July 27, 2015

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: June 28, 2015

SUBJECT: Section 5339 Project

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the 2013-2019 TIP to add the purchase of a vehicle with Section 5339 funds.

BACKGROUND

The Section 5339 Program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. On October 23, 2014, the CMCOG Board approved the inclusion of Section 5339 funds into the 2013-2019 TIP. Their approval included $438,767 in fiscal year 2013 funding. CMCOG and the Central Midlands Regional Transit Authority (The COMET) are now seeking a Federal Transit Administration grant to purchase a diesel bus for fixed route transit services. The procurement process is expected to begin in 2015 with the bus arriving in late 2016/early 2017.

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 5

Approved by the CMCOG Board/MPO Policy Committee on June 28, 2015

Public comment period ended on July 27, 2015

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: June 28, 2015

SUBJECT: **Section 5310 Projects**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2013-2019 TIP and the Human Services Coordination Plan to add the Section 5310 Projects for the Large Urban Area.

PROGRAM DESCRIPTION

On June 6, 2014, the Final FTA Circular FTA C 9070.1G was published, incorporating project types, from the repealed New Freedom program into the new Section 5310 Program. The vehicle projects and related equipment under the previous 5310 program are now called Traditional 5310 Projects and comprise at least 55% of the available funding; the former New Freedom projects are called Expanded 5310 Projects and comprise up to 45% of available funding.

The goal of the new 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The FTA 5310 Program provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

On May 6, 2015, staff released a call for projects for the FFY 2013 & 2014 funding cycles. Staff will present those requests for inclusion in the Human Services Coordination Plan and the 2013-2019 TIP.

Senior Resources

Empowering seniors to remain healthy & independent

Board of Directors

Ed Bell
President
Palmetto Health

Kathy Allen
Vice President
The State Media Company

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SCANA

Patti Addison
Executive Committee
Community Volunteer

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Executive Committee
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Gregory Tucker
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Sandlapper Development Co.

Cappy Boswell
NBSC

Reggie Corley
The Scott Law Firm

Wendy Fuess
BlueCross BlueShield of SC

Nikiya "Nikki" Hall
Public Service Commission of SC

Mark Hocutt
Bank of America

Elizabeth Igleheart
Consultant

Sam P. Johnson
Office of Mayor Benjamin

Carmen Preston
Preston Design Collaborative

Ray Sharpe
SC Cable Television Association

Todd Timmons
Ogletree & Deakins

Libby Tucker
Colonial Life

Pamela M. Dukes
Executive Director

May 12, 2015

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

Dear Mr. Simmons:

Please see the attached Letter of Intent information from Senior Resources, Inc. to apply for Section 5310 large urban funding.

Please feel free to contact me at (803) 252-7734, ext. 261 if you have any questions. Thank you for the opportunity to apply for this funding.

Sincerely,

Pamela M Dukes

Pamela M. Dukes
Executive Director

T (803) 252-7734 F (803) 929-0349 2817 Millwood Avenue, Columbia, SC 29205 W seniorresourcesinc.org

Letter of Intent to Apply
Large Urban Section 5310

Name of Agency: Senior Resources, Inc.

Contact Person: Pamela M. Dukes, Executive Director
Senior Resources, Inc.
2817 Millwood Avenue
Columbia, SC 29201
(803) 2523-7734, ext. 261
pdukes@seniorresourcesinc.org

Amount of Request: $53,125

Local Match: Senior Resources, Inc. has the ability to provide the required local match. This match will be met through funding provided to Senior Resources from Richland County, South Carolina.

Project Category: Capital

Project Type: Purchase of Vehicle
- 14 Passenger cut-a-way

Project Scope:

Senior Resources, Inc. has been providing services to the frail and elderly in the Midlands for over 46 years, and has provided transportation services since 1976. We are a non-profit organization whose mission is to provide coordinated services, resources and personal choices to promote healthy, independent living through the support of staff and volunteers. Our goal is to allow seniors to remain in their own homes as long as possible. The programs we provide are in-home and community-based and can be delivered at a fraction of the cost of institutional care. National surveys indicate that seniors want to remain in their own homes and in their own communities as they age. Without the support of in-home and community-based services, this goal would be impossible for many of our seniors.

The Transportation Program of Senior Resources provides door-to-door transportation for congregate meal clients throughout Richland County, South Carolina to one of our four Wellness Centers, located throughout the County. In the year ended June 30, 2014, Senior Resources provided 365,461 passenger miles to 159 clients through our Transportation program. This project will allow us to replace a leased vehicle with a vehicle that we purchase and own. A vehicle that we own can be operated more economically than leasing a vehicle. The savings realized from purchasing this vehicle will allow us to provide more transportation services to more seniors.

Through vehicles purchased with 5310 funds, Senior Resources provides seniors in Richland County, South Carolina, access to Wellness Centers, where they are able to receive a hot, nutritionally balanced

meal, participate in exercise and various planned activities, and receive education on health and nutrition. In addition, clients receive transportation to grocery stores, pharmacies and other locations, which allow them to maintain independence. Attendance at wellness centers decreases isolation and provides opportunities for socialization and participation in physical and other activities, all of which are critical in helping seniors maintain their health as they age.

During the period of July 1, 2013, through June 30, 2014, 99% of the clients served in our Transportation Program were classified as elderly and/or disabled. Almost 88% of the clients served were considered low income, being below 200% of poverty level, with almost half were at or below poverty level, as described in the Federal Poverty Level guidelines. The most common types of disabilities among the clients are ambulatory and mental capacity challenges, loss of hearing and loss of sight. These conditions create difficulty with access to public transportation. Without this door-to-door transportation program for the elderly and disabled, particularly in the rural areas of the county, our 159 elderly and disabled transportation clients would be unable to access Wellness Center programs and receive a hot, nutritionally balanced meal at the Senior Center, due to the unavailability of daily door-to-door transportation services through our public transportation system for those with ambulatory challenges. This vehicle will be assigned to our Blythewood Wellness Center, which served 41 unduplicated clients during the period of July 1, 2013, through June 30, 2014.

Project Budget:

Please see the attached budget form.

Senior Resources, Inc. has the ability to provide the required local match. This match will be met through funding provided to Senior Resources from Richland County, South Carolina.

Signature:

Pamela M Dukes — 5/12/15

Pamela M. Dukes, Executive Director — Date

Senior Resources

Empowering seniors to remain healthy & independent

Board of Directors

Patti Addison
Community Volunteer

Ed Bell
Palmetto Health

Debbie Kinder
Community Volunteer

Iris Griffin
SCANA

Kathy Moreland
The State Media Company

Tommy Phelps
JANPAK Supply Solutions

Gregory Tucker
Sandlapper Development Co.

Cappy Boswell
NBSC

Reggie Corley
The Scott Law Firm

Anne Marie Hanson
BlueCross BlueShield

Mark Hocutt
Bank of America

Sam P. Johnson
Office of Mayor Benjamin

Carmen Preston
Preston Design Collaborative

Ray Sharpe
SC Cable Television Association

Ronnie Shealy
Robinson McFadden

Derrick Stark
MiraVista

Libby Tucker
Colonial Life

Pamela M. Dukes
Executive Director

June 18, 2015

Reginald Simmons
Central Midlands Council of Governments
236 Stoneridge Drive
Columbia, SC 29212

Dear Mr. Simmons:

Please see the attached Letter of Intent information from Senior Resources, Inc. to apply for Large Urban Section 5310 funding.

Please feel free to contact me at (803) 252-7734, ext. 261 if you have any questions. Thank you for the opportunity to apply for this funding.

Sincerely,

Pamela M. Dukes

Pamela M. Dukes
Executive Director

Letter of Intent to Apply
Large Urban Section 5310

Name of Agency: Senior Resources, Inc.

Contact Person: Pamela M. Dukes, Executive Director
Senior Resources, Inc.
2817 Millwood Avenue
Columbia, SC 29201
(803) 2523-7734, ext. 261
pdukes@seniorresourcesinc.org

Amount of Request: $34,000

Local Match: Senior Resources, Inc. has the ability to provide the required local match. This match will be met through funding provided to Senior Resources from Richland County, South Carolina.

Project Category: Capital

Project Type: Purchase of Vehicle (Expansion of Services)
- Amerivan PT Paratransit Vehicle

Project Scope:

Senior Resources, Inc. has been providing services to the frail and elderly in the Midlands for over 46 years, and has provided transportation services since 1976. We are a non-profit organization whose mission is to provide coordinated services, resources and personal choices to promote healthy, independent living through the support of staff and volunteers. Our goal is to allow seniors to remain in their own homes as long as possible. The programs we provide are in-home and community-based and can be delivered at a fraction of the cost of institutional care. National surveys indicate that seniors want to remain in their own homes and in their own communities as they age. Without the support of in-home and community-based services, this goal would be impossible for many of our seniors.

The Transportation Program of Senior Resources has traditionally provided door-to-door transportation for congregate meal clients throughout Richland County, South Carolina to one of our four Wellness Centers, located throughout the County. In the year ended June 30, 2014, Senior Resources provided 365,461 passenger miles to 159 clients through our Transportation program.

Senior Resources is planning to expand its transportation services to transport seniors door-to-door from their home or a Wellness Center to necessary medical appointments, and ancillary services, such as pharmacies. The service will be called Senior Wheels. This type of transportation is the most requested service that we are capable of providing, but have not provided in the past. With funding from CMCOG, we will be able to purchase a vehicle to provide this type of transportation. A vehicle

that we own can be operated more economically than leasing a vehicle.

During the period of July 1, 2013, through June 30, 2014, 99% of the clients served in our Transportation Program were classified as elderly and/or disabled. Almost 88% of the clients served were considered low income, being below 200% of poverty level, with almost half were at or below poverty level, as described in the Federal Poverty Level guidelines. The most common types of disabilities among the clients are ambulatory and mental capacity challenges, loss of hearing and loss of sight. These conditions create difficulty with access to public transportation. The Senior Wheels program will serve the same clients in a different way. Without the Senior Wheels program, our clients' access to medical services is limited to those times when they are able to find someone to take them to services. The Senior Wheels program will improve seniors' access to medical services.

Project Budget:

Please see the attached budget form.

Senior Resources, Inc. has the ability to provide the required local match. This match will be met through funding provided to Senior Resources from Richland County, South Carolina.

Signature:

Pamela M. Dukes, Executive Director

6/18/15
Date

SCDOT FTA, Large Urban Section 5310
Enhanced Mobility of Seniors and Individuals with Disabilities Program
(Federal Fiscal years 2013 & 2014)

LETTER OF INTENT

Agency Name: Mental Illness Recovery Center, Inc. (MIRCI)
Contact Name: Julie Ann Avin, Executive Director
PO Box 4246
Columbia, SC 29240
803-786-1844 x110
Amount of Request: $112,000
Local Match: MIRCI plans to use general operating funds for the local match based on projected cash flows
Project Category: Capital
Project Type: Purchase of 2 vehicles, 14 passenger minibus
Replacement of the following vehicle:

a. VIN#1FDWE35L97DA20620
2007 Ford Minibus
91,251 miles
SCDOT contract ended 6/30/2013

Additional vehicle needed for 2 additional housing programs (our current 14 passenger vans are not considered safe for transport)

Project Scope: MIRCI is a nonprofit organization that assists individuals with mental illness to recover in the areas of their lives impacted by their illness through housing, behavioral healthcare, and assistance with obtaining and managing their disability income. In connection with its exempt purpose, MIRCI, among other things, provides community based services to individuals recovering from mental illness or emotional disorders in South Carolina.

MIRCI programs include:

Supportive Living Program: Permanent housing program for individuals with mental illness, with on-site supportive and clinical services.

Benefits Assistance: Provides assistance to individuals in applying for and maintaining disability benefits.

Community Housing Program: Housing program for homeless individuals and families who need intensive therapeutic services.

Homeless Outreach Program: Provides access to behavioral healthcare and entry into Shelter Plus Care and SHP Homeless Housing Programs.

Community Integration: Behavioral Healthcare, Psychiatrist and ACT Team Services.

The purchase of two (2) 14 passenger minibus vehicles will enable our agency to continue to serve, and expand services to our clients. These vehicles will provide demand response service as well as regularly scheduled transportation services to clients in all of MIRCI's programs. Transportation purposes include medical appointments, pharmacy assistance, rehabilitative services, psychiatric clinics, and other personal trips to the bank, grocery store, and social activities. MIRCI has experienced rapid growth in the Community Housing Program in Richland County and is transporting an increased number of individuals each year.

MIRCI operates programs Monday through Friday from 8:30am to 5pm in Richland and Lexington Counties. The TLC program operates from 5:30pm to 10pm Monday through Friday, 8am through 5pm on Saturday, and 1pm through 10pm on Sunday. The Supportive Living Program (MIRCI Group Homes) operates 24 hours per day, 365 days per year.

CMRTA operates in limited areas of Richland and Lexington Counties, and many clients are incapable of understand bus routes or do not live near bus routes. Bus routes do not always coincide with doctors' appointments and, in many cases, are not running at the specified appointment time. Many times CMRTA drop off points are not located near the facilities clients need and requires blocks of walking or an alternate means of transportation to the facilities.

Project Budget: (please see attached)

Julie Ann Avin

Julie Ann Avin, Executive Director

5/13/15

Date

IRMO CHAPIN RECREATION COMMISSION

Commissioners
John A. Sowards, Chairman
Scott A. Wilhide, Vice Chairman
Emily C. Shuman, Secretary
Bruce P. Loveless
William H. Harmon

Executive Director
Elizabeth Taylor

ICRC Administration
5605 Bush River Road
Columbia, SC 29212
(803) 772-1228

Crooked Creek Park
1098 Old Lexington Hwy.
Chapin, SC 29036
(803) 345-6181

Saluda Shoals Park
5605 Bush River Road
Columbia, SC 29212
(803) 772-1228

Seven Oaks Park
200 Leisure Lane
Columbia, SC 29210
(803) 772-3336

Letter of Intent

Large Urban Section 5310

Enhanced Mobility of Seniors and Individuals with Disabilities

Date: May 13, 2015

Name of Agency: Irmo Chapin Recreation Commission (ICRC)

Contact Person: Kim Bowers

200 Leisure Lane, Columbia, SC 29210

803.772.3336

kbowers@icrc.net

Amount of Request: $65,000

Local Match: ICRC has appropriate match to cover the total cost of the project requested.

Project Category: Capital

Project Type: Purchase of Vehicle

14 Passenger cut-a-way

Replacement

Vin:	1FDEE35L99DA92481
Make:	2009 Ford
Model:	E-350 Cutaway
Mileage:	87,414

Project Scope:

The Irmo Chapin Recreation Commission (ICRC) is a special purpose district formed in 1969 to serve community members living in the Lexington county portion of School District Five. ICRC exists to enhance the quality of life for all citizens of the district through the development of recreation programs that promote a lifestyle of wellness, physical activities and cultural experiences for all ages. It is the Goal of the Senior Services Department to assist older adults within our district in ways that enable them to live happy, productive, independent lives. Programs offered by the Irmo Chapin Recreation Commission are support services that foster independent living, enhance quality of life and help older adults meet their needs to remain active and in their own homes for as long as possible.

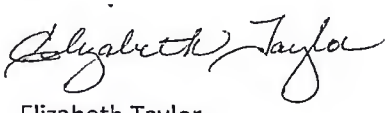
The main challenges facing the seniors we serve are transportation, utility assistance and medication assistance, as well as assistance paying for hearing aids, dentures and glasses. ICRC's needs reflect those needs, with a lack of available public transportation the top cause of increased social isolation for many seniors. Both Richland and Lexington Counties have cut back public transportation in recent years. The rising cost of living and poor economy also impact senior quality of life.

ICRC provides transportation to the senior center for meals and programs and to medical appointments. In fiscal year 2013/2014, Seven Oaks Park provided nearly 70,000 miles in transportation assistance to senior centers and over 250 trips for medical appointments. ICRC has anticipated a need to for a 14 passenger cut-a-way.

The Irmo Chapin Recreation Commission has provided services for older adults in Lexington County since 1980. The agency also serves as the Focal Point for Senior Services as designated by Central Midland's Area Agency on Aging. The proposed vehicles will enable ICRC to continue serve clients in the Lexington County portion of Lexington Richland School District 5 with a wheel chair accessible vehicle.

ICRC has appropriate local match to cover the total cost of the project requested.

Respectfully Submitted,



Elizabeth Taylor

Executive Director

IRMO CHAPIN RECREATION COMMISSION

Commissioners
John A. Sowards, Chairman
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5605 Bush River Road
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Saluda Shoals Park
5605 Bush River Road
Columbia, SC 29212
(803) 772-1228

Seven Oaks Park
200 Leisure Lane
Columbia, SC 29210
(803) 772-3336

June 18, 2015

Central Midlands Council of Governments
Reginald Simmons, Deputy Executive Director
236 Stoneridge Drive
Columbia, SC 29212

Dear Mr. Simmons:

Irmo Chapin Recreation Commission is requesting additional funding to purchase an Amerivan ADA Vehicle to replace a 2000 Dodge Van currently being used in the Chapin Community. Most of our senior participants no longer drive and this vehicle will allow us to continue to transport seniors to medical appointment and provide other necessary services comfortably and safely. We are requesting $34,000 for this vehicle with a $6,000 match for a total of $40,000.

Thanks you for your consideration of our request.

Sincerely,

Elizabeth Taylor
Executive Director

Letter of Intent

Name of Agency: Babcock Center, Inc.

Contact Person: Phillip Powell, Director of Support Services

2725 Banny Jones Avenue, West Columbia, SC 29170

Phone: 803-608-8085 Fax: 803-799-3418

Amount of Request: $53,125

Local Match: Total revenue for the Babcock Center for fiscal year ending June 30, 2014 was $29,692,179. Revenue from state agencies (primarily the SC Department of Disabilities and Special Needs) totaled $26,192,487. None of these funds were provided by the SCDOT. All revenue (unless otherwise restricted) is pooled together for the operations of the agency, including transportation needs. The total cost for a replacement Goshen van is $62,500. Babcock Center will secure the $9,375 in match through funds obtained from the SC Department of Disabilities and Special Needs.

Project Category: Capital

- 14 Passenger cut-away
  - Replacement
    - Vin #: 1FDWE35L53HA41984
    - Make: Ford
    - Model: Goshen ADA
    - Mileage: 124,884
    - SCDOT Owned: No

Project Scope: Babcock Center currently serves residents with intellectual disabilities, autism, head and spinal cord injuries and related disabilities within Richland and Lexington counties in South Carolina. Our mission is to empower people with lifelong disabilities to enjoy life by promoting abilities and respecting choice.

Babcock Center currently provides transportation services to approximately 730 individuals with disabilities in the urban and rural areas of Richland and Lexington counties. Of these individuals, 321 reside within Babcock Center residential programs and receive care 24 hours per day, 7 days a week and 409 are individuals we provide transportation to and from our Work Activity Centers five days per week during working hours.

Our fleet is composed of (143) vehicles, (4) of which are owned by Babcock Center. All of these (4) vehicles have high mileage, costly repairs and are no longer dependable for our consumers.

Our request is to replace one of these vehicles with one that will better meet the needs of our consumers. The vehicle for which we are requesting replacement has a history of costly repairs and is no longer reliable in the transport of the people we support. The replacement Goshen van would benefit the overall fleet as there are many times when we have utilized all available Goshen vans and are forced to utilize other vehicles that are not optimal for the transportation of individuals with physical disabilities. This vehicle will be used to provide transportation for (10) individuals with disabilities in the Northeast area of Columbia in Richland County. This route originates at 7817 Parklane Road Columbia, SC and travels through the Northeast area of Columbia.

Project Budget: See attached.

- Statement of Match: Babcock Center, Inc. has within our organizations' financial capacity the appropriate local match for this project in the amount $9375.

Executive Director Signature: _____ **Date:** May 12, 2015

Judith E. Johnson, Ed.D.

ENCLOSURE 6

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 27, 2015

SUBJECT: **Julius Felder Sidewalk Project Phase II-B**

REQUESTED ACTION
The Central Midlands Council of Governments' staff requests approval to amend the 2013-2019 TIP to add the Julius Felder Sidewalk Project Phase II-B.

PROGRAM DESCRIPTION
The Julius Felder Sidewalk Project Phase II-B will start where Phase II ends at the corner of Julius Felder and Summerland Drive. This phase will continue down Julius Felder Street and end at the corner of Hemlock Street. This will be an ADA complaint sidewalk that provides connectivity for the pedestrians and school children utilizing this route. Currently, pedestrians and bicyclists have to walk and/or ride in the street. Once the overall project is complete, the sidewalk will provide one safe cohesive pathway from South Eden Drive to Frink Street. This sidewalk project will coincide with the Safe Route to School objective.

The sidewalk project will consist of ADA complaint concrete sidewalk/driveways including a width of 5 feet, any clearing/grading/excavating that needs to occur, silt fencing during construction, and the additions of catch basins and detectable warning surfaces. Power/FOC boxes will be moved and inlet filters installed where needed. SCDOT will administer, bid, and design the project according to their specifications.

Total Project Cost:	$223,236.40
Federal Requested:	$178,589.12
Local Match:	$44,647.28

ATTACHMENT
Project Map

Julius Felder Sidewalk Phase II B

Legend

- Enhancement Project
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Cayce

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.

CENTRAL MIDLANDS Council of Governments

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Date Map Created: 6 August 2015

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ENCLOSURE 7

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 27, 2015

SUBJECT: **Blossom Street Lighting Project**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2013-2019 TIP to add the Blossom Street Lighting Project.

PROGRAM DESCRIPTION

The City of Cayce is proposing to upgrade the lighting on the Blossom Street Bridge. The current light fixtures and poles are owned by SCDOT. The City of Cayce through their coordination with SCE&G are proposing to retrofit the current lighting fixtures with LED retrofit kits and clean all globes. This proposed upgrade is estimated to cost:

Total Project Cost:	$22,050
Federal Requested:	$17,640
Local Match:	$4,410

This project will be funded with FY 2015 TAP funds.

ATTACHMENT

SCE&G Report

SCE&G®
A SCANA COMPANY

City of Cayce
Blossom Street Bridge

The current 14 light fixtures and poles located along the Blossom Street Bridge are owned by the SC Highway Department and are served behind a meter. The electrical system serving these lights is an old and complex system. Because the Fixtures/Poles do not belong to SCE&G, we do not have any upgrade options for these lights outside of replacing the entire system.

After our evaluation of the current system, there are a couple of effective and economical options that the City of Cayce can take to upgrade the current look and feel of the lighting.

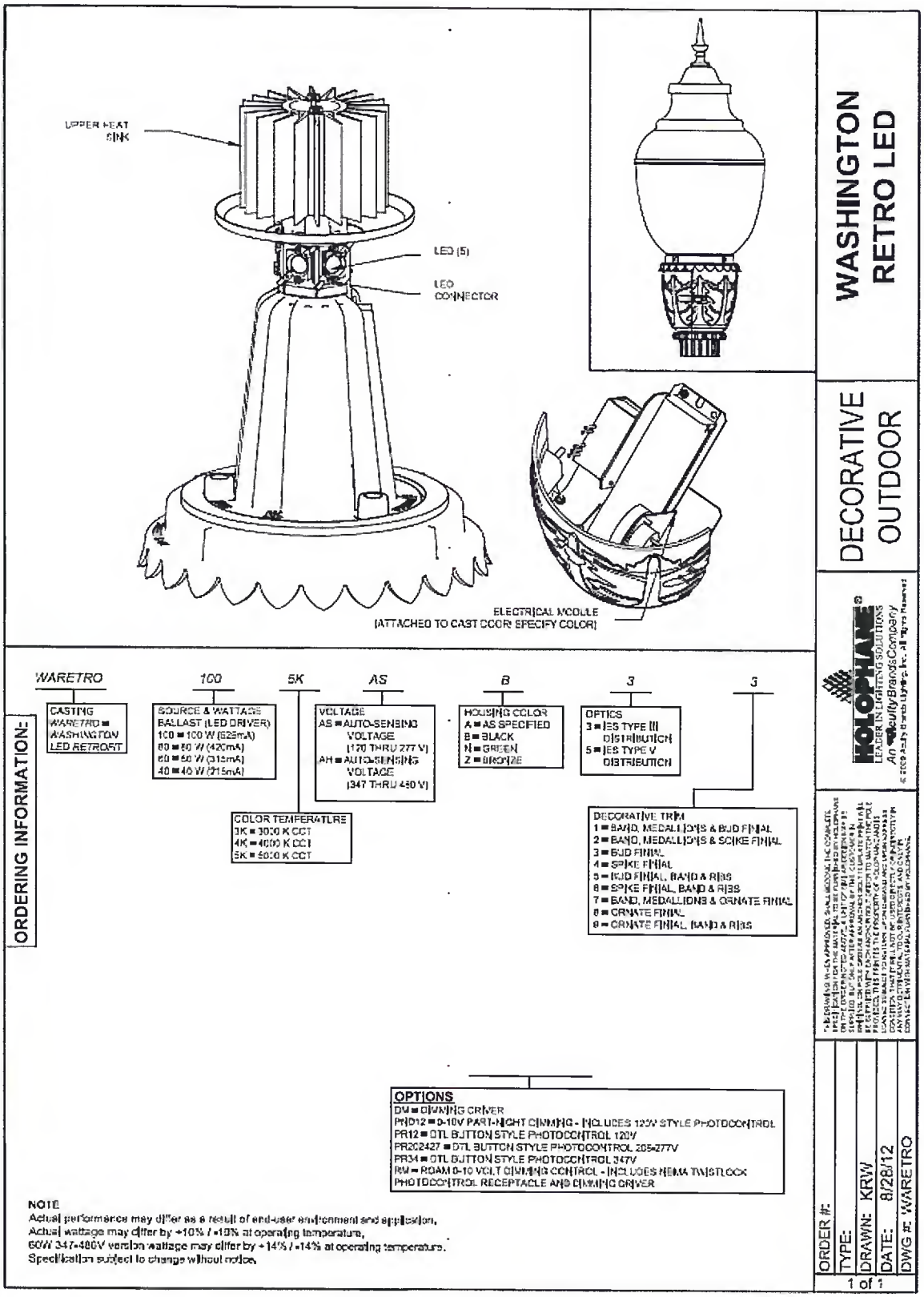
- Clean all globes.
- Retrofit the current fixtures with an LED Retrofit Kit. These kits cost approximately $600.00 each.

Contact to purchase the LED Retrofit Kits: *Mark Lybrand, Holophane: Office – 803-786-7867, Cell – 803-413-3833.*

Additional:

- We believe that the supply voltage to the current lighting system is non-standard (maybe 600 v). Be sure that the supply voltage is checked and the Retrofit Kits ordered accordingly.
- Any SCDOT requirements need to be managed between the City of Cayce and SCDOT.

D


UPPER HEAT SINK
LED (5)
LED CONNECTOR
ELECTRICAL MODULE
(ATTACHED TO CAST DOOR SPECIFY COLOR)
WASHINGTON
RETRO LED
DECORATIVE
OUTDOOR
ORDERING INFORMATION:
WARETRO
CASTING
WARETRO = WASHINGTON LED RETROFIT
100
SOURCE & WATTAGE
BALLAST (LED DRIVER)
100 = 100 W (625mA)
80 = 80 W (420mA)
60 = 60 W (315mA)
40 = 40 W (215mA)
5K
COLOR TEMPERATURE
3K = 3000 K CCT
4K = 4000 K CCT
5K = 5000 K CCT
AS
VOLTAGE
AS = AUTO-SENSING VOLTAGE (120 THRU 277 V)
AH = AUTO-SENSING VOLTAGE (347 THRU 480 V)
B
HOUSING COLOR
A = AS SPECIFIED
B = BLACK
N = GREEN
Z = BRONZE
3
OPTICS
3 = IES TYPE III DISTRIBUTION
5 = IES TYPE V DISTRIBUTION
3
DECORATIVE TRIM
1 = BAND, MEDALLIONS & BUD FINIAL
2 = BAND, MEDALLIONS & SPIKE FINIAL
3 = BUD FINIAL
4 = SPIKE FINIAL
5 = BUD FINIAL, BAND & RIBS
6 = SPIKE FINIAL, BAND & RIBS
7 = BAND, MEDALLIONS & ORNATE FINIAL
8 = ORNATE FINIAL
9 = ORNATE FINIAL, BAND & RIBS
OPTIONS
DM = DIMMING DRIVER
PND12 = 0-10V PART-NIGHT DIMMING - INCLUDES 120V STYLE PHOTOCONTROL
PR12 = DTL BUTTON STYLE PHOTOCONTROL 120V
PR208427 = DTL BUTTON STYLE PHOTOCONTROL 208-277V
PR34 = DTL BUTTON STYLE PHOTOCONTROL 347V
RM = ROAM 0-10 VOLT DIMMING CONTROL - INCLUDES NEMA TWISTLOCK PHOTOCONTROL RECEPTACLE AND DIMMING DRIVER
NOTE
Actual performance may differ as a result of end-user environment and application.
Actual wattage may differ by +10% / -10% at operating temperature.
60W 347-480V version wattage may differ by +14% / -14% at operating temperature.
Specification subject to change without notice.
ORDER #:
TYPE:
DRAWN: KRW
DATE: 8/28/12
DWG #: WARETRO
1 of 1

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 8

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 27, 2015

SUBJECT: **2040 Long Range Transportation Plan**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to adopt the 2040 Long Range Transportation Plan. The full document is available on our website for review.

PROGRAM DESCRIPTION

The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2040 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the Columbia urbanized area through the plan horizon year of 2040. The 2040 LRTP is the Metropolitan Planning Organization's (MPO) primary transportation policy document. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Staff will request adoption of the 2040 LRTP.

ATTACHMENT

2040 LRTP Resolution
Introduction and Overview

ADOPTION OF THE COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATON 2040 LONG RANGE TRANSPORTATION PLAN

WHEREAS, the Columbia Area Transportation Study is the urbanized area Metropolitan Planning Organization (MPO) as required by the Moving Ahead for Progress in the 21st Century (MAP-21) federal legislation to complete and maintain a Long Range Transportation Plan (LRTP); and

WHEREAS, the 2040 Long Range Transportation Plan addresses all modes of transportation in the urbanized area, has a horizon year of at least 20 years, and is fiscally constrained; and

WHEREAS, the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) has found the 2040 Long Range Transportation Plan to be in conformance with the South Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; and

WHEREAS, the Central Midlands Council of Governments Board of Directors which also serves as the MPO Policy Committee has provided for a 30-day public comment period for the 2040 Long Range Transportation Plan; and

WHEREAS, the 2040 Long Range Transportation Plan has been developed and reviewed by the MPO staff, member agencies, affected stakeholders, and the general public through the MPO transportation planning process and their recommendations have been found to be consistent with the principles of sound transportation planning practices; and

WHEREAS, the 2040 Long Range Transportation Plan has been developed in a manner that meets and exceeds the requirements of Title 23, Section 134 of the United States Code.

NOW THEREFORE BE IT RESOLVED that the attached 2040 LRTP is hereby approved by the Central Midlands Council of Governments; and,

BE IT FURTHER RESOLVED that the Central Midlands Council of Governments is working in coordination and consultation with other funding agencies to maximize the use of federal, state, and local funds that can be used to support and improve transportation projects and initiatives.

CERTIFICATE 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 August 27, 2015.

_____
Roger Gaddy, Chairman
Central Midlands Council of Governments

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

_____
Witness

_____
Witness

CHAPTER 1: 2040 LONG-RANGE TRANSPORTATION PLAN

1.1 INTRODUCTION

The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2040 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the Columbia urbanized area through the plan horizon year of 2040. The 2040 LRTP is the Metropolitan Planning Organization's (MPO) primary transportation policy document. It establishes the purpose and need for major projects included in the Federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Some pertinent Federal requirements of the 2040 LRTP are as follows. These are defined in more detail in subsequent sections of the document.

A minimum 20-year plan horizon is required;

- The plan must be fiscally constrained; that is, activities are prioritized relative to realistic projections of available financial resources (Federal, state, local, and in some cases, private) out to the LRTP horizon year (2040);
- The plan identifies policies, strategies, and projects for the future;
- The plan focuses at the systems level, including roadways, transit, non-motorized transportation, and intermodal connections;
- The plan must be consistent with the statewide long-range transportation plan; and
- The plan must be updated every five years in air quality attainment areas (every 4 years in nonattainment).

The 2040 LRTP serves as an update of the most recent 2035 LRTP (updated in 2008), in accordance with the five-year update required for air quality attainment areas by Federal transportation legislation – Moving Ahead for Progress in the 21st Century (MAP-21).

The 2040 LRTP update addresses a number of transportation challenges:

- Future Federal transportation funding levels are uncertain. As of this writing, the current transportation funding legislation, MAP-21, has expired and is being maintained through short-term continuing resolutions; the timing on the reauthorization of a transportation bill is unknown.

- Existing transportation facilities require a significant portion of anticipated resources to be maintained. Unless funding assumptions are dramatically revised, the region can realistically expect a general decline in the quality of its infrastructure.

- Diversification of investments beyond the roadway system into transit (both bus and fixed-guideway) and bicycle-pedestrian facilities is sorely needed to ensure expanded choice for households that own a car and reasonable mobility for households without a car.

- The 2040 LRTP utilizes new tools, including a new travel demand model;

- The 2040 LRTP expands its scope beyond roadway capacity, to explore appropriate levels of investment in transit, bicycle-pedestrian facilities, and preservation of the existing system at acceptable levels; and

- For the first time, the long-range plan considers the national trend of performance-based planning to support more effective project selection and programming decisions. A performance framework of LRTP goals, objectives and associated performance measures was established to guide plan development, with the intent to provide a more structured means to identify and prioritize transportation improvement strategies that best support attainment of long-term transportation goals. Transportation strategies and specific projects were screened through a process that considered the plan's performance framework, public input, and financial considerations. The result is a fiscally constrained, phased program of projects to improve the transportation system over the 2040 LRTP horizon.

The 2040 LRTP was developed around a core set of steps that include:

- **Defining investment needs**. Needs analysis typically occurs for both current-year travel conditions, given existing transportation infrastructure and available system capacity, and projected travel conditions, assuming certain changes in land use, population and employment growth over time.

- **Defining long-range transportation goals and objectives and a complementary set of evaluation criteria to measure the contribution of planned investments towards achieving the goals**. For the 2040 LRTP, a detailed performance-based planning approach was developed to ensure investment decisions were made in the context of attaining stated goals and objectives.

- **Defining specific policy statements to guide investment decisions**. Policy statements typically address short-term transportation needs as well as long-term mobility and development goals.

- **Identifying and evaluating potential transportation investment solutions**. Details related to the 2040 LRTP evaluation process has been provided.

- **Gathering input from stakeholder groups, the general public, and a spectrum of planning partner agencies**. This outreach is intended to ensure the transportation plan is vetted appropriately and developed with multiple perspectives in mind. Outreach activities are summarized in the public participation plan.

- **Matching available transportation revenue to cost for proposed projects (and programs) in the 2040 LRTP, to ensure it is fiscally constrained**. This fiscal leveling process is defined in detail in Chapter 18.

The Central Midlands Council of Governments (CMCOG) hosts the COATS MPO. Elected representatives from the CMCOG member governments, staff members of various transportation, environmental, and resource agencies, local stakeholders, and interested citizens participated directly in the development of the 2040 LRTP. It was developed in accordance with MAP-21 planning regulations. In accordance with Federal planning regulations, the 2040 LRTP reflects latest available land use, population and employment, travel and economic activity assumptions. It identifies long-range transportation goals and specific long- and short-range investment strategies across all modes of transportation to support meeting those goals. It is fiscally constrained, and supports regional land use and economic development policies and plans. The horizon year for the plan is 2040, in accordance with the MAP-21 requirement for a minimum 20-year planning timeframe.

1.2 METROPOLITAN PLANNING ORGANIZATION

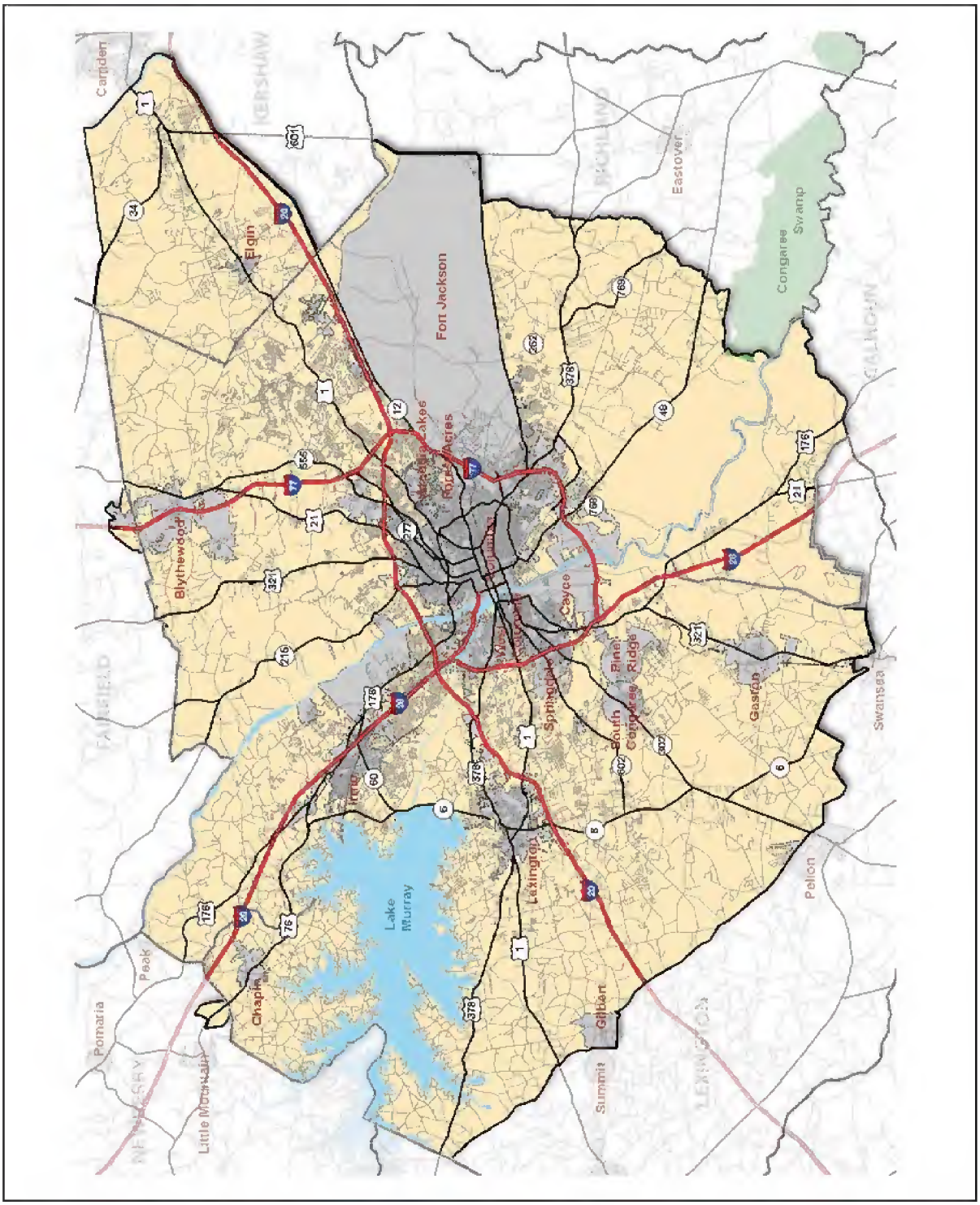
Each urbanized area in the United States with a population of 50,000 or more, is required by Federal regulation to have a designated Metropolitan Planning Organization (MPO) with the responsibility of conducting a continuing, cooperative and comprehensive transportation planning process. The MPO is responsible for transportation planning in the area defined by the most current 10-year census as being urbanized, plus the area anticipated to be urbanized in the next 20 years. This area is known as the Metropolitan Planning Organization (MPO). The present MPO is based on the most recent 2010 census and includes portions of the Richland, Lexington, Newberry, Fairfield, Calhoun, and Kershaw Counties (Reference Figure 1.1). The COATS MPO comprises approximately 1,200 square miles and a (year 2010) population of 647,091.

For MPOs such as the COATS MPO, which serve an urbanized population greater than 200,000, they are further classified as a Transportation Management Area (TMA). These areas have additional Federal requirements for planning, monitoring, and maintaining the transportation system.

In the MPO, the Central Midlands Council of Governments hosts the MPO. The CMCOG is composed of a Policy Committee, Transportation Subcommittee, and a Technical Committee. The MPO Policy Committee consists of elected and appointed policy officials from 14 local governments, representatives from the transit agencies, a county government from another Council of Governments district, as well as (nonvoting) representation from the South Carolina Department of Transportation, FHWA, and FTA. The CMCOG Board of Directors serves as the MPO Policy Committee and decides how the Federal Planning Funds (PL), Transit Planning Funds, and Federal Surface Transportation Program-Urban (STP-U) Funds will be spent within the urban area. The Policy Committee approves the MPO Work Program, Transportation Improvement Program, Long Range Transportation Program & adopts plans and programs prepared by the MPO staff. The Transportation Subcommittee consists of elected and appointed officials that are responsible for reviewing and approving items before they are sent to the CMCOG Board of Directors. The Technical Committee consists of planners and engineers from local governments and public agencies within the MPO planning area and serves as an advisory committee to the Transportation Subcommittee.

The MPO staff coordinates and administers these official committees, their meetings and leads development of all federally required MPO products, including: the long-range transportation plan, short-range transportation improvement program, associated transportation conformity determinations (if required), the Unified Planning Work Program (UPWP), and the Congestion Management Process (CMP).

FIGURE 1.1: MPO BOUNDARY



The MPO is directly responsible for developing a long-range transportation plan and short-range transportation improvement program. These plans serve as the vehicles for addressing growth and travel demand issues in metropolitan areas throughout the country. They must be updated at a minimum every five years in air quality attainment areas like the COATS MPO (four years otherwise). Regional transportation planning by legislative definition must be comprehensive (including all modes), cooperative (involving a broad array of stakeholders and other interested parties), and continuous (ever improving and evolving). This "3-C" process directs cooperation across all levels of government to develop transportation plans which provide for comprehensive, multimodal strategies to improve regional transportation system performance.

Federal transportation planning provisions of MAP-21 list eight planning factors which must be considered as part of the transportation planning process for all metropolitan areas. These factors are summarized in Table 1.1.

TABLE 1.1: MAP-21 PLANNING FACTORS

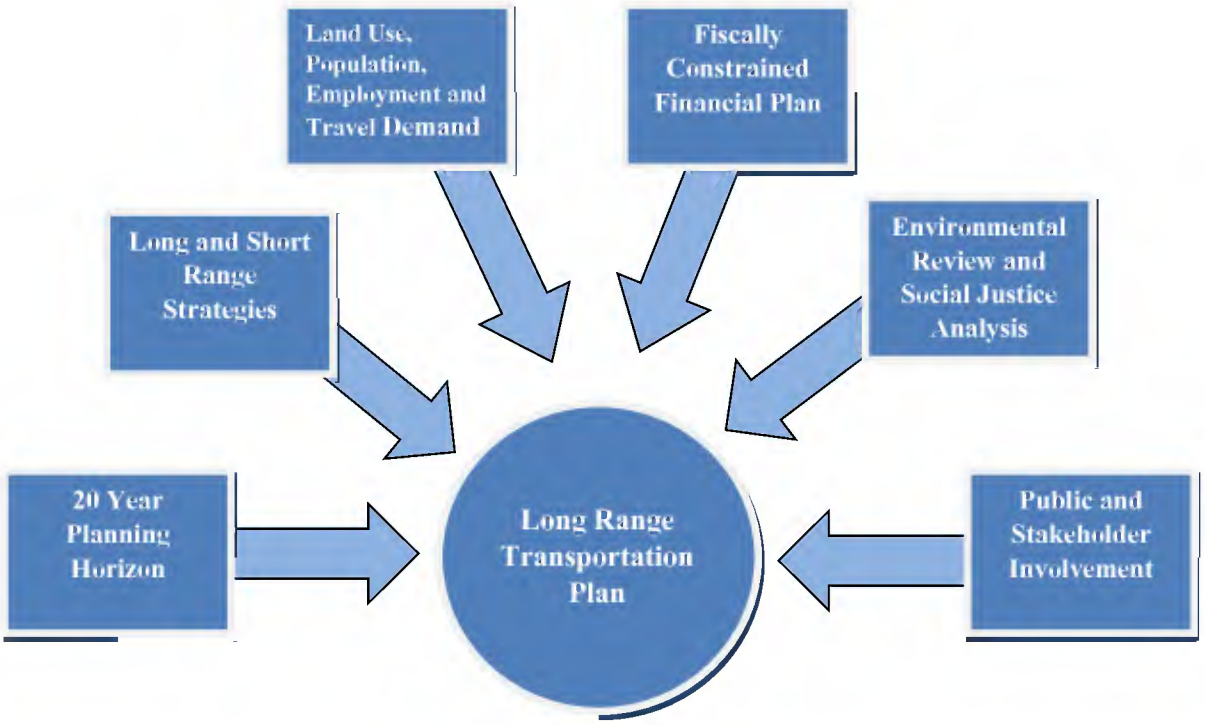
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

The MAP-21 planning factors are codified in Title 23 Code of Federal Regulations (CFR) 450.306. Each has been considered as part of the 2040 LRTP development, as noted throughout various sections

of this document. The planning factors have been addressed as appropriate, given the scale and complexity of many of the issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.

In addition to the eight planning factors, a number of more specific transportation planning provisions are defined in MAP-21 regulations that outline the various required elements of a long- (and short-) range transportation plan. These transportation planning requirements are codified in Title 23 CFR 450.322 and are referenced or footnoted throughout various sections of this document.

FIGURE 1.2: MAP-21 PLANNING REQUIREMENTS



Once a plan is drafted by an MPO and its Policy Committee, it is provided for formal public review and feedback. The MPO Policy Committee must then adopt the plan prior to sending to the Federal Highway Administration and Federal Transit Administration for review and approval.

The most recent update to the COATS long-range transportation plan was the 2035 LRTP, completed in 2008. The 2035 LRTP (2008 Update) was completed to address the minimum five-year transportation plan update requirement, as well as address the provisions of new MAP-21 planning regulations that were phased in during that time.

1.4 TRANSPORTATION CONFORMITY REQUIREMENTS

As defined by the Clean Air Act Amendments of 1990, the COATS MPO has met the National Ambient Air Quality Standard (NAAQS) for particulate matter and ozone. Currently, the counties of Richland, Lexington, Newberry, Fairfield, Calhoun, and Kershaw are considered to be in air quality *attainment area* under the annual NAAQS for particulate matter of 2.5 microns or less in size (PM2.5); and under the current eight-hour ozone standard 0.075 parts per million (ppm).

1.5 TRANSPORTATION PLANNING PARTNERS

Transportation planning requires participation by transportation agencies at the local, regional, state and national levels, as well as users of the transportation system to achieve established goals and objectives. MPOs are the primary entity in the planning process and are ultimately responsible for adopting and implementing transportation plans.

The 2040 LRTP represents a cooperative effort of citizens, planners, engineers, and public officials, who work with the MPO in developing and maintaining the plan. Entities that participated in the planning process and development of the 2040 LRTP are listed below along with a brief description of their role in the planning process.

1.6 COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION (MPO)

The Central Midlands Council of Governments hosts the COATS MPO. The MPO is responsible for the continuing, cooperative and comprehensive (3-C) transportation planning function required of urbanized areas in order to qualify for federal transportation funds. The MPO is responsible for complying with federal requirements pertaining to transportation planning as determined in transportation authorization bills.

The CMCOG Board of Directors serves as the MPO Policy Committee. They meet on a monthly basis to address the needs of the MPO. The CMCOG Policy Committee consists of elected and appointed policy officials from 14 local governments, representatives from the transit agencies, a county government in another Council of Government district, as well as (nonvoting) representation from South Carolina Department of Transportation. The CMCOG Board of Directors serves as the MPO Policy Committee and is responsible for approving the MPO Work Program, Transportation Improvement Program, Long Range Transportation Program & adopts plans and programs prepared by the MPO staff. The Transportation Subcommittee consists of elected and appointed officials that are responsible for reviewing and approval items before they are sent to the CMCOG Board of Directors.

The Technical Committee consists of planners and engineers from local governments and public agencies within the MPO planning area and serves as an advisory committee to the Transportation Subcommittee.

1.6.1 UNITED STATES FEDERAL GOVERNMENT

United States Department of Transportation – Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

The FHWA and FTA are non-voting members on the MPO Policy Committee. They provide guidance in the interpretation and implementation of Federal regulations pertaining to transportation planning. FHWA, because it has an office in the city of Columbia, has a greater opportunity to participate in the planning activities of the MPO and is involved with most aspects of the transportation planning process.

1.6.2 STATE OF SOUTH CAROLINA

South Carolina Department of Transportation

The South Carolina Department of Transportation (SCDOT) is responsible for all interstates, U.S. Routes and state highways in the planning area. SCDOT has the responsibility together with the MPO and the Central Midlands Regional Transit Authority to conduct the 3-C planning process. It has the lead responsibility in the preparation of a statewide long-range transportation plan and a statewide transportation improvement program.

South Carolina Department of Health and Environmental Control

The South Carolina Department of Health and Environmental Control has the responsibility to oversee air quality planning and participate in the review of the air quality aspects of the COATS MPO regional transportation plans and programs, and transportation air quality conformity requirements.

1.6.3 MUNICIPAL AND COUNTY GOVERNMENTS

As part of the COATS MPO, portions of Richland, Lexington, Newberry, Fairfield, Kershaw, and Calhoun counties participate in the transportation planning activities of the MPO. Individual incorporated cities and towns included in the MPO within these counties are represented on the CMCOG Board and/or transportation committees.

1.6.4 Central Midlands Regional Transit Authority

The CMRTA operating as the Comet is responsible for providing the COATS MPO public transit service. The CMRTA, as the public transit system operator, is included in the transportation planning process and is represented on the COATS Policy Committee. As the public transit service provider, it is responsible together with the MPO and the state for conducting the 3-C planning process.

1.6.5 PRIVATE SECTOR AND NON-PROFIT AGENCIES

Under MAP-21 legislation, grantees under the Elderly Individuals and Individuals with Disabilities (Section 5310) and the Large Urban Area Program (Section 5307) grant programs must meet certain requirements in order to receive funding. One of the requirements is that projects from the Job Access and Reverse Commute (Section 5307) and the New Freedom (Section 5310) components of the programs listed above must be part of a "locally developed Coordinated Public Transit-Human Services Transportation Plan." This transportation plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers, and the general public. CMCOG is in charge of administering this program in the Columbia urbanized area.

1.6.6 Outreach to Other Interested Parties

Private providers of transportation services:

- Ridesharing agencies
- Transportation safety agencies
- Traffic enforcement agencies
- Commuter rail operators
- Freight companies
- Railroad companies
- Environmental organizations
- Neighborhood associations
- Local health departments

- Other city, county, and municipal departments
- Advocacy groups
- Interested citizens
- Public schools
- Private schools
- Organizations representing the interest of the following:
    - Elderly people;
    - Minority populations;
    - Transportation agency employees;
    - Users of various modes of transportation;
    - Persons with disabilities;
    - Economically disadvantaged persons; and
    - Others underserved by the transportation system.

The 2040 LRTP document contained herein satisfies the required five-year update from the 2035 LRTP (2008 Update), while also ensuring a minimum 20-year planning horizon.

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 9

DATE: August 19, 2015
TO: CMCOG Board of Directors
FROM: Benjamin J. Mauldin, Executive Director
SUBJECT: Executive Director's Report

A. **Midlands Workforce Development Board Update: Workforce Innovation and Opportunity Act (WIOA)**

July 1, 2015 marked the launch of the Workforce Innovation and Opportunity Act, known as WIOA. WIOA is the successor to the Workforce Investment Act of 1998, and marks a long anticipated and needed facelift for the nation's workforce program.

While WIOA represents many critical changes to the system, the programs, regulations and requirements, this represents both opportunities and challenges for the Midlands Workforce Development Board (MWDB) and staff to work through. As with the implementation of WIA more than 15 years ago, there is a lot of work and planning to be done, with very little time to work with. At this point, we have the language of the Act itself, but are now in the limbo phase between implementation and receiving the final interpretation of the law and the rules that will govern the programs.

Despite the substantial amount of behind the scenes work our staff is attending to, we're glad to report that the transition to WIOA has been seamless for our customers thus far. We are doing all that we can to ensure that this will be the experience throughout the implementation process for both job seekers and business customers.

B. **Aging- Ombudsman Program Update ---- Facility Closure:**

A Lexington County facility which was licensed for 39 beds was closed on July 23rd. The Long-Term Care Ombudsman Program was onsite on the 23rd and the 24th to make sure all residents were informed of their Rights and were moved to another facility or program. Anna Harmon, CMCOG Ombudsman Director, met with the Relocation Committee, which is comprised of staff from DHEC, The SC Department of Mental Health, DSS, Department of Health and Human Services and the LGOA on July 27th to discuss the Relocation Policy and Procedures. At this time, the group reviewed and recommended revisions to the process.

The CMCOG Long-Term Care Ombudsman Program has been on the front line of making sure our vulnerable residents were placed in safe environments in 4 facility closures in the past 3 years. After closure, residents are placed in their new facilities, our Ombudsman staff make a visit to each resident, resolve concerns and deliver care packages from the Lieutenant Governor's Office on Aging (LGOA).

C. **Regional Projects**

- **2040 Long Range Transportation Plan:**
  Staff has developed a survey to collect information on transportation issues in our planning area. Your response will be used as part of our long range planning efforts. Please be so kind as to participate in our survey and share your thoughts on any transportation issues, concerns, and needs that you may have. Also, please forward this survey to anyone who would like to participate and share their thoughts about improving transportation in the central midlands region. Access the survey from this link:
  https://www.surveymonkey.com/r/COATSMPO2040LRTP

- **Reality Check Symposium #3: Strategies for Promoting Healthy and Vibrant Neighborhoods:**
  During Reality Check Midlands 2013, more than 300 area residents collectively decided they want to live in a region that promotes infill development and protects open space for recreation and permanent preservation, supporting healthy and vibrant neighborhoods. On August 20, 2015 the third Reality Check Symposium focused on the health and economic benefits of compact mixed use development, access to nature, walkability and adaptive reuse along existing corridors.

  Studies have linked access to nature to positive health outcomes. The preservation and restoration of green space within developed communities provides high quality spaces for play and recreation. Adaptive reuse and infill development breathe new life into existing activity hubs. They are the cornerstone of mixed-use development that integrates residential, commercial, retail, civic and high quality public space into areas that are already developed. These communities are associated with a higher level of physical activity, help to control sprawl and reduce the need for expanded infrastructure. The research is plentiful to support the connection between the built environment and health. As developers, elected officials and practitioners, we can have a profound effect on creating healthier communities.

  Attendees were asked to consider existing land use patterns and formulate recommendations to identify health promoting opportunities in the Midlands. Speakers included Don Tomlin, chairman of Tomlin Interests; Beth Poovey from LandDesign in Charlotte; Mayor, Tony Scully of Camden; Richland County Councilman Jim Manning; and Colonel Mike Dawson of the River Alliance.

- **COG Directories** – The ***2015 Regional Directory*** was developed by COG staff. It includes contact information for county, city and town officials and county agencies. Updates to the Regional Directory are made continually as we receive new information. The directory can be downloaded online at www.cmcog.org. To request a free hardcopy, please contact Felicia Anderson at (803) 744-5121 or fanderson@cmcog.org.

  Staff also developed the ***Central Midlands AAA/ADRC Senior Services Directory***. This directory is designed to assist individuals in identifying support services to maintain independence in the later years. Searching out this information for a parent, loved one, or yourself can become a trying experience if you are not sure whom to contact. This directory should be able to assist you. To request a copy of the Senior Services Directory, please

contact Jessica Foster at (803) 376-5390 or jfoster@cmcog.org. The cost of the Senior Services Directory is $8.00.

- **Community Development Block Grants Update:**
  There were four Infrastructure grants awarded by Lex-Co on August 13, 2015:

  - Town of Swansea: Highway 6 ADA Sidewalk, Phase I : $150,000
    Note: Phases II & III were recently funded by $333,419 SCDOT Tap funds.

  - Sistercare, LLC – Shelter 1 Facility Upgrades, $25,000

  - B/L – Wellington Water Tank upgrades, $125,000.

  - The other, non-COG administered Infrastructure project in our area was for "Joint Municipal Water & Sewer", Hwy 302 expansion , over $300,000K

D. Grants Management Training in Columbia, SC – October 29-30, 2015

Central Midlands Council of Governments and Grant Writing USA will once again host a two-day grant workshop at the COG, October 29-30, 2015. This is an excellent opportunity for our member governments' staff to enhance performance in the areas of grant writing, grants management and grant maker research.

More information and online registration is available: http://grantwritingusa.com/grants-training/grant-management-workshops/columbia-south-carolina-october-2015.html

Contact:
Cyndi Gawronski, Community Development Manager
CMCOG
803-744-5349
cgawronski@cmcog.org

CMCOG OFFICERS & SPECIAL COMMITTEES — FY 2016-17
July 1, 2015 – June 30, 2017

ENCLOSURE 10

EXECUTIVE COMMITTEE
Staff Contact: Ben Mauldin, Executive Director

Chairman — Roger Gaddy, Town of Winnsboro
Vice-Chairman — Norman Jackson, Richland County Council
Immediate Past Chairman — John Hardee, City of Columbia

David Brown, Fairfield County
Ellen Cooper, City of Columbia
Todd Cullum, Lexington County Council
Sam Davis, Columbia City Council
Joyce Dickerson, Richland County Council
Zebbie Goudelock, City of Newberry
Johnny Jeffcoat, Lexington County Council
Paul Livingston, Richland County Council
Steve MacDougall, Town of Lexington
Walton McLeod, Newberry Co. Legislative Delegation
Carolyn Robinson, Fairfield County Council
Bill Waldrop, Newberry County Council

REGIONAL AGING & DISABILITY ADVISORY COMMITTEE OFFICERS
Staff Contact: Cindy Curtis, AAA /ADRC Director

Chairman — MaryGail Douglas, Fairfield County Legislative Delegation
Vice-Chair — Julie Ann Dixon, Richland County Council

Fairfield County
Betty "Cookie" Brooks

Lexington County
Bill Banning
Peggy Butler
Dr. Lorraine Fowler
Mary Joyner
Stephen Lloyd
Francis "Kay" Mitchell
Joyce Mize
Kimberly Tissot

Newberry County
Vina Abrams
Betty Schumpert

Richland County
Ellen Cooper
Philip Flohr
Chip Harriford
Paul Livingston, Richland County Council
Larry Reid
Kelvin Washington, Richland County Council

ENVIRONMENTAL PLANNING ADVISORY COMMITTEE OFFICERS
Staff Contact: Gregory Sprouse, Director of Research, Planning and Development

Chairman — Smokey Davis, Lexington County
Vice-Chair – Shawn Epps, City of Columbia

PLANNING & DEVELOPMENT ADVISORY COMMITTEE
Staff Contact: Gregory Sprouse, Director of Research, Planning and Development

Chairman — Steve MacDougall, Lexington Town Mayor
Vice-Chair — David Brown, Fairfield County

City of Columbia
Shawn Epps
Ellen Cooper
Brian DeQuincey Newman, Columbia City Council

Fairfield County
David Brown
Carolyn Robinson, Fairfield County Council
Marion Robinson, Fairfield County Council

Lexington County
Wilber Lee Jeffcoat
Debbie Summers, Lexington County Council
S. Lyman Whitehead

Newberry County
Les Hipp, Newberry County Council
Anna Peters
Bill Waldrop, Newberry County Council

Richland County
Norman Jackson, Richland County Council
Tony Mizzell
Mark Williams, Forest Acres Administrator

CMCOG OFFICERS & SPECIAL COMMITTEES — FY 2016-17
July 1, 2015 – June 30, 2017

RURAL TRANSPORTATION PLANNING ADVISORY COMMITTEE
Staff Contact: Reginald Simmons, Deputy Executive Director / Transportation Director

Fairfield County
David Brown, Fairfield County
Marion Robinson, Fairfield County Council
Milton Pope, Fairfield County Administrator
James McGraw, II, Fairfield County Transportation Committee
MaryGail Douglas, Fairfield County Legislative Delegation

Lexington County
Chairman — Larry Brigham, Lexington County Council
Clabie Edmond, Lexington County
Joe Mergo, Lexington County Administrator
Johnny Jeffcoat, Lexington County Transportation Committee
Rick Quinn, Lexington County Legislative Delegation

Newberry County
Vice-Chair - Bill Waldrop, Newberry County Council
Henry Summer, Newberry County
Wayne Adams, Newberry County Administrator
Don Wicker, Newberry Co. Transportation Comm.
Walton McLeod, Newberry Co. Leg. Delegation

Richland County
Kelvin Washington, Richland County Council
Julie Ann Dixon, Richland County Council
Tony McDonald, Richland County Administrator
James Brown, Richland Co. Transportation Comm.
Jimmy Bales, Richland County Legislative Delegation

TRANSPORTATION SUBCOMMITTEE
Staff Contact: Reginald Simmons, Deputy Executive Director / Transportation Director

Lexington County
Todd Cullum, Lexington County Council
Johnny Jeffcoat, Lexington County Council
Steve MacDougall, Mayor of Lexington

Richland County
Chair — Joyce Dickerson, Richland County Council
Norman Jackson, Richland County Council
Paul Livingston, Richland County Council

Kershaw County
Russ VanPatten
One (1) open seat

City of Columbia
Sam Davis, Columbia City Council
Brian DeQuincey Newman, Columbia City Council
Vice-Chair - Cathy Novinger, City of Columbia

Lexington Small Towns
Elise Partin, Mayor of Cayce

The Comet
Derrick Huggins, The Comet

Paratransit Representative
Peggy Butler, Community Advocate, West Columbia

OTHER APPOINTMENTS
Staff Contact: Ben Mauldin, Executive Director

- **CENTRAL SOUTH CAROLINA ALLIANCE**
  Roger Gaddy, CMCOG Chair, Winnsboro Town Mayor
  Alternate: John Hardee, Immediate Past CMCOG Chairman, City of Columbia

- **RIVER ALLIANCE**
  John Hardee, City of Columbia

- **S.C. ASSOCIATION OF REGIONAL COUNCILS (SCARC) BOARD**
  Clabie Edmond, Lexington County
  Mark Williams, City of Forest Acres
  Kelvin Washington, Richland County Council

ENCLOSURE 11

CENTRAL MIDLANDS Council of Governments

Memorandum

TO: CMCOG Board of Directors

DATE: August 21, 2015

SUBJECT: **208 Water Quality Program Update: CWS I-20 WWTP**

In January 2015 the Congaree River Keeper initiated a Clean Water Act citizen enforcement suit against Carolina Water Service (CWS) for discharge permit violations at their I-20 Wastewater Treatment Plant which discharges into the Lower Saluda River. The suit alleges that CWS is violating their NPDES permit by repeatedly polluting the river with sewage discharges in excess of permit limits and by not connecting to a regional sewer system which is a requirement of the 1997 208 Regional Water Quality Management Plan for the Central Midlands Region. The regional sewer connection to the City of Cayce was built and permitted to operate in 1999.

In 2015 CWS filed a motion to dismiss the Congaree Riverkeeper suit. In June 2015 a federal court rejected the CWS motion to dismiss and found the Riverkeeper did have standing to bring the suit and that it should move forward.

On July 16, 2015 DHEC proposed to reissue the wastewater discharge permit for the CWS I-20 WWTP which has been expired since 1999. On August 5, 2015, as a result of the DHEC proposal to reissue the discharge permit, CWS filed a motion to stay the case until the new DHEC permit is finalized on grounds that the renewed permit would moot most of the claims made in the Riverkeeper suit.

A public hearing for the reissuance of the CWS I-20 NPDES permit will be held on August 25, 2015 at 6:30 PM in the Peeples Auditorium located at 2600 Bull Street. The public comment period will end on September 1, 2015. A copy of the public hearing notice is enclosed. The notice and draft permit can be downloaded from the link below: http://www.scdhec.gov/Apps/Environment/PublicNotices/SearchAndDisplay/Display/2570

CMCOG staff will provide the board with an overview and update on this issue.

Enclosure

PUBLIC HEARING ON TUESDAY, AUGUST 25, 2015

TOPIC: Reissuance of NPDES permit with discharge to Saluda River

D H E C
PROMOTE PROTECT PROSPER
Bureau of Water

NOTICE NUMBER: 15-137-H **NOTICE DATE: JULY 16, 2015**

PROPOSAL: Reissue NPDES permit for the **Carolina Water Service, Inc., I-20 Wastewater Treatment Plant** (0.8 MGD facility) with discharge to the Saluda River, Permit #SC0035564. This would include elimination of the proposed 1.051 MGD permit page and addresses conditions for elimination of the discharge in the future.

PERMIT APPLICANT: Carolina Water Service (CWS) Inc, 150 Foster Brothers Drive, West Columbia, SC

PROJECT LOCATION: The facility is located near Laurel Meadows Subdivision off Leaphart Road in Lexington County. See the draft permit on the DHEC website, at http://www.scdhec.gov/publicnotices/.

NOTICE PURPOSE: DHEC proposes to reissue or issue the discharge permits for disposal of treated wastewater from the Permit Applicants listed above. See the individual draft permits on the DHEC website at http://www.scdhec.gov/environment/water/eqpnbow.htm, then select "NPDES & POTW Pretreatment Program Permits", and then select one of the NPDES permit names and numbers listed above.

HEARING PURPOSE: DHEC is seeking public input on this proposed permit reissuance, and invites interested people to a public hearing and/or to provide written comments on this surface water discharge permit.

HEARING DETAILS:

-Tuesday, August 25, 2015 at 6:30 PM, DHEC Building, 3rd Floor, Peeples Auditorium, 2600 Bull Street, Columbia, SC 29201.

-Enter DHEC building from the main entrance on Bull Street side. All visitors will need to sign in to obtain a visitor's badge for the hearing.

HOW TO COMMENT? Provide comments at the hearing or give written comments to DHEC's point of contact Andrew Edwards: Bureau of Water, 2600 Bull Street, Columbia, SC 29201, edwardaj@dhec.sc.gov, phone 803-898-1271. Written comments (e-mail OK) must be received no later than close of business **Tuesday, September 1, 2015**. Please identify the notice number (15-137-H) along with written comments. Any individuals with disabilities or special needs who wish to participate or review DHEC's files should contact Andrew Edwards, two weeks before the hearing date to discuss any special aids or services required.

MORE INFO? DHEC's project file is available for review at the above address and copies can be obtained for a fee by contacting our Freedom of Information Office (2600 Bull Street, Columbia, SC 29201, 803-898-3882). An e-copy of the proposed permit can be found at: http://www.scdhec.gov/Publicnotices

MISCELLANEOUS: DHEC is not involved in zoning, land use, or property value issues (please contact your local County or Municipal officials for questions or concerns on these issues). All people signing the hearing roster or providing written comments will receive a summary response to comments and permit decision information when DHEC makes a permit decision.