CENTRAL MIDLANDS
Council of Governments

Board of Directors Meeting of the
Central Midlands Council of Governments
Thursday, September 25, 2014 ♦ 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

1. Approval of the August 28, 2014 Board Meeting Minutes *(Enclosure 1)*
2. Central Midlands Air Quality Pledge *(Enclosure 2)*
3. TIP Amendment – Bluff Road Sidewalk Project *(Enclosure 3)*
4. TIP Amendment – Old Orangeburg Road/Bill Williamson Ct *(Enclosure 4)*
5. 2035 LRTP Amendment – Barr Road/Rawl Road Intersection *(Enclosure 5)*

C. Regular Agenda

1. United Midlands Multimodal Corridor Improvement Project *(Enclosure 6)* — **Matt Hines**
2. Resolution of Support for the United Midlands Multimodal Corridor Improvement Project *(Enclosure 7)* — **Ben Mauldin**
3. Legislative Letter of Support for the SC Aging Network *(Enclosure 8)* — **Ben Mauldin**

INFORMATION

D. Announcements / Committee or Staff Reports / Correspondences

1. Executive Director's Report *(Enclosure 9)* — **Ben Mauldin**
2. SCDOT Statewide 2040 Transportation Multimodal Plan *(Enclosure 10)* — **Mark Pleasant**
3. Midlands Housing Trust Fund *(Enclosure 11)* — **Brian Hasley**
4. Update on Community Development Block Grant Projects — **Cyndi Gawronski**
5. Board Member Spotlight — **John Hardee**

E. Old/New Business

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board of Directors Meeting will be held on Thursday, October 23, 2014 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, August 28, 2014 ♦ 12:00 p.m. ♦ CMCOG Conference Room

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BOARD MEMBERS PRESENT:

Roger Gaddy, Vice-Chairman, Mayor of Winnsboro
Vina Abrams, Immediate Past Chair, Newberry Co
Jimmy Bales, Richland County Legislative Delegation
David Brown, Fairfield County Council
John Carrigg, Lexington County
Ellen Cooper, City of Columbia
Kendall Corley, Richland County
Todd Cullum, Lexington County Council
Smokey Davis, Lexington County
Julie Ann Dixon, Richland County Council
MaryGail Douglas, Fairfield Co. Legislative Delegation
Clabie Edmond, Lexington County
David Ferguson, Fairfield County Council
Clarence Hill, Richland County
Les Hipp, Newberry County Council
Norman Jackson, Richland County Council
Johnny Jeffcoat, Lexington County Council
Paul Livingston, Richland County Council
Steve MacDougall, Mayor of Lexington
Cathy Novinger, City of Columbia
Elise Partin, Mayor of Cayce
Dwayne Perry, Fairfield County Council
Juston Ricard, Springdale Town Council
Debbie Summers, Lexington County Council
Bill Waldrop, Newberry County Council
Mark Williams, City of Forest Acres
Paul Younginer, Irmo Town Council

ADVISORY MEMBERS PRESENT:

Robert Mangone, Blythewood Town Council
Barbara Smith, Mayor of Pelion

GUESTS PRESENT:

Rob Dubnicka, STV, Inc.
General George Goldsmith, Military Affairs Committee, Greater Columbia Chamber of Commerce
Matt Hines, Dennis Corporation
Charles Lindsay, Benedict College
Susan McPherson, Greater Columbia Chamber of Commerce
Erich Miarka, Gills Creek Watershed Association
Kati Price, South Carolina Department of Transportation
Yvette Rowland, Office of Senator Lindsay Graham
Scot Sibert, STV, Inc.

STAFF MEMBERS PRESENT:

Felicia Anderson, Human Resources & Operations Manager
Becky Baird, Case Manager/Client Selection Specialist / Interim Family Caregiver Advocate
Roland Bart, Chief Transportation Planner
Eartha Burrell, Community Development Planner
Cindy Curtis, Interim Director of the Area Agency on Aging/ Aging & Disability Resource Center
Andrew Foong, Accounting Clerk
Cyndi Gawronski, Senior Community Development Planner
Anna Harmon, Regional LTC Ombudsman Director
Kevin Hill, Workforce Development Director
Jason Kent, GIS Manager
Ben Mauldin, Executive Director
Malia Ropel, Finance Director
Wayne Shuler, Regional Planning Manager
Andy Simmons, Information Services Manager
Reginald Simmons, Deputy Executive Director/Transportation Director
Gregory Sprouse, Director of Research, Planning & Development

1. CALL TO ORDER

The meeting was called to order at 12:05 p.m. on August 28, 2014 by Vice-Chairman Roger Gaddy.

A1. Determination of Quorum

Vice-Chairman Gaddy noted that a quorum was not present.

A3. Introduction of Guests

Eartha Burrell introduced the guests at today's meeting. They are listed on the first page.

A4. Invocation

David Ferguson, Sr. gave the invocation.

C1. Central Midlands Air Quality Pledge

Reginald Simmons presented a request for the adoption of the Central Midlands Air Quality Pledge. The COG is coordinating with its regional partners to identify strategies to improve air quality. He explained that the U.S. Environmental Protection Agency (EDA) is mandated to establish new air quality standards by the end of this calendar year. He provided details of the planning process.

***** AT THIS TIME, VICE-CHAIRMAN GADDY DECLARED THAT A QUORUM WAS PRESENT.**

MOTION, *approved*
David Brown moved to adopt the Central Midlands Air Quality Pledge, as presented. The motion was seconded and approved unanimously.

A2. Approve Order and Contents of the Agenda

MOTION, *approved*
Vina Abrams moved, seconded by Clarence Hill, to approve the revised order and contents of the agenda. The motion was approved unanimously.

2. CONSENT AGENDA

1. Approval of the Minutes of the May 22 and June 26, 2014 Meetings
2. Adoption of the FY 2015 UPWP / FY 2015 RPWP
3. Approval of Financial Statement for the Period of July 1, 2013 to June 30, 2014

MOTION, *approved*
Jimmy Bales moved, seconded by Vina Abrams, to approve the consent agenda. The motion was approved unanimously.

C2. TIP Amendment – Bluff Road Sidewalk Project

Reginald Simmons presented a request for the approval to amend the 2013-2019 Transportation Improvement Program (TIP) to add $300,000 to the Bluff Road Sidewalk Project. In coordination with

Richland County Transportation Committee, City of Columbia, S.C. Department of Transportation (SCDOT), SC Fairgrounds, and University of South Carolina, CMCOG is developing a sidewalk project along Bluff Road. The project will begin along one side of Rosewood Drive from the Fairgrounds entrance to Bluff Road. It will continue along Bluff Road from Rosewood Drive to George Rogers Boulevard.

The purpose of the project is to ensure safe corridor access for pedestrians. Mr. Simmons explained that the current budget for the project is approximately $1.3 million. The lowest bid received for the project was approximately $1.7 million. In order to address the increase in funding, staff is requesting $300,000 to be added to the Bluff Road Sidewalk Project. The Richland County Transportation Committee is considering the addition of $200,000. SCDOT will re-bid this project in the fall. A brief discussion took place regarding funding.

MOTION, *approved*
Paul Livingston moved to approve the 2013-2019 TIP Amendment to add $300,000 to the Bluff Road Sidewalk Project, as presented. The motion was second and approved unanimously.

C3. TIP Amendment – Old Orangeburg Road / Bill Williamson Ct

Reginald Simmons presented a request for the approval to amend the 2013-2019 TIP to add $100,000 in right of way (R/W) funds to the Old Orangeburg Road / Bill Williamson Court Intersection Improvement Project. The project is designed to relieve congestion and improve safe access to Saxe Gotha Elementary School. The current budget for the project is $70,000 in R/W and $600,000 in construction. In order to address the needs of the proposed improvement, staff is requesting $100,000 to be added in R/W funds.

MOTION, *approved*
Johnny Jeffcoat moved, seconded by Todd Cullum, to approve the 2013-2019 TIP Amendment to add $100,000 in R/W funds to the Old Orangeburg / Bill Williamson Court Intersection Project, as presented. The motion was approved unanimously.

C4. 2035 LRTP Amendment – Barr Road / Rawl Road Intersection

Reginald Simmons presented a request to amend the 2035 Long Range Transportation Program (LRTP) to add the Barr Road at Rawl Road Intersection Improvement Project to the 2035 Intersection Improvement Program. He explained that on June 5, 2014, SCDOT completed a traffic study for the intersection. The proposed improvement would install a traffic signal at this intersection with the inclusion of left turn lanes at each approach. In order for the MPO to consider this project for funding, the first step is to include it into the LRTP.

MOTION, *approved*
Johnny Jeffcoat moved, seconded by Smokey Davis, to approve the 2035 LRTP Amendment to add the Barr Road at Rawl Road Intersection Improvement Project to the 2035 Intersection Improvement Program, as presented. The motion was approved unanimously.

D. ANNOUCEMENTS / COMMITTEE OR STAFF REPORTS / CORRE5PONDENCES

D1. Fort Jackson Update

Gregory Sprouse introduced Susan McPherson, Director of Public Policy & Military Affairs of the Greater Columbia Chamber of Commerce, and General George Goldsmith, Chairman of the Greater Columbia Chamber of Commerce's Military Affairs Committee. Ms. McPherson and General Goldsmith provided an update of activities related to Fort Jackson. They discussed the significance of Fort Jackson and the efforts made in the "Save the Fort Campaign". A discussion took place.

D2. Gills Creek Watershed Presentation

Gregory Sprouse introduced Erick Miarka, Program Coordinator of the Gills Creek Watershed Association. Mr. Miarka provided an overview of the Association. He discussed the association's mission, concerns with the watershed, and current projects. The Board was shown images and maps of the Gills Creek Middle Watershed Master Plan and Owens Field Park Project.

D3. Transportation Project Updates

Kati Price updated the Board on SCDOT activities related to COATS & CMCOG widening, intersections, bridge replacement, and interstate improvement projects. She discussed the construction timeline and funding information for each project.

D4. Midlands Workforce Development Board Update

Kevin Hill stated that the new Lexington SC Works Center had a ribbon cutting on August 19, 2014. He provided an update on the Summer Youth Program and On-the-Job Training Program.

D5. Executive Director's Report

Ben Mauldin gave the following Executive Director's Report:

1. **Staff Awards – Recognition of Years of Service** – On July 30, 2014, CMCOG recognized several employees for their years of service. The following employees received service awards:

   15 Years of Service
   Eartha Burrell (Community Development Planner)

   10 Years of Service
   Felicia Anderson (Human Resources & Operations Manager)
   Roland Bart (Chief Transportation Planner)
   Reginald Simmons (Deputy Executive Director/Transportation Director)

   5 Years of Service
   Anastasiya Hay (SCWOS Coordinator)

2. **Lexington SC Works Center Move** - Last month, the Lexington County SC Works Center relocated to 671 S Carolina 302, West Columbia, SC 29170 (South Congaree). He thanked Kevin Hill and his Workforce Development staff for their hard work in making the move a success.

3. **Personnel Updates** – Mr. Mauldin announced the following personnel changes:

   - ***Becky Baird*** is the Interim Family Caregiver Advocate and Case Manager/Client Selection Specialist.
   - ***Cindy Curtis*** is the Interim Director of the Area Agency on Aging/Aging & Disability Resource Center.
   - ***JaJuana Davis*** was recently hired as the I-CARE Program/Family Caregiver Support Program Assistant.
   - ***Andrew Foong*** was recently hired as a Part-time Accounting Clerk.
   - ***Laurie Giarratano*** works in the Long-Term Care Ombudsman Program as a program assistant.
   - ***Malia Ropel*** is our new Finance Director.

4. **Regional Projects** - Staff sent a $5,583 proposal to the Town of Batesburg-Leesville to update the Town's zoning ordinance. The project will take about one year to complete.

   The COG has two directories available: The *2014 Regional Directory* and *Central Midlands AAA/ADRC Senior Services Directory.*

   The COG is assisting Fairfield County in developing a countywide, long-term strategic plan to identify and prioritize current and future needs to provide strategic guidance and recommendations.

5. **Grants Writing Training** – CMCOG and Grants Writing USA will host a two-day grant-writing workshop at the COG on October 2-3, 2014.

E. OLD / NEW BUSINESS

No old or new business was brought forth.

F. OTHER BUSINESS

Reginald Simmons announced that the COG recently had a triennial review conducted by the Federal Transit Administration. It was a positive review and he thanked the COG staff for their efforts during the review process.

Gubernatorial candidate, Tom Ervin, made comments to the Board.

Debbie Summers updated the Board on the August 20th Regional Planning & Development Advisory Committee meeting. Ms. Summers invited members to attend future committee meetings.

G. ADJOURN

There being no further business, the meeting was adjourned at approximately 1:02 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 28, 2014

SUBJECT: **Air Quality Pledge**

REQUESTED ACTION

The Central Midlands Council of Governments staff will request approval to adopt the Central Midlands Air Quality Pledge.

PROJECT DESCRIPTION

Air pollution is becoming a more significant issue in South Carolina as we are faced with the challenges of complying with more stringent national air quality standards. It is imperative that we meet these standards while still promoting the economic well-being of our state and enhancing the quality of life of our citizens. The Central Midlands Air Quality Coalition was formed to serve as a regional forum to discuss air quality concerns and ideas in the central midlands region.

With the increase in pollution sources and air quality standards becoming more stringent, it is vital to obtain input from stakeholders as we work to address these issues in the most effective manner. One of the first steps in the process is to ask our city and county governments, businesses, institutions, and organizations from across the central midlands region to adopt our pledge to improve air quality which is in support of the development, implementation, and maintenance of the Central Midlands Air Quality Action Plan and Clean Air initiative.

ATTACHMENTS

Air Quality Pledge

Central Midlands Air Quality Pledge of Support

The U.S. Environmental Protection Agency (EPA), as required by the Clean Air Act, will "review and, if necessary, revise air quality standards every five years to ensure that they protect public health with an adequate margin of safety." Accordingly, it is expected that EPA would propose actions and finalize any National Ambient Air Quality Standards (NAAQS) revisions in the near future.

Here in the Central Midlands of South Carolina, we recognize that improving air quality and maintaining clean air that is in attainment of the NAAQS established by EPA is critical to both the physical health of residents and the economic vitality of the region. Therefore, we join other city and county governments, businesses, institutions, and organizations from across the central midlands region to support the development, implementation, and maintenance of the Central Midlands Air Quality Action Plan and Clean Air initiative.

We are committed to supporting outreach and educational efforts as well as identifying specific actions that our organization can implement as part of a collaborative effort to maintain a level of air quality that allows our region to reach its full potential as a great place to live, learn, do business, and raise a family.

Local Government/Business/Institution: _____

Authorized Signature: _____

Primary Contact Person: _____

E-Mail Address: _____

Phone Number: _____

(As part of the pledge, we will identify from the Central Midlands strategies/actions list those actions that our local governments/businesses/organizations can work on moving forward. We commit to communicating with the Central Midlands Air Quality Coalition Steering Committee and DHEC to ensure that our efforts are included in the Clean Air Report to EPA's Ozone Advance Program.)

ENCLOSURE 3

Approved by the CMCOG Board/MPO Policy Committee on August 28th

Public comment period ended on September 24th

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 28, 2014

SUBJECT: **Bluff Road Sidewalk Project**

REQUESTED ACTION

The Central Midlands Council of Governments staff will request approval to amend the 2013-2019 TIP to add $300,000 to the Bluff Road Sidewalk Project.

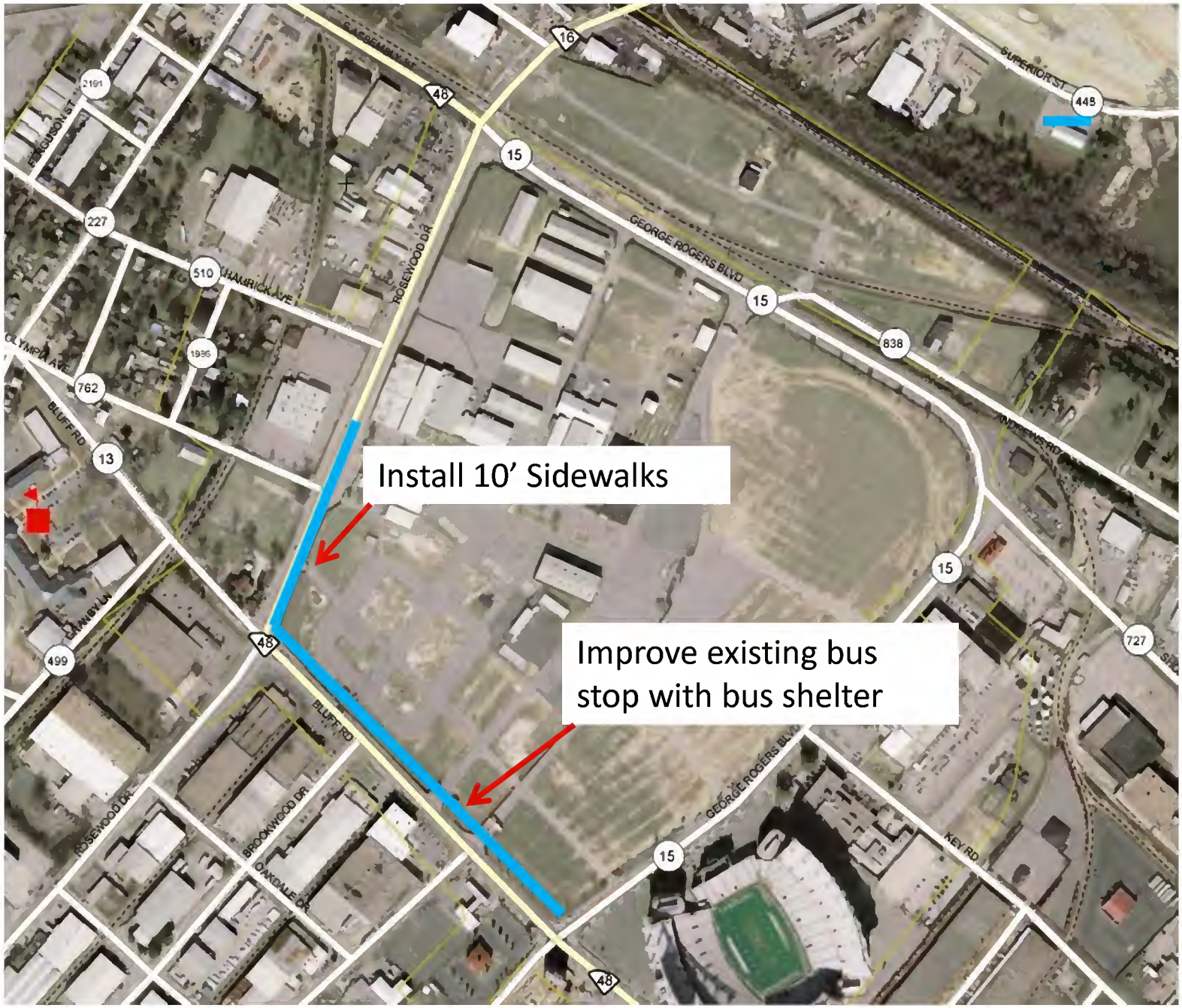
PROJECT DESCRIPTION

The Bluff Road Sidewalk Project is designed to install 10 ft. wide sidewalk along one side of the Rosewood Drive from the entrance to the Fairgrounds to Bluff Road and then continue along Bluff Road from Rosewood Dr to George Rogers Blvd. The purpose is to provide safe pedestrian access to the existing bus stop and to the many of the events held at the fairgrounds and the football stadium. This sidewalk will also improve traffic flow during major events since the outer northbound lane of Bluff Road is forced to close due to high pedestrian traffic. The project is currently scheduled for construction during the spring and early summer of 2015. The current budget is approximately $1.3 million ($600K Richland CTC, $700K COATS). SCDOT has previously issued the project for bid and received the lowest bid at approx. $1.7 million. In order to address this increase in funding, the Richland CTC is proposing to add an additional $200,000 to the project. COATS is requesting to add $300,000. SCDOT plans to re-bid this project in the fall based on an anticipated $1.7 million budget.

In coordination with the sidewalk project, USC is planning pedestrian improvements at the intersection of George Rogers Blvd and Bluff Road. These improvements will be done in conjunction with improvements to Williams Brice Stadium. USC's project is scheduled to begin in the winter of 2014/2015. SC Fairgrounds also plans to replace the existing chain link fence with a decorative railing along with pedestrian scale lighting for the sidewalk project.

ATTACHMENTS

Project Map


Install 10’ Sidewalks
Improve existing bus stop with bus shelter
GEORGE ROGERS BLVD
ROSEWOOD DR
BLUFF RD
HAMRICK AVE
OLYMPIA AVE
FERGUSON ST
SUPERIOR ST
ANDREWS RD
BROOKWOOD DR
OAKDALE DR
KEY RD
16
48
15
227
510
1986
762
13
499
838
727
448
2191

ENCLOSURE 4

CENTRAL MIDLANDS Council of Governments

Approved by the CMCOG Board/MPO Policy Committee on August 28th

Public comment period ended on September 24th

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 28, 2014

SUBJECT: **Old Orangeburg Road/Bill Williamson Court Intersection Improvement Project**

REQUESTED ACTION

The Central Midlands Council of Governments staff will request approval to amend the 2013-2019 TIP to add $100,000 in R/W funds to the Old Orangeburg Road/Bill Williamson Court Intersection Improvement Project.

PROJECT DESCRIPTION

The Old Orangeburg Road/Bill Williamson Ct. intersection improvement project is designed to relieve congestion and provide safe access to Saxe Gotha Elementary School. As part of this improvement, SCDOT has requested an increase in R/W funds to connect this improvement to the Platt Springs Road Widening Project. The current budget for this project is:

R/W	$70K
Construction	$600K

SCDOT has requested that an additional $100K be added in R/W funds in order to address the needs of the proposed improvement. SCDOT has also advised that more funding for construction will be needed and will be revisited at a later time.

ATTACHMENTS

SCDOT Traffic Study

South Carolina
Department of Transportation

February 5, 2010

Mr. Reginald Simmons
Transportation Director
Central Midlands Council of Governments
236 Stoneridge Drive
Columbia, South Carolina 29210

RE: School Study at Saxe Gotha Elementary School on S-244 (Old Orangeburg Road) and S-1453 (Southwood Drive/Bill Williamson Court) Lexington County

Dear Mr. Simmons:

In response to your January 13, 2009, request to study traffic congestion at the subject school, we have completed our review of the existing traffic operations.

The study was conducted during morning take-in and afternoon dismissal periods which included a review of traffic operations inside and adjacent to the school campus. It was observed that vehicles did not exceed the capacity of the student loop during the morning take-in period. However, our study revealed that due to the morning traffic volumes on S-244 (Old Orangeburg Road), several left-turn motorists were delayed trying to turn onto S-1453 (Bill Williamson Court). This caused long traffic queues to occur along Old Orangeburg Road. Also, it was observed that motorists on Bill Williamson Court experienced some delays while waiting to turn onto Old Orangeburg Road.

During the afternoon school dismissal period, it was observed that parents double stacked vehicles inside a portion of the student loop and also formed a line inside the parking lot in front of the school to pick up students. However, vehicles still exceeded the student loop and backed up onto Bill Williamson Court and Old Orangeburg Road for approximately 445 feet. There were twenty-two vehicles stacked along Bill Williamson Court and Old Orangeburg Road waiting to turn into the school site prior to the dismissal bell. After the dismissal bell rang, vehicles cleared Old Orangeburg Road in seven minutes and vehicles cleared Bill Williamson Court in nine minutes.

Based on our findings, we recommend widening Old Orangeburg Road to provide left turn lanes at the intersection of Southwood Drive and Bill Williamson Court. This would help reduce delays for the through traffic movement at the intersection. Also, it appears that the congestion at the school during the afternoon dismissal period is a result of the insufficient on-site storage of the student loop. Therefore, we suggest that school officials investigate the possibility of providing additional on-site stacking for vehicles. The existing student loop has approximately 520 linear feet of vehicular storage. This falls well below our recommended minimum of 1,500 to 2,000 linear feet as outlined in our *Guidelines for School Transportation Design* manual.

One option to gain additional on-site storage for the student loop is to close the existing student loop entrance drive and convert the existing student loop exit drive into a two-way driveway (entrance and exit). This would allow parents to double stack inside the parking lot area, if necessary, and provide approximately 1,370 linear feet of additional on-site storage. When vehicles are directed to double stack in the loop, the two lanes should merge into a single lane just prior to the student loading and unloading area. This is required in order to comply with the Department of Education's regulation, which discourages students from crossing between vehicles while loading or unloading.

Please note that this proposal would require Lexington School District One to concur with closing the existing student loop entrance driveway during morning take-in and afternoon dismissal periods and convert the existing student loop exit driveway into a two-way driveway.

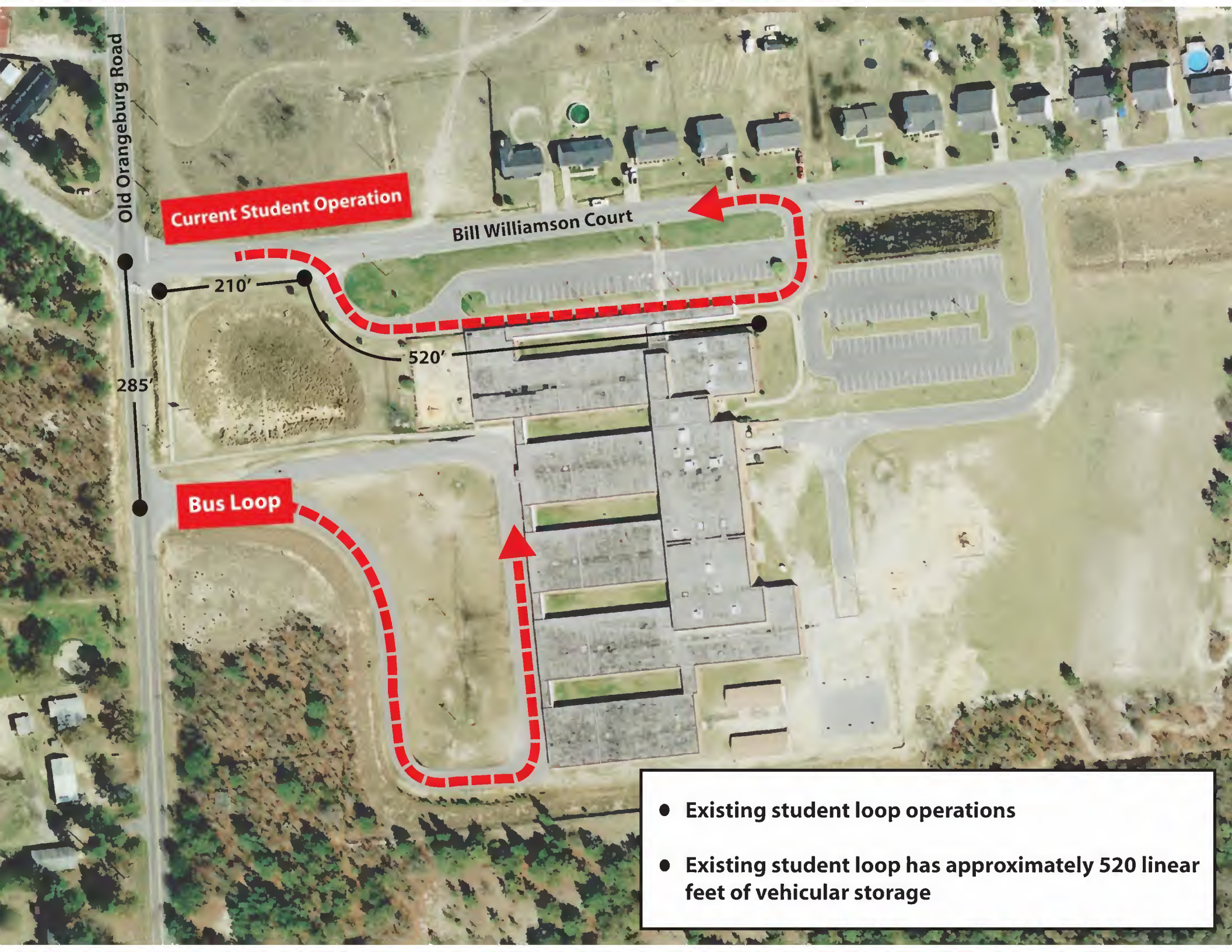
The implementation of this plan should provide a safer, more efficient operation at the school. Our recommendations are shown in red on the attached sheets.

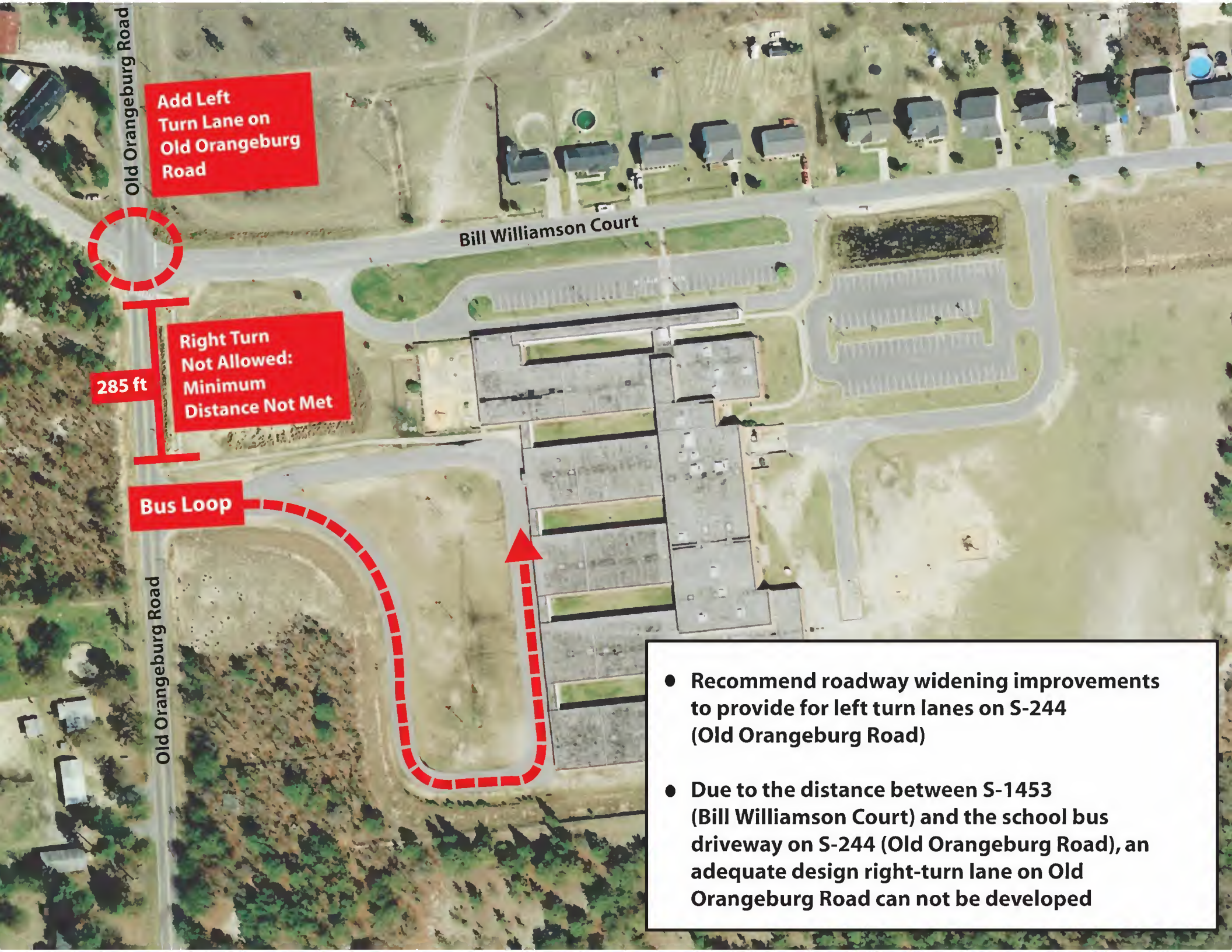
I trust that you will find this information helpful. If you should have any questions, please feel free to contact our School Operations staff at 803-737-1459.

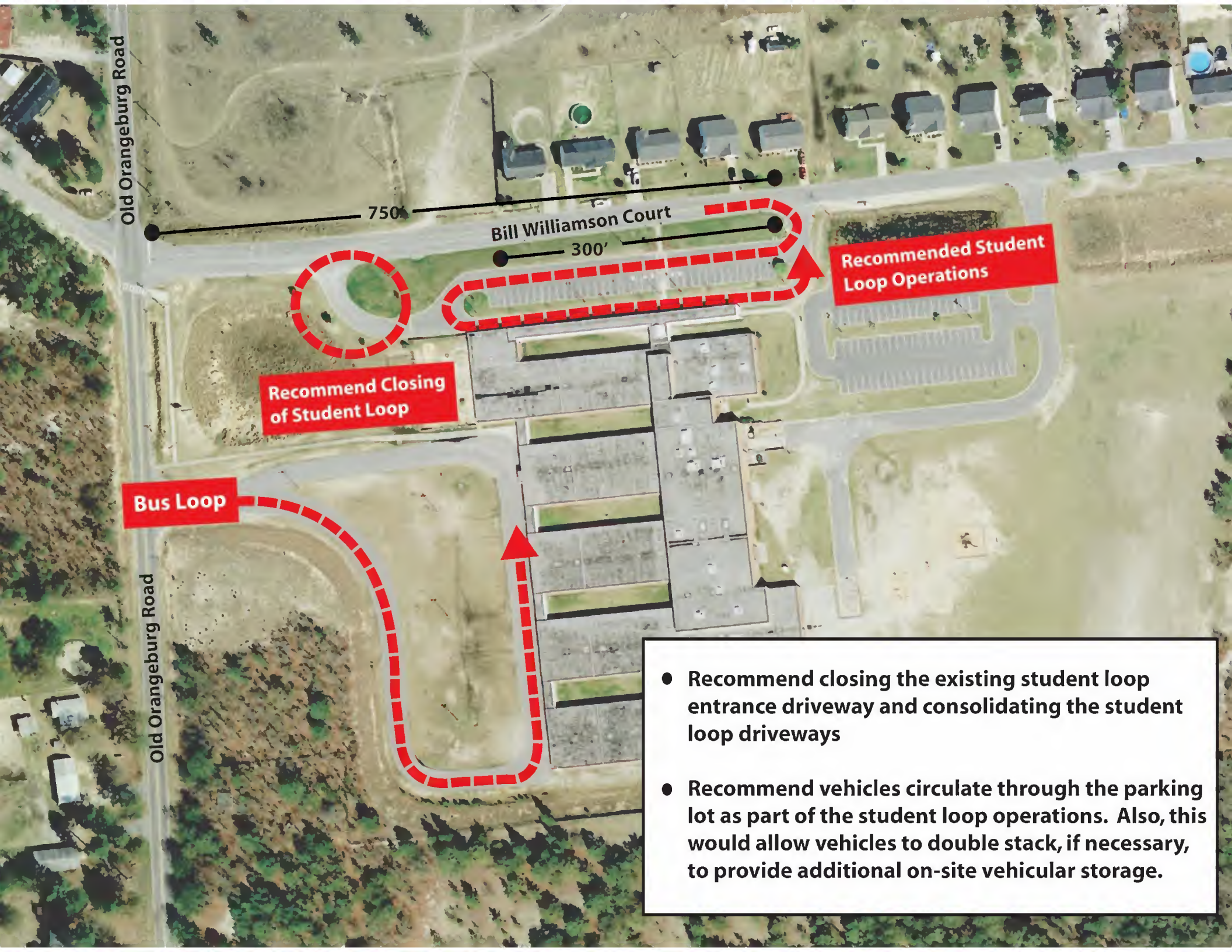
Sincerely,

Tony S. Sheppard
State Traffic Operations Engineer

TSS:ths
Enclosure
cc: Dr. Karen C. Woodard, Superintendent, Lexington School District One
Joe Bedenbaugh, Assistant Superintendent, Lexington School District One
Alex James, Director, Office of School Facilities, Department of Education
Thad Brunson, District Engineering Administrator - District One
Ed Sawyer, District Traffic Engineer - District One
File: TE/MTJ


Old Orangeburg Road
Current Student Operation
Bill Williamson Court
210'
520'
285'
Bus Loop
• Existing student loop operations
• Existing student loop has approximately 520 linear feet of vehicular storage


Old Orangeburg Road
Add Left Turn Lane on Old Orangeburg Road
Bill Williamson Court
285 ft
Right Turn Not Allowed: Minimum Distance Not Met
Bus Loop
Old Orangeburg Road
• Recommend roadway widening improvements to provide for left turn lanes on S-244 (Old Orangeburg Road)
• Due to the distance between S-1453 (Bill Williamson Court) and the school bus driveway on S-244 (Old Orangeburg Road), an adequate design right-turn lane on Old Orangeburg Road can not be developed


Old Orangeburg Road
750'
Bill Williamson Court
300'
Recommended Student Loop Operations
Recommend Closing of Student Loop
Bus Loop
Old Orangeburg Road
• Recommend closing the existing student loop entrance driveway and consolidating the student loop driveways
• Recommend vehicles circulate through the parking lot as part of the student loop operations. Also, this would allow vehicles to double stack, if necessary, to provide additional on-site vehicular storage.

ENCLOSURE 5

CENTRAL MIDLANDS Council of Governments

Approved by the CMCOG Board/MPO Policy Committee on August 28th

Public comment period ended on September 24th

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 28, 2014

SUBJECT: **2035 LRTP Amendment - Barr Road / Rawl Intersection Improvement**

REQUESTED ACTION

The Central Midlands Council of Governments staff will request approval to amend the 2035 LRTP to add the Barr Road at Rawl Road Intersection Improvement Project to the 2035 Intersection Improvement Program.

PROJECT DESCRIPTION

SCDOT has recently completed a traffic study for the Barr Road/Rawl Road intersection. The traffic study revealed that the intersection was approaching the traffic volumes that would warrant a traffic signal. But before the traffic signal improvement could be made, left turn lanes will be needed at each approach. SCDOT has indicated that they do not possess the funding to complete this improvement and has requested for the COATS MPO to take it under consideration. In order for the MPO to consider this project for funding, it must be prioritized and added to the 2035 Intersection Improvement Program.

ATTACHMENTS

SCDOT Traffic Study

SCDOT

South Carolina
Department of Transportation
District One Engineering
1400 Shop Road
Columbia, South Carolina 29201-4844
(803) 737-6660 • FAX (803) 253-6401

Kershaw County
Lee County
Lexington County
Richland County
Sumter County

June 5, 2014

Mr. Ron Pagoota
607 Barr Road
Lexington, South Carolina 29072

Re: Traffic Investigation – Lexington County
Intersection of Barr Road (S-77) at Rawl Road (S-604)

Dear Mr. Pagoota:

Thank you for informing the Department of your concerns regarding the intersection of Barr Road at Rawl Road. You requested that we conduct a study to determine the need for a traffic signal.

Based on the results of a previous study, traffic volumes at the intersection are approaching those that would warrant the installation of a traffic signal. However, in order for the intersection to function adequately, left turn lanes are needed on each approach to the intersection before a traffic signal could be installed. The Department does not currently have the necessary funding for the construction of the left turn lanes. Therefore, we have requested that the Columbia Area Transportation Study Committee (COATS) and the Lexington County Transportation Committee consider providing funding for a project at this location as they allocate funding for future projects in the area. If left turn lanes are constructed at this intersection, further consideration can be given to the installation of a traffic signal.

Thank you again for bringing this matter to my attention. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

Bryan L. Jones, P.E.
District Engineering Administrator

BLJ:dmf
cc: Reginald Simmons, Central Midlands Council of Governments
Johnny W. Jeffcoat, Chairman Lexington County Council
File: D1/Lexington/TBM

AN EQUAL OPPORTUNITY/

Barr Road @ Rawl Road Intersection Improvement Project

2035 LRTP Amendment

Add left turn lanes on each approach

COATS
Columbia Area Transportation Study

N
W E
S

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

The **United Midlands Multimodal Corridor Improvement Project** will transform existing, individual transportation gateways leading into the Capital City into a unified transportation network that will link the entire Midlands Region with the rest of South Carolina and the world.

It will ease congestion, respond to businesses' needs, increase driver and pedestrian safety, improve air quality, and provide greater access to bike, pedestrian, and transit options for residents and visitors alike.

It will integrate the capital of South Carolina with its growing transit system. It will provide economic and environmental benefits and will improve the overall quality of life for the residents, the students, and businesses of South Carolina. It is, quite simply, a "game changer."

The State Capital and the Columbia Metropolitan Airport are major hubs for local, regional, and national businesses, as well as residents and visitors. They are important not only to the Midlands but also the entire state. Therefore, the gateways leading to these iconic locations impact the economic and environmental health of the entire state. In other words, "As they go, so goes the State."

The gateways addressed within this project include the Airport Connector, Assembly and Huger streets, and Greene and Williams streets. With our project we're seeking to:

- Extend the Airport Connector from SC302 to I-26
- Transform Assembly and Huger streets
- Complete the gap in Williams Street between Gervais and Blossom streets
- Continue Greene Street to Williams Street

If this entire project is funded, it has the potential to create approximately 4,450 jobs, with 2,848 of those jobs being direct and indirect jobs.

This project's potential significance for the State as a whole is huge. It will foster the area's economic competitiveness and create a stronger economic base that will beneficially alter the entire region and the state as a whole for years to come.

Cost Breakdown:

Gateway	Cost	Status
Airport Connector	$112,400,200	Shovel Ready
Assembly Street	$145,314,000	In Design Phase & Conceptual Phase
Greene Street	$36,359,470	In Design
Huger Street	$46,275,160	Conceptual
Williams Street	$17,616,956	Conceptual

Total Cost	$357,965,786
Total Assistance Requested	$325,046,369

Memo

Date: 09/25/2014

To: Reginald Simmons
Central Midlands Council of Government
236 Stoneridge Drive, Columbia, SC 29210

From: Matt Hines
Dennis Corporation
1800 Huger Street, Columbia, SC 29201

RE: United Midlands Multimodal Corridor Improvement Project — Application to SC Transportation Infrastructure Bank

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As we all know, there are many important transportation projects throughout the Midlands region that are currently unfunded or partially funded. Counties and Municipalities routinely seek grants, loans and other alternative funding sources to move these projects forward. In many cases, previously awarded federal funds may be forfeited if measurable progress is not made on a project.

For quite some time, Lexington County has been working to obtain funding for the completion of the Airport Connector to I-26 (Phase 2). Also, the City of Columbia has been working to obtain additional funding for improvements along Assembly Street. Both of these entities were concurrently preparing applications to the State Transportation Infrastructure Bank for these projects, and each had contracted with Dennis Corporation for assistance. It soon became apparent that although within different jurisdictions, these projects had many common features and goals. Each of the projects also had similar regional and statewide significance. The question was posed: Why not consolidate these individual efforts and pursue a joint application?

After some discussion, a working partnership developed, additional high-priority projects were considered for inclusion, and more partnering entities were brought on board. The team grew to be comprised of the City of Columbia, the Columbia Metropolitan Airport, Lexington County and Richland County in partnership with the Central Midlands Council of Governments and the University of South Carolina.

Staff members of each entity were tasked by their leadership to develop a team that would combine the individual

efforts that had already been expended on separate applications. This work included developing an overall strategy that would unify the individual projects, revising and updating the data required by the Bank, and crafting a narrative that demonstrated the positive impact that this project would have within the region as well as the entire State.

The project as a whole can be described as providing improvements to three gateways that contribute to the safety, congestion reduction, economic development, and quality of life of the residents and visitors of the Midlands. The Assembly Street and Huger Street corridors are the primary North-South arteries of downtown Columbia. The goals of these improvements are to restructure the existing rail crossings by eliminating most at-grade crossings and creating two grad-separated crossings. Additionally, pedestrian facilities along Huger Street and Assembly Street will be improved and traffic calming measures implemented to allow for safer and more efficient movement of all modes of transportation. While vehicular traffic along this gateway will continue to grow, the anticipated growth of alternative transportation modes, such as bicycle, pedestrian, and mass transit, in the downtown area must be incorporated into the network.

The gateway that connects downtown Columbia, and theses arterial corridors to the rest of the region, with the Congaree River currently contains gaps and barriers within the network. The completion of Williams Street between Gervais and Blossom Streets and the extension of Greene Street to Williams Street, including a new bridge over the existing railroad line, will provide a connection for the residents and visitors of the Midlands Region with currently inaccessible portions of the riverfront. It will provide an additional East-West corridor into an underutilized area of the City comprised primarily of vacant lots and surface parking. It will also provide a North-South corridor that will provide for new development and accessible green-space along the river. These infrastructure upgrades will contribute to the economic development of this area including the growth of the USC Riverfront Research District and the proposed Congaree Riverfront Development, provide safe alternative transportation modes between the University and the Congaree River, and provide additional route alternatives that will ease congestion along the existing corridors.

The Columbia Metropolitan Airport has seen consistent annual growth over the past three years in passengers, as the region continues to increase its bi-coastal and international travel demands. Furthermore, the Columbia Metropolitan Airport is the largest air cargo provider in South Carolina. As the region continues to expand its manufacturing and business capabilities, a direct access gateway between I-26 and the Airport is vital to the Midlands Region, and the State of South Carolina as a whole, in realizing our full competitive potential. Phase II of the Airport Connector will consist of a new interchange and expressway between I-26 and SC 302 as well as a new roadway that connects this corridor with S-72 (Old Dunbar Road). This project will ease existing congestion in the area surrounding the airport and along SC 302 and

create a corridor for new economic growth.

By combining the individual efforts to obtain funding for these improvements, the now partnered team members were able to exceed all of the criteria for a SIB funded project and strengthen each of the individual arguments in favor of funding. The application was prepared as a joint effort with direction by the staff-led team and went through many drafts and iterations. The final draft culminated with the passage of an historic joint resolution by each of the local governments involved to be included in the application submitted to the Bank. The application is scheduled to be presented to the Transportation Infrastructure Bank on September 25 at 1:30, at its first board meeting since 2013.

As home to the capital of South Carolina, at the intersection of three primary interstate routes, a hub to railroad freight lines, and centered in the geographic center of the state, the infrastructure of the Midlands transportation system has a natural impact on the economic health of the entire state. The Midlands should serve not only as a link between the other metropolitan areas of South Carolina, but also between Charlotte and Florida, and Atlanta and the Atlantic Coast. The unprecedented cooperation shown between the governments of the City of Columbia, Lexington County, and Richland County in the preparation of this grant application demonstrates the ability of the Midlands governments to work together in improving our economic position in the southeast, providing a safe transportation network with provisions for alternative transportation modes, and improving the overall quality of life for the citizens of the Midlands and South Carolina.

DENNIS CORPORATION

CONTACT:

Matt Hines
Roadway Engineering Manager
Dennis Corporation
1800 Huger Street, Columbia SC 29201
Office: (803) 227-8558
mhines@denniscorporation.com

ENCLOSURE 7

Resolution Numbers

City of Columbia R-2014-043

Richland County N/A

Lexington County R14-1

United Midlands Multimodal Corridor Improvement Project Resolution

WHEREAS, the United Midlands is composed of the County of Lexington, the Columbia Metropolitan Airport, Richland County, and the City of Columbia in partnership with the Central Midlands Council of Governments and the University of South Carolina; and

WHEREAS, this historic and unprecedented collaboration has been established to address issues that are adversely impacting the Midlands' transportation network through the United Midlands Multimodal Corridor Improvement Project; and

WHEREAS, the gateways at Assembly Street and Huger Street, Greene Street and Williams Streets, and the Airport Connector Phase II are very important to the Midlands for future economic development; and

WHEREAS, completion of this project will bring thousands of jobs to the Midlands by bringing more companies and industries to our community and making the cities and counties more accessible; and

WHEREAS, the South Carolina Department of Transportation has placed substantial portions of this project as a priority in the Statewide Transportation Improvement Program (STIP) as testament to its statewide significance; and

WHEREAS, the United States Department of Transportation has designated the Airport Connector as a *National Highway System Intermodal Connector*; and

WHEREAS, portions of this project are ready to build, with planning, engineering, right-of-way acquisition, environmental clearance and permitting complete; and

WHEREAS, completion of the three gateways will improve the regional transportation system by providing a direct controlled-access highway link to the Airport, and relieving congestion on existing roadways.

NOW, THEREFORE BE IT RESOLVED, that the City of Columbia Council, Lexington County Council, and Richland County Council of South Carolina this 16th day of June, 2014 supports and endorses the completion of the **United Midlands Multimodal Corridor Improvement Project** and encourages the South Carolina Department of Transportation to secure funding for this vital transportation and economic development project.

Stephen K. Benjamin
Mayor, City of Columbia

Johnny W. Jeffcoat
Chairman, Lexington County Council

Norman A. Jackson
Chairman, Richland County Council

We Are Columbia

CENTRAL MIDLANDS
Council of Governments

ENCLOSURE 8

Memorandum

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

FROM: Ben Mauldin, Executive Director

DATE: September 25, 2014

SUBJECT: **Letter to Legislative Delegations**

REQUESTED ACTION

The Central Midlands Council of Governments staff will request approval to allow the Executive Director to send a letter to the Legislative Delegations of Richland, Lexington, Fairfield, and Newberry Counties to encourage their support funding initiatives for seniors.

PROJECT DESCRIPTION

On September 11th, the Councils of Governments and the Area Agencies on Aging met with Lt. Governor Yancy McGill to discuss the best ways to address the growing needs of seniors in South Carolina. There are approximately 950,000 seniors across the state and many are not able to receive the services that they need. The Lt. Government presented several funding initiatives that would highlight the needs for seniors and provide discounts towards the services that they receive. In order to assist with this effort, we have been requested to provide a letter to our Legislative Delegations to ask them to continue to be "Champions of Seniors" and support current and future efforts to improve services to our seniors.

Staff requests your approval to allow the Executive Director to send a letter to our Legislative Delegations that will encourage their support for funding initiatives that benefit and improve the services to our seniors.

ENCLOSURE 9

DATE: September 19, 2014
TO: CMCOG Board of Directors
FROM: Ben Mauldin, Executive Director
SUBJECT: **Executive Director's Report**

CMCOG Long-Term Care Ombudsman Advanced Directives Training

On September 17th, The Long-Term Care Ombudsman Program hosted a Lunch-N-Learn Session on Advance Directives. Shelia Bell-Ford, I-CARE and Advance Directives Coordinator, along with Anna Harmon, Ombudsman Program Director, discussed the importance of having an Advance Directive. They provided detailed explanations for each of the three Advance Directives approved by South Carolina. The audience included varied disciplines from the Aging Network and health care community. There were approximately 35 in attendance.

If you would like to have an Advance Directive information packet or an Advance Directive consultation, please contact Anna Harmon at aharmon@cmcog.org or 803-376-5989 or Shelia Bell-Ford at sbellford@cmcog.org or 803-744-5127.

Grant Management Training at CMCOG

Central Midlands Council of Governments and Grant Writing USA will present a two-day **grants management workshop** at the COG, **October 2-3. 2014**. This class will prepare grant writers to administer government grants and stay in compliance with applicable regulations. This training is recommended for grant recipient organizations across all disciplines.

More information is available here: http://www.grantwritingusa.com/grants-training/grant-management-workshops/columbia-south-carolina-october-2014.html

This is an excellent opportunity for our member governments' staff to enhance performance in the areas of grant management. Cyndi Gawronski, CMCOG Senior Community Development Planner, can be contacted for additional information at cgawronski@cmcog.org or 803-744-5349.

Medicare Open Enrollment

If you're like me, fall is an extremely busy time of year—getting the kids ready for a new school year, making sure everyone in my family gets a flu shot, getting the house and yard ready for the winter. With everything we have going on; it's so easy to forget another activity that should be on all our fall checklists: **Helping our parents prepare for Medicare Open Enrollment**.

Medicare Open Enrollment gives beneficiaries the chance to review their health and prescription drug coverage for the coming year. If they need to make any changes, they can do so **between October 15 and December 7**. But if they decide that they're happy sticking with the coverage they have now, they don't need to do anything else.

For all of us who are caregivers, or who just care about older parents and family members, we need to ensure that they have the right information to make the right choice. Sit down and have a conversation with them, and help them explore their options and find coverage that fits their needs.

For help in the Central Midlands Region, please contact Shelia Bell-Ford, I-CARE Coordinator for additional information at sbellford@cmcog.org or 1-877-744-5130.

Technical Assistance Contracts

The COG has recently been hired to provide the following technical assistance to local governments and organizations:

- Town of Eastover--- Develop economic development implementation strategies to be included in the comprehensive plan update

Other technical assistance contracts or agreements that were already in place for the current fiscal year include:

- Town of Springdale – Assist staff, advise boards and commissions
- Town of Irmo – Assist staff, advise boards and commissions
- Town of Chapin – Assist staff, advise boards and commissions
- Town of Batesburg-Leesville--- Assist staff, advise boards and commissions
- Town of Gilbert---Comprehensive Plan update
- Town of Eastover---Comprehensive Plan update
- Various local governments---Mandatory planning and zoning trainings for local officials on a reimbursement basis
- South Carolina Chapter of American Planning Association—training services for certified planners
- South Carolina Association of Regional Councils (SCARC)---maintain website

South Carolina Association of Regional Councils

The South Carolina Association of Regional Councils will have its 2014 Annual Conference on November 23 – 25, 2014 at the Embassy Suites in Myrtle Beach, SC. Conference information will be forwarded to board members in late October.

ENCLOSURE 10

Update to the State's Long-Range Transportation Plan Continues to Demonstrate Major Challenges for Future Infrastructure Condition and Mobility

The South Carolina Department of Transportation (SCDOT), in partnership with the South Carolina Department of Commerce, South Carolina State Ports Authority, Federal Highway Administration, Federal Transit Administration, and other key stakeholders have updated the South Carolina Multimodal Transportation Plan (MTP), "Charting a Course to 2040". The MTP, South Carolina's long-range transportation plan, and is updated every five years to reflect the latest information on travel and growth trends, goals and objectives, safety and security, infrastructure conditions, future deficiencies, estimated funding, as well as the latest federal requirements. The 2040 Multimodal Transportation Plan also includes modal plans for the Interstate, Strategic Corridors, Public Transit and Human Health Service Coordination, Freight, and Rail. In addition, the Strategic Highway Safety Plan has been updated in partnership with the South Carolina Department of Public Safety and the Federal Highway Administration to identify key strategies aimed at reducing the state's vehicle, pedestrian, and bicycle fatalities.

Growth trends in population, employment, vehicle miles of travel and transit usage indicate a greater demand for future mobility. As South Carolina continues to attract new residents, tourists, and businesses, this growth also has a tremendous impact on maintaining the 41,500 miles of state-highways and 8,383 bridges, which places South Carolina fourth in terms of the largest state maintained system in the country.

Some of the key findings of the 2040 MTP include:

- Multimodal needs for highways, bridges, bicycle/pedestrian, and transit are projected to total $70.45 billion (in 2011 dollars) through 2040.
- Projected revenue to address these needs totals $27.63 billion (in 2011 dollars).
- The 29-year funding gap is estimated at $42.82 billion.
- Annualized funding gap is $1.47 billion, similar to the previous 2030 MTP estimate of $1.46 billion.
- Based on 2011 conditions, freight bottlenecks were identified at interstate interchanges:
  - I-20 in Columbia at I-77 and Clemson Road interchanges (being widened to 6 lanes);
  - I-26 in Columbia at I-20 and St. Andrews Road interchanges
  - I-26 in Charleston at US 52 Connector/Ashley Phosphate Road and I-526 interchanges;
  - I-77 at Forest Drive interchange due to weekly graduation ceremonies at Fort Jackson;
  - I-85 in Greenville at the Woodruff Road/I-385 interchange;
  - I-126 at I-26 interchange in Columbia;
  - I-385 at the I-85 interchanges in Greenville; and
  - I-526 in Charleston at the I-26 interchange.
- Freight tonnage moved by truck is expected to increase by 91 percent from 300.6 million tons in 2011 to 574.1 million tons.

- Freight tonnage moved by rail, excluding coal is expected to increase by 72 percent (coal movements are projected to fall by 28 percent).

- In 2011, 31 percent of the interstate system operated at LOS C or worse for at least one peak hour – a percentage that is expected to rise to 62 percent by 2040.

- The most congested interstate corridor segments in the state include:
  - I-85 from I-385/Woodruff Road (Exit 51) to Pelham Road (Exit 54) (Greenville)
  - I-26 from Saint Andrews Road (Exit 106) to I-20 (Exit 107) (Lexington/Richland)
  - I-26 from Piney Grove Road (Exit 104) to Saint Andrews Road (Exit 106) (Lexington)
  - I-85 from Pelham Road (Exit 54) to SC-14 (Exit 56) (Greenville)
  - I-85 from Mauldin Road (Exit 46) to US-276 (Exit 48 (Greenville)

- In 2011, 11 percent of the existing Statewide Strategic Corridor Network operated at LOS C or worse – a percentage that is expected to rise to 27 percent by 2040.

- In 2011, 44 percent of transit demand was met, compared to 37 percent in 2008.

The draft 2040 SMTP is available for public review and comment until September 25th on the worldwide web at http://www.scdot.org/inside/public_comment.aspx.

ENCLOSURE 11

ORGANIZATIONAL EXECUTIVE SUMMARY

The Midlands Housing Trust Fund (MHTF) was created as an initiative of the United Way of the Midlands to provide financing, technical assistance, and advocacy for the construction, rehabilitation, and preservation of affordable housing in the Midlands. MHTF is a revolving loan fund that lends to housing developers for creation of affordable housing for households earning less than 80% of Area Median Income in a seven-county area of central South Carolina (Calhoun, Fairfield, Kershaw, Lexington, Newberry, Orangeburg, and Richland counties).

An older, dilapidated and vacant housing stock along with a lack of decent affordable housing continues to thwart the viability and economic sustainability of the Columbia area. More than 50% of renters are 35% of homeowners in the Midlands region of South Carolina experience "housing cost-burden," paying more than 30% of their household income on housing costs. Households are forced to regularly make hard choices between keeping a roof over their heads, accessing health care and medication, healthy food, and maintaining reliable transportation. Across the entire state, approximately 65% of citizens have subprime credit, limiting their ability to qualify for home mortgages. Average rents increase as more households are forced to rent their housing.

In the wake of the 2008 economic recession, banks tightened their lending activities, making it harder to not only obtain financing for housing development, but limiting options for working poor individuals and families to qualify for home mortgages. Coupled with budget cuts and Congressional gridlock, fewer federal dollars are available for affordable housing creation, forcing communities to find new ways to support housing development for their low- and moderate-income citizens.

More than 1,500 housing trust funds exist across the United States to provide flexible financing for a community's specific affordable housing finance needs. Two other housing trust funds in the state of South Carolina, the South Carolina Community Loan Fund (formerly the Lowcountry Housing Trust) and Community Works Carolina have succeeded in meeting their respective communities' need for affordable housing development loan products designed to leverage a variety of sources and enable developers to build and rehab a wide range of housing options for low and moderate

income households. The Midlands Housing Trust Fund is designed to be the lead vehicle to meet the affordable housing finance needs in the Midlands region of South Carolina, following the methods of the state's two other housing trust funds.

The Midlands Housing Trust Fund is a public/private partnership. It is currently funded by the United Way of the Midlands, the City of Columbia, Richland County, corporations, and foundations. The Trust has begun building its loan portfolio and will seek to become a Community Development Financial Institution (CDFI) in 2016. Certification as a CDFI will enable the Trust to access support from the CDFI Fund of the United States Department of the Treasury. As the only CDFI that will be focused on affordable housing lending in the region, the Midlands Housing Trust Fund will be uniquely positioned to secure new resources for affordable housing development that were previously unavailable to the Midlands.

Technical assistance and advocacy are also key components of the Midlands Housing Trust Fund's mission. By virtue of its location in the state capital, the Trust is able to help advance statewide housing policy issues and advocate for systems-level change in how state government addresses the need for affordable housing. The Trust has established relationships with housing developers and works with them to understand their financing needs and serve as advocate for projects they are seeking to create. The Trust is also providing capacity-building technical assistance to developers seeking to enter the affordable housing market.

The Midlands Housing Trust Fund has built its 15-member Board of Directors to include a variety of skills and experience needed to advance its mission. Having hired its first executive director in July 2013, the Trust now seeks to expand its base of funding for both operational support and loan capital. The Trust's five-year goal is to secure at least $2 million in loan capital, including funding from dedicated sources not subject to annual appropriations from at least two municipalities or counties in its seven-county service area. Leveraged at a 1:4 ratio, the Trust will be able to finance approximately 125 units of affordable housing annually.

In two years of activity the Midlands Housing Trust Fund has deployed $366,000 that leveraged more than $2 million in funding from other public and private sources to create 41 units of affordable housing for low- moderate-income individuals and families in Richland and Lexington counties, including four units now occupied by first-time homeowners.

You are cordially invited to join

The United Midlands Coalition to present our joint State Infrastructure Bank (SIB) application to the SIB Board

Thursday, September 25 at 1:30 p.m.

at the

S.C. Department of Transportation Headquarters

Room 306

955 Park Street, Columbia, SC