CENTRAL MIDLANDS
Council of Governments

Board of Directors Meeting of the
Central Midlands Council of Governments
Thursday, December 11, 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
5. Resolution in Recognition of Candace Coon, CMCOG Retiree — **Ben Mauldin**

B. Consent Agenda

1. Approval of the October 23, 2014 Board Meeting Minutes *(Enclosure 1)*
2. TIP Amendment – Harden Street *(Enclosure 2)*
3. TIP Amendment - City of Columbia TIGER Grant *(Enclosure 3)*
4. TIP Amendment – FTA 2013 & 2014 Apportionments *(Enclosure 4)*
5. Authorization to Transfer Section 5307 Funds to CMRTA *(Enclosure 5)*
6. Resolution to Apply for Federal and State Grants *(Enclosure 6)*

C. Regular Agenda

1. 2014 Central Midlands Financial Audit *(Enclosure 7)* — **Malia Ropel**
2. Title VI Policy Approval *(Enclosure 8)* — **Reginald Simmons**
3. DBE Plan Amendment *(Enclosure 9)* — **Reginald Simmons**
4. TIP Amendment – Assembly Street Phase II *(Enclosure 10)* — **Reginald Simmons**
5. UPWP Amendment – Kershaw County *(Enclosure 11)* — **Reginald Simmons**

INFORMATION

D. Announcements / Committee or Staff Reports / Correspondences

1. Executive Director's Report *(Enclosure 12)* — **Ben Mauldin**
2. Overview of Recent Development Trends in the Central Midlands Region *(Enclosure 13)* — **Andy Simmons**
3. Wasteload Reallocation for the Saluda, Board, and Congaree Rivers *(Enclosure 14)* — **Gregory Sprouse**
4. City of Columbia & Richland County Comprehensive Plan Update *(Enclosure 15)* — **Tracy Hegler & Krista Hampton**
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, January 22, 2015 in the COG Conference Room

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 1

Board of Directors Meeting of the
Central Midlands Council of Governments
Thursday, October 23, 2014 ♦ 12:00 p.m. ♦ CMCOG Conference Room

BOARD MEMBERS PRESENT:

John N. Hardee, Chairperson, City of Columbia
Jimmy Bales, Richland County Legislative Delegation
Bill Banning, Lexington County Council
David Brown, Fairfield County Council
Ellen Cooper, City of Columbia
Kendall Corley, Richland County
Todd Cullum, Lexington County Council
Sam Davis, Columbia City Council
Joyce Dickerson, Richland County Council
Julie Ann Dixon, Richland County Council
MaryGail Douglas, Fairfield Co. Legislative Delegation
Clabie Edmond, Lexington County
Shawn Epps, City of Columbia
David Ferguson, Fairfield County Council
Zebbie Goudelock, Newberry City Council
Clarence Hill, Richland County
Norman Jackson, Richland County Council
Johnny Jeffcoat, Lexington County Council
Wilber Lee Jeffcoat, Lexington County
Steve MacDougall, Mayor of Lexington
Earl McLeod, Lexington County
Joe Mergo, Lexington County
Tony Mizzell, Richland County
Elise Partin, Cayce Mayor
Dwayne Perry, Fairfield County Council
Juston Ricard, Springdale Town Council
Bill Waldrop, Newberry County Council
Kelvin Washington, Richland County Council
Mark Williams, City of Forest Acres
Paul Younginer, Irmo Town Council

ADVISORY MEMBERS PRESENT:

Robert Mangone, Blythewood Town Council

GUESTS PRESENT:

Joe Boyes, Town of Springdale
Doug Frate, S.C. Department of Transportation
Matt Hines, Dennis Corporation
Holland Leger, Richland County Planning
Yolanda Morris, Federal Highway Administration
Ed Parler, Town of Blythewood
Milton Pope, Fairfield County
Kati Price, S.C. Department of Transportation
Mike Sullivan, S.C. Department of Transportation

STAFF MEMBERS PRESENT:

Felicia Anderson, Human Resources & Operations Manager
Roland Bart, Chief Transportation Planner
Eartha Burrell, Community Development Planner
Cindy Curtis, Interim Director, Area Agency on Aging/ Aging & Disability Resource Center
Cyndi Gawronski, Senior Community Development Planner
Anna Harmon, Regional Long-Term Care Ombudsman 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 October 23, 2014 by Chairman John N. Hardee.

A1. Determination of Quorum

Chairman Hardee noted that a quorum was present.

A2. Approve Order and Contents of the Agenda

MOTION, *approved*
Bill Waldrop moved to approve the order and contents of the agenda. The motion was seconded by Wilber Lee Jeffcoat and approved unanimously.

A3. Introduction of Guests

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

A4. Invocation

Bill Banning gave the invocation.

B. CONSENT AGENDA

1. Approval of the September 25, 2014 Board Meeting Minutes
2. 2015 – 2019 TIP Amendment – FTA Programs and Apportionments
3. 2035 Rural Long Range Plan Amendment – US 321 @ Peach Road

MOTION, *approved*
Shawn Epps moved, seconded by Wilber Lee Jeffcoat, to approve the consent agenda. The motion was approved unanimously.

C. REGULAR AGENDA

C1. 2013 – 2019 TIP Amendment – Harden Street

Reginald Simmons presented a request for approval to amend the 2013-2019 TIP to add $950,000 in a FY 2009 federal earmark and $449,915 in a FY 2010 federal earmark to the Harden Street Phase IIB Project. The City of Columbia has received these earmarks to make improvements Harden Street.

MOTION, *approved*
Jimmy Bales moved, seconded by Norman Jackson, to approve the amendment of the 2013-2019 TIP to add $1,399,915 in federal earmarks to the Harden Street Phase IIB Project, as presented. The motion was approved unanimously.

C2. 2013 – 2019 TIP Amendment – Seamless City Revitalization

Reginald Simmons presented a request for approval to amend the 2013-2019 TIP to add $10 million in TIGER Grant funding to the Seamless City Revitalization Project. This project seeks to upgrade and improve gaps in the roadway network to create a "seamless" revitalization along the Main Street corridor.

MOTION, *approved*
David Ferguson, Sr. moved, seconded by Wilber Lee Jeffcoat, to approve the amendment of the 2013-2019 TIP to add $10 million in TIGER Grant funding to the Seamless City Revitalization Project, as presented. The motion was approved unanimously.

C3. 2013 – 2019 Rural TIP Amendment – Bush River Road

Reginald Simmons presented a request for approval to amend the 2013-2019 Rural TIP to add $2 million for the Bush River Road Resurfacing Project. Approximately ten (10) miles of this corridor is in critical need of repair. The Board was shown a map of the project area. Staff is proposing to add $2 million to the 2013-2019 Rural TIP for the resurfacing of approximately six (6) miles of the corridor.

MOTION, *approved*
Bill Waldrop moved, seconded by Clarence Hill, to approve the amendment of the 2013-2019 Rural TIP to add $2 million for the Bush River Road Resurfacing Project, as presented. The motion was seconded and approved unanimously.

D. ANNOUCEMENTS / COMMITTEE OR STAFF REPORTS / CORRESPONDENCES

D1. Executive Director's Report

Ben Mauldin gave the following Executive Director's Report:

a. **Midlands Job Fair** – The Columbia Mayor's Committee on Employment of People with Disabilities, in collaboration with SCWorks Midlands and the South Carolina National Guard, held its first Midlands Job Fair on October 21, 2014 at the SC National Guard Armory.

b. **Reality Check Transportation & Infrastructure Symposium** – The Midlands Action Collaborative will have a Reality Check Transportation & Infrastructure Symposium on October 30 at the Agape Senior Conference Center.

c. **Economic Planning and Master Planning Assistance** – CMCOG staff has been working with the Lawrence Group to provide local economic development and master planning assistance to the jurisdictions in the Central Midlands region.

D2. Midlands Reality Check Transportation Infrastructure Symposium

Gregory Sprouse invited the Board to the Midlands Reality Check Transportation Infrastructure Symposium. It will be held on October 30 at the Agape Conference Center. Participants will hear from a regional panel on transportation and infrastructure successes and solutions that are already underway.

D3. SCDOT Statewide Rail & Freight Transportation Plan

Doug Frate briefed the Board on Statewide Freight and Rail Plans. He discussed significant freight provisions of MAP-21. His presentation included an overview, key findings and various maps of the freight plan. A brief discussion took place.

D4. Update on the Ombudsman Program

Anna Harmon provided a brief overview of the Long-Term Care Ombudsman Program. She gave a statistical breakdown of beds and facilities in each count. She discussed the program's activities and top area of concerns that are reported to the program. A brief discussion took place.

D5. Update on AAA/ADRC Activities

Cindy Curtis provided a brief overview of the Area Agency on Aging / Aging & Disability Resource Center. She discussed the statistics for each program area. Ms. Curtis explained that the Assisted Rides Program has been suspended due to budgetary constraints. The Medicare Open Enrollment period is from October 15 to December 7.

D6. Overview of Recent Development Trends in the Central Midlands Region

This item will be presented at the December board meeting.

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 12:55 p.m.

These minutes were respectfully submitted by Felicia C. Anderson

CENTRAL MIDLANDS
Council of Governments

ENCLOSURE 2

Approved by the CMCOG Board/MPO Policy Committee on October 23rd

Public comment period ended on December 10th

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: October 23, 2014

SUBJECT: **TIP Amendment - Harden Street Phase IIB**

REQUESTED ACTION

The Central Midlands Council of Governments staff will request approval to amend the 2013-2019 TIP to add $1,399,915 in federal earmarks to the Harden Street Phase IIB Project.

PROJECT DESCRIPTION

The City of Columbia has been approved by SCDOT as a Local Public Agency (LPA) for the Harden Street Phase IIB project. This project is funded by two federal earmarks totaling $1,399,915. In order to access these earmarks, the first step is to re-add these earmarks to the 2013-2019 TIP.

Staff will request to re-add the following earmarks to the COATS MPO TIP:

Harden Street	-	$950,000	Awarded in 2009
Harden Street	-	$449,915	Awarded in 2010

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CENTRAL MIDLANDS Council of Governments

ENCLOSURE 3

Approved by the CMCOG Board/MPO Policy Committee on October 23rd

Public comment period ended on December 10th

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: October 23, 2014

SUBJECT: **TIP Amendment - Seamless City Revitalization Project**

REQUESTED ACTION

The Central Midlands Council of Governments staff will request approval to amend the 2013-2019 TIP to add $10 million to the Seamless City Revitalization Project.

PROJECT DESCRIPTION

On September 12th U.S. Transportation Secretary Anthony Foxx announced that the Department of Transportation would provide $600 million for 72 transportation projects in 46 states and the District of Columbia from its TIGER (Transportation Investment Generating Economic Recovery) 2014 program. The City of Columbia was awarded $10 million for their Seamless City Revitalization Project.

These TIGER funds will be used to complete the last four blocks of the Main Street Beautification Project and rehabilitate 16 blocks of North Main Street. Columbia undertook an extensive downtown streetscaping initiative from 2003-2010 that facilitated significant investment in the Main Street Corridor. The Seamless City Revitalization project seeks to upgrade and improve gaps in the roadway network to create a "seamless" revitalization along the Main Street Corridor. The project includes street repairs and pedestrian and bicycle improvements along the corridor to create an attractive, uniform, and safer downtown street.

ATTACHMENT

TIGER 2014 Fact Sheet
TIGER Grant Announcement

U.S. Transportation Secretary Foxx Announces 72 TIGER 2014 Recipients

Friday, September 12, 2014

WASHINGTON – U.S. Transportation Secretary Anthony Foxx today announced that the Department of Transportation would provide $600 million for 72 transportation projects in 46 states and the District of Columbia from its TIGER (Transportation Investment Generating Economic Recovery) 2014 program.

The Department received 797 eligible applications from 49 states, U.S. territories and the District of Columbia, an increase from the 585 applications received in 2013. Overall, applicants requested 15 times the $600 million available for the program, or $9.5 billion for needed transportation projects.

"As uncertainty about the future of long-term federal funding continues, this round of TIGER will be a shot in the arm for these innovative, job-creating and quality of life-enhancing projects," said Secretary Foxx. "We're building bridges from Maine to Mississippi. We're creating ladders of opportunity for the middle-class and those seeking to enter the middle-class by investing in transit, road and rail projects from Los Angeles to Detroit to New York City, increasing access to jobs and quality of life. For every project we select, however, we must turn dozens more away – projects that could be getting done if Congress passed the GROW AMERICA Act, which would double the funding available for TIGER and growing the number of projects we could support."

Projects funded through this round of TIGER support several key transportation goals:

Improving Access to Jobs and Creating New "Ladders of Opportunity:

Americans are increasingly challenged by longer travel times, which take away from time on the job and at home. For those looking for work, unpredictable travel times can make finding work and keeping a job even harder. This round of TIGER invests in projects designed to cut down on travel times, increase predictability and, in some cases, attract new middle-class jobs into communities. Examples include:

- A $24.9 million investment in the construction of a 7.6 mile bus rapid transit line in Richmond will connect transit-dependent residents to jobs and retail centers as well as spur mixed use and transit-oriented development in a city with the highest poverty rate in Virginia.
- A $15 million TIGER grant will develop a new bus rapid transit spine for Omaha, Neb., dramatically reducing travel time to major employment hubs in the city. Roughly 16 percent of the households within a quarter of a mile of the proposed bus-rapid transit route do not currently have access to a vehicle.
- A $20 million TIGER grant will pay for the modernization of Boston's Ruggles Station, which will include the construction of a new 797-foot long, 12-foot wide high-level passenger platform between the Ruggles Station headhouse and Northeastern University's Columbus Avenue parking garage.

- A $10.8 million investment in the Wando Welch Terminal Rehabilitation project in South Carolina will help make structural repairs, strengthen the berth, and make related paving and safety improvements. The TIGER funding will also be used for the installation of jacket repairs for damaged piles.

Reversing neglect by repairing U.S. infrastructure, enhancing quality of life and commerce:

- The New Route 47 Missouri River Bridge Project will replace the decaying, 78 year-old Route 47 Deck and Warren Truss Bridge over the Missouri River in Washington, MO. A $10 million TIGER grant will be put to use to ensure this vital community and economic link continues to serve not only the people of Franklin and Warren Counties but the region as a whole. With the bridge nearing the end of its useful life, its age and condition create an on-going need for maintenance, resulting in substantial expense to taxpayers and inconvenience to the public. The project includes doubling the travel way from 22 feet to 44 feet, removing the overhead truss, widening the shoulders and adding separated bicycle and pedestrian facilities.
- The Three County Roadway Improvements Program will move forward thanks to a $17.9 million TIGER grant that will help Claiborne County, Mississippi improve motor vehicle transportation reliability and safety in an economically-disadvantaged rural region by creating a fully-connected and safe county transportation system that allows direct movement of citizens and goods from rural areas to local economic points of interest.

Supporting Game-Changing Local Initiatives:

The $25 million TIGER grant for the Vision Zero project will bolster New York City's multi-agency plan to reduce traffic-related deaths and injuries by redesigning intersections near schools, creating safer pedestrian access to transit and fill a major gap in the city's protected bicycle lane network that will connect lower-income communities to industrial zones.

Helping communities plan for the future:

An example of a project that is utilizing innovative methodologies to plan for the future is the Land Use Connections for Sustainable Schools project in North Texas that will create a program and implementation plan for a regional working group to promote multimodal transportation options to schools, advance long-term planning for school siting, improve transportation safety near schools and encourage coordination between local governments, independent school districts, and transit agencies within the 12-county area for resource efficiency and sustainability.

The GROW AMERICA Act would authorize $5 billion over four years for much-needed additional TIGER funding to help meet the overwhelming demand for significant infrastructure investments around the country and provide the certainty that states and local governments need to properly plan for

investment. The $302 billion, four year transportation reauthorization proposal would provide increased and stable funding for the nation's highways, bridges, transit, and rail systems without contributing to the deficit. The GROW AMERICA Act also includes several critical program reforms to improve the efficiency and effectiveness of federal highway, rail, and transit programs.

Since 2009, the TIGER program has provided nearly $4.1 billion to 342 projects in all 50 states, the District of Columbia and Puerto Rico – including 117 projects to support rural and tribal communities. Demand for the program has been overwhelming, and during the previous five rounds, the Department of Transportation received more than 6,000 applications requesting more than $124 billion for transportation projects across the country. Congress provided the most recent funding as part of the bipartisan Consolidated Appropriations Act, 2014, signed by President Obama on January 17, 2014.

SEAMLESS CITY REVITALIZATION PROJECT

APPLICANT/SPONSOR: City of Columbia

TOTAL PROJECT COST: $45,614,748

GRANT FUNDING: $10,000,000

PROJECT DESCRIPTION

TIGER funds will be used to complete the last four blocks of the Main Street Beautification Project and rehabilitate 16 blocks of North Main Street. Columbia undertook an extensive downtown streetscaping initiative from 2003-2010 that facilitated significant investment in the Main Street Corridor. The Seamless City Revitalization project seeks to upgrade and improve gaps in the roadway network to create a "seamless" revitalization along the Main Street Corridor. The project includes street repairs and pedestrian and bicycle improvements along the corridor to create an attractive, uniform, and safer downtown street.

PROJECT HIGHLIGHTS

- Creates continuous and convenient pedestrian and bicycle facilities, which is especially important because a majority of the residents along the thoroughfare do not own a vehicle
- Improves safety by providing upgraded roadway crossings and sidewalks and redesigned intersections that reduces the likelihood of crashes.
- Encourages investment along the corridor by enhancing multi-modal connections to centers of employment, education, and services.

SOUTH

PROJECT BENEFITS

The Seamless City Revitalization project improves mobility along the Main Street Corridor, which is the gateway into and out of Columbia. Design improvement and adaptive signals that dynamically adjust to corridor demands create more efficient vehicle traffic flow, resulting in travel time savings and emission reductions. Streetscaping improvements, including safer facilities for pedestrians and bicyclists and clearly defined public transit access points with bus shelters, will improve mobility along the corridor for all users and increase access to restaurants, retail stores, and businesses.

U.S. Department of Transportation

CITY of COLUMBIA, S.C. JUSTITIA VIRTUTUM REGINA

TIGER

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 4

Approved by the CMCOG Board/MPO Policy Committee on October 23rd

Public comment period ended on December 10th

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: October 23, 2014

SUBJECT: **TIP Amendment - Federal Transit Administration Programs & Apportionments**

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to add the federal funding apportionments for FY 2013 and FY 2014 to the 2013-2019 TIP.

BACKGROUND

Each year CMCOG receives direct and/or indirect federal funding apportionments for the following FTA Programs:

- Section 5307 – Urbanized Area Formula Grants
- Section 5339 – Bus and Bus Facilities Program
- Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

These programs may provide planning, administration, capital, operations, and technical assistance to various transit-related projects. In order for the MPO and CMRTA (The COMET) to access these funds, the MPO has to include them into their TIP. Staff will request to add the attached apportionments to the 2013 – 2019 TIP.

ATTACHMENT

FTA Programs and Apportionments

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

FTA PROGRAMS AND APPORTIONMENTS

Section 5339 Program

Purpose
Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Eligible Recipients
- Designated recipients and states that operate or allocate funding to fixed-route bus operators.
- Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

Eligible Activities
- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Funding
- FY 2013 $438,767
- FY 2014 $425,655

Section 5307 Program

Purpose
This program provides grants to Urbanized Areas1 (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

Eligible Recipients
- FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers.

Eligible Activities
- Capital projects.
- Planning.
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

Funding
- FY 2013 $4,261,714
- FY 2014 $4,192,562

FTA PROGRAMS AND APPORTIONMENTS

Section 5310 Program

Purpose

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible Recipients

- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities

- At least 55% of program funds must be used on capital projects that are:
    - 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.

- The remaining 45% may be used for:
    - Public transportation projects that exceed the requirements of the ADA.
    - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
    - Alternatives to public transportation that assist seniors and individuals with disabilities.

Funding

- FY 2013 $374,280
- FY 2014 $404,100

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 5

December 11, 2014

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

RE: CMCOG Authorization of Section 5307 Funds to CMRTA

Dear Mrs. Taylor:

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

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

FY 2013 - $3,761,714 of $4,261,714

CMCOG will be reserving $500,000 in FY 2013 for planning and JARC projects. CMRTA is authorized to apply for the remaining funds.

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

Sincerely,

Benjamin J. Mauldin
Executive Director

cc: Michelle Ransom
Malia Ropel
Reginald Simmons
Robert Schneider

CENTRAL MIDLANDS
Council of Governments

ENCLOSURE 6

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: December 11, 2014

SUBJECT: **Authorizing Resolution**

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval for a resolution that will authorize the Executive Director to apply for and execute federal and state transportation grants.

BACKGROUND

Each year the CMCOG staff requests approval of a resolution that will authorize the Executive Director to apply for and execute federal and state transportation grants. These grants are provided by the Federal Transit Administration, Federal Highway Administration, South Carolina Department of Transportation, etc...This authorizing resolution is required by the federal government in order for organizations, such as CMCOG/COATS MPO, to apply for and execute federal and state transportation grants. Staff has attached this resolution for your review.

ATTACHMENT

Authorizing Resolution

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

CENTRAL MIDLANDS
Council of Governments

RESOLUTION

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

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

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

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

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

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

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

1) that the Executive Director of the Central Midlands Council of Governments is authorized to execute and file grant applications on behalf of the Central Midlands Council of Governments with the U.S. Department of Transportation and the South Carolina Department of Transportation to aid in the financing of projects.

2) that the Executive Director is authorized to execute and file with such applications any assurances or any other documents required by the U.S. Department of Transportation and the S.C. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.

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

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

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

THE UNDERSIGNED is the duly qualified Executive Director of Central Midlands Council of Governments, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at a meeting of the Central Midlands Council of Governments held on December 11, 2014.

_____	_____
John N. Hardee, Chairman	Benjamin J. Mauldin, Executive Director
Central Midlands Council of Governments	Central Midlands Council of Governments
_____	_____
Witness	Witness

CENTRAL MIDLANDS
Council of Governments

ENCLOSURE 7

Date: December 6, 2014

To: CMCOG Board of Directors

From: Ben Mauldin, Executive Director

Subject: Financial and Compliance Report for the Fiscal Year Ended June 30, 2014

Derrick, Stubbs, & Stith, L.L.P. has completed our FY 2014 Financial and Compliance Report and a Report to the Board of Directors. Both documents are attached in electronic form. The auditors will report to the Board at our December 11th meeting. If you want a hardcopy of either report, please let Felicia Anderson know and she will provide it for you.

We have a good audit with no findings or exceptions. We ended the year with a small ($6,988) reduction in the General Fund Balance and a $2,726 increase in the Midlands Workforce Board Local Fund Balance. The total Fund Balance is $680,459. The General Fund Balance is $534,501 and the Workforce local fund balance is $145,957. More detailed information is provided in the Audit reports.

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

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

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: December 11, 2014

SUBJECT: **Title VI/Environmental Justice Plan**

REQUESTED ACTION

The Central Midlands Council of Governments' staff will provide an overview and updated Policy Statement for the COATS MPO Title VI/Environmental Justice Plan. Please be advised that the completed plan is available on our website.

PROGRAM DESCRIPTION

Federal regulations require that MPOs who are federal grant recipients such as COATS, must have a Title VI Program. Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Title VI prohibits intentional discrimination as well as disparate impact on protected groups. The transportation planning regulations require consistency with Title VI and subsequent civil rights laws and regulations.

Federal Transit Administration (FTA) has issued FTA Circular 4702.1A, "Title VI and Title VI Dependent Guidelines for Federal Transit Administration Recipients" describing how to prepare and submit a Title VI program. The COATS Title VI Program has been developed based on this guidance.

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Policy Statement and Authorities

The Columbia MPO (COATS) assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. COATS further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. In the event COATS distributes federal aid funds to another governmental entity, COATS will include Title VI language in all written agreements and will monitor for compliance.

COATS's Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other COATS responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

_____ _____

Benjamin J. Mauldin, Executive Director Date

Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance (refer to 23 CFR 200.9 and 49 CFR 21). The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms "programs or activities" to include all programs or activities of Federal Aid Recipients, subrecipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100259 [S. 557] March 22, 1988).

Additional Authorities and Citations Include: Title VI of the Civil Rights Act of 1964, 42 USC 2000d to 2000-4; 42 USC 4601 to 4655; 23 United States Code 109(h); 23 United States Code 324; Department of Transportation Order 1050.2; Executive Order 12250; Executive Order 12898; 28 CFR 50.

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 9

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: December 11, 2014

SUBJECT: **DBE Plan Update**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the CMCOG/COATS DBE Plan to add monitoring procedures for DBEs.

PROGRAM DESCRIPTION

The Central Midlands Council of Governments is requesting to amend its DBE Plan to add monitoring procedures for DBEs. CMCOG works closely with DBEs as part of every federally funded project. In accordance with the federal guidelines, CMCOG has to identify its documentation process for monitoring and tracking the progress and performance of DBEs.

Attached, CMCOG has developed a list of monitoring procedures that will address and provide supportive documentation in monitoring the progress and performance of DBEs. These procedures will be implemented on every federally funded project that has DBE participation. Staff will present these procedures for review and approval.

ATTACHMENT

Monitoring Procedures

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

MONITORING PROCEDURES FOR DISADVANTAGED BUSINESS ENTERPRISES

1. If the DBE is not the prime consultant, CMCOG will request for the DBE to be in attendance at the kick off meeting to establish an opening review of DBE activities.

2. If the DBE is not the prime consultant, CMCOG will obtain a copy of the DBE's contract and schedule to better account for and monitor the DBE's activities during the implementation of the project.

3. If the DBE is not the prime consultant, CMCOG will receive a copy of all of the DBE's invoices as part of the invoicing documentation provided to CMCOG for payment. CMCOG will request a certification from the prime consultant to ensure that the DBE has been paid for their completed work.

4. CMCOG will meet with the DBE on the job site to monitor that the DBE is performing its required duties as well as to ensure that the proper supervision is being accounted.

5. CMCOG will have a closeout conference with the DBE at the completion of the project.

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 10

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: December 11, 2014

SUBJECT: **TIP Amendment - Assembly Street Phase II**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2013-2019 TIP to add $300K to the Assembly Street Phase II project for preliminary engineering.

PROGRAM DESCRIPTION

CMCOG in partnership with the City of Columbia has an approved FTA Grant to implement the Assembly Street Phase II project. This project is from Pendleton Street to Lady Street and is designed to provide transit enhancements for pedestrian safety along Assembly Street that will increase accessibility and mobility to existing transit stops. Proposed improvements include but not limited to:

Enhance Mobility to Transit Stops

- Extend and/or construct sidewalks and replace curb and gutters
- Add new bicycle parking rack
- Add bus turnout at key intersections
- Add staging area for loading and unloading

Enhance Accessibility to Transit Stops

- Add landscaping and beautification
- Install new pedestrian crosswalks and add fencing to the median
- Add street lighting
- Add refuge area for pedestrians
- Replace existing bus stops with covered bus shelters and bike kiosks
- Improve existing bus hub

In order to initiate this project and provide FTA with the requested information, staff is requesting to add $300K to the 2013-2019 TIP to complete the preliminary engineering and design.

ATTACHMENT

Assembly Street Phase II Rendering

P:\Board Meeting Info\2014\Board Meeting\12-11-14\TIP Amendment - Assembly Street.doc

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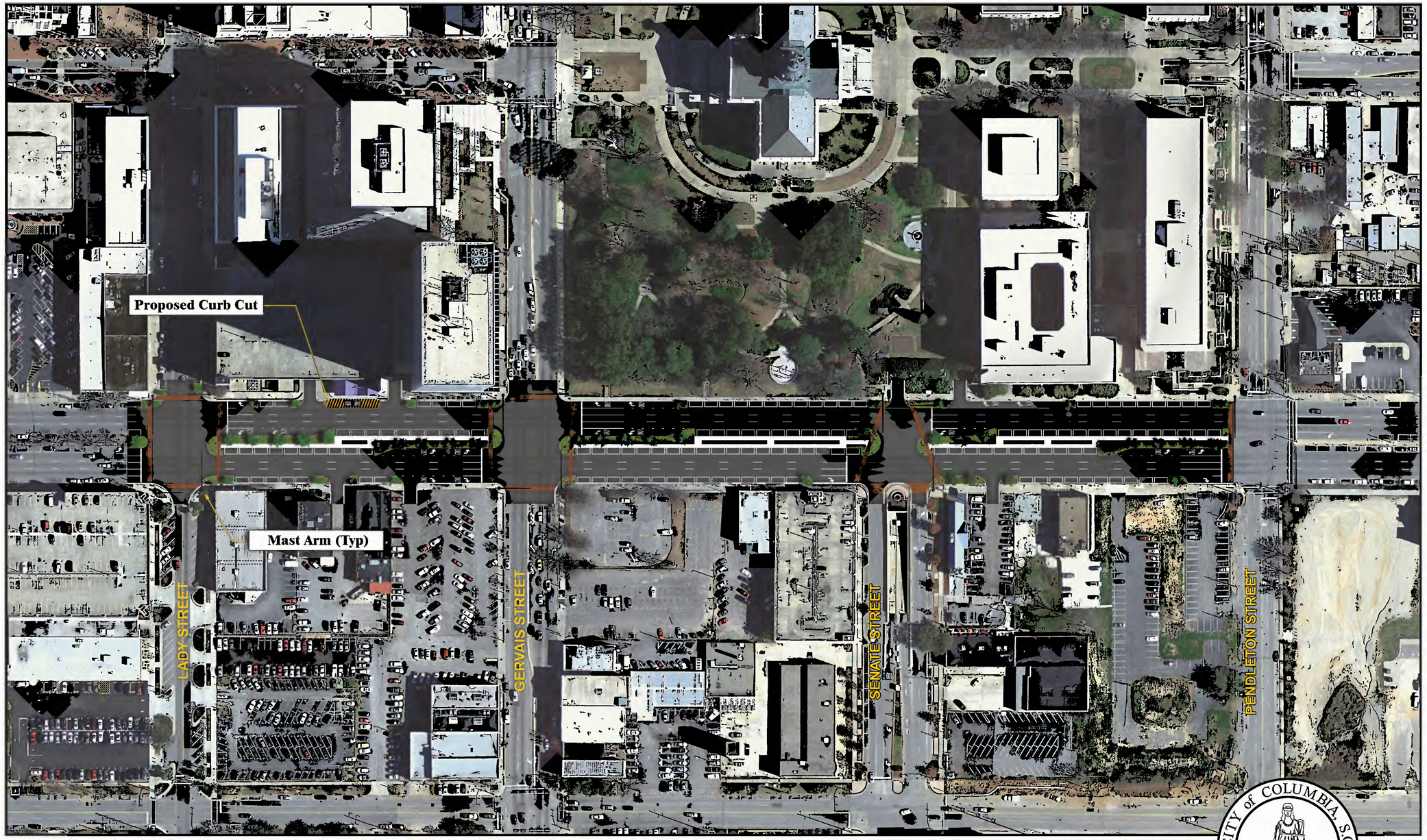
DENNIS CORPORATION



Assembly Street Corridor from Pendleton Street to Lady Street Conceptual Rendering

CITY of COLUMBIA, S.C.
JUSTITIA VIRTUTUM REGINA

CENTRAL MIDLANDS Council of Governments

ENCLOSURE 11

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: December 11, 2014

SUBJECT: UPWP Amendment – Kershaw County Sub-Area Plan

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the FY 2015 UPWP to add $80K for the Kershaw County Sub-Area Plan.

BACKGROUND

In March 2012, the US Census Bureau released their new 2010 Urbanized Areas. The release of these new urbanized areas denoted that per federal requirements, Metropolitan Planning Organizations (MPOs) such as the Columbia Area Transportation Study (COATS) will have to adjust their metropolitan planning area boundary to encompass the contiguous census designated urbanized area and the area projected to be urbanized over the next 20 years. In September 2013, the COATS Boundary was re-designated to include the portion of Kershaw County along US 1 from the Richland/Kershaw county line up to the Wateree River.

Kershaw County has recently requested for a sub-area plan to be conducted to identify the transportation needs for this portion of the county in coordination to their existing and future land uses. The proposed study could cost up to $100K and the county has agreed to pay the local match. Staff will request to add this study to the FY 2015 Unified Planning Work Program.

ATTACHMENT

Map of Kershaw County within the COATS MPO
UPWP Page

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PROJECT NO:	**3N**
PROJECT TITLE:	**Kershaw County Sub-Area Plan**

OBJECTIVE:

To coordinate efforts between transportation and land use in order to identify and address transportation issues at the county, city, and district or planning sector levels.

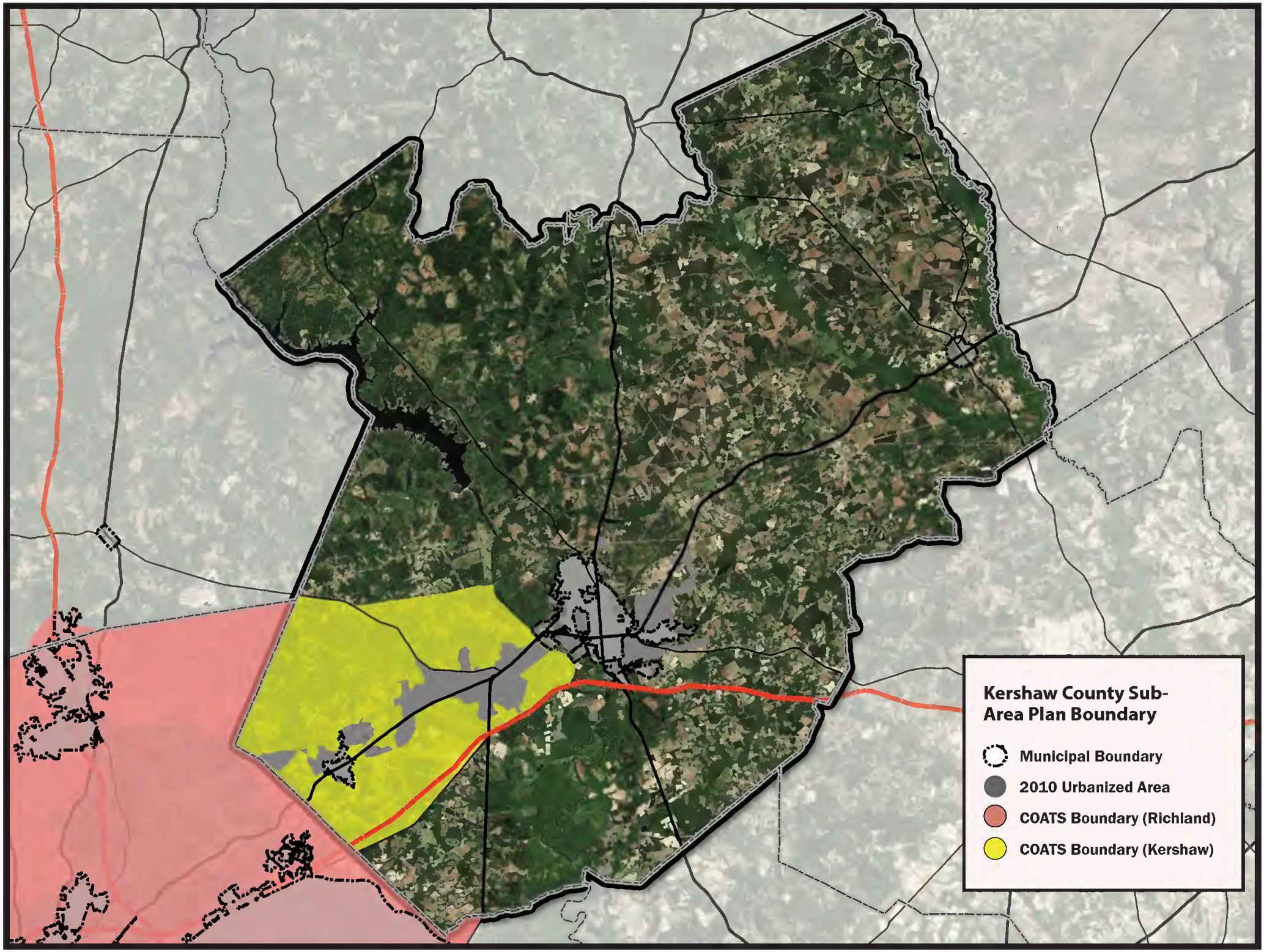
METHODOLOGY:

CMCOG in partnership with Kershaw County will develop a sub-area plan that will emphasize and identify the key linkages between transportation facilities and existing and future land uses within the county. This plan will identify a range of multi-modal transportation alternatives for analysis and implementation. This will be a cooperative process, affording early and continued involvement of the public, to include affected public agencies, private transportation providers, and other stakeholders in the study area. The public participation and active involvement of transportation and land use stakeholders will be a critical component of this plan.

END PRODUCT:

Published Kershaw County Sub-Area Plan.

Project Sponsor/Participating Agencies:	**Funding Sources:**	
Sponsor: COATS	**FHWA(PL)**	**$ 80,000.00**
	FTA (Section 5307 X-144)	**$ 0.00**
Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate	**LOCAL**	**$ 20,000.00**
	TOTAL	**$100,000.00**


Kershaw County Sub-Area Plan Boundary
Municipal Boundary
2010 Urbanized Area
COATS Boundary (Richland)
COATS Boundary (Kershaw)

CENTRAL MIDLANDS
Council of Governments

ENCLOSURE 12

DATE: December 4, 2014
TO: CMCOG Board of Directors
FROM: Ben Mauldin, Executive Director
SUBJECT: **Executive Director's Report**

SCARC CONFERENCE

CMCOG was well represented at the annual South Carolina Association of Regional Councils (SCARC) meeting in Myrtle Beach on the Sunday and Monday before Thanksgiving. Clabie Edmond served as a CMCOG delegate to the SCARC Board of Directors. I would like to thank CMCOG staff members for helping to coordinate our involvement and for attending and working at the conference.

The theme of the conference, ***Creating Value- Positioning South Carolina COG's for the Future*** was very timely considering the recent successful economic development in our region. The conference always provides a good forum for COG boards to network and share ideas and solutions to regional problems.

The SC COG Directors meet regularly with top State agency officials as part of our business development strategy. We market the 10 COGS as a statewide network that can deliver seamless, high quality state-wide plans and services. Developing and maintain these good working relationships has benefited our organization and the other SC COGs.

CMCOG STAFF UPDATE

The CMCOG staff will hold their annual Christmas luncheon on December 17. Special thanks to the Holiday Party Committee – Andrew Foong, Cyndi Gawronski, Felicia Anderson, Fretoria Williams, Jason Kent, Laurie Giarratano and Tasha Milhouse. We also want to wish all the Central Midlands Board of Directors and CMCOG member governments Happy Holidays and Happy New Year.

RECOGNITION OF CANDACE COON

I would like to thank Candace Coon for her service to the Central Midlands Council of Governments for over 25 years. She served as a Geographic Information Services Technician (GIS) and was responsible for producing all internal professional graphics, annexations for smaller municipal governments and maintaining the CMOCG library of publications to name a few. We would like to congratulate Candy on her retirement and wish her the very best. We are also going to really miss her professionalism and service to the Central Midlands Region.

MIDLANDS WORKFORCE DEVELOPMENT BOARD SERVICES UPDATE

- Incumbent Worker Training (IWT) has started off really well and is on track. All funds have been obligated and many recipients have begun their training programs.

- Midlands Workforce staff are working with the Columbia Housing Authority (CHA) on a grant to help low income adults participate in training programs for sustainable employment.

- Midlands Workforce Development Workforce is still waiting the Workforce Innovation and Opportunity Act (WIOA) regulations to come out in January 2015.

- The Midlands Workforce Business Services Luncheon was held on December 3, 2014. The event went really well with approximately 140 employers attending. Awards went to Element TV for *Employer of the Year*, Waters Sails for On the Job Training (OJT) for *Employer of the Year* and Verizon Wireless for *Corporate Partner of the Year*.

2014 Building Permit Activity: January-June Central Midlands Region

CENTRAL MIDLANDS Council of Governments

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Fairfield County	2
Newberry County	3
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2014 Residential Permits by Sector	6-7

Price: $25.00

2014 Building Permit Activity: January-June

Building permit activity in the Central Midlands region has been on the decline since the record-high totals reported in 2006. Between 2006 and 2012, the total value of building permits issued region-wide decreased by 25.8%. This trend continued in 2013, with 6,890 unique building permits, with a combined value of $1.71 billion, issued in Richland, Lexington, Newberry and Fairfield counties; 215 fewer permits, and with a value of $176.4 million less, than those issued in 2012.

In the first half of 2014, building permit activity in the Central Midlands region, with a couple of exceptions, increased slightly over the same period of 2013. Between January and June 2014, a total of 3,817 permits were issued, 74 more than in the first half of 2013. The total value of permits issued between January and June 2014 was $647.1 million; $13.8 million more than over the same period in 2013. Overall, residential building permit activity increased in 2014 with 1,926 residential units permitted region-wide; 213 more than last year. 415 multi-family housing units, (153 more units than in 2013) were permitted in 2014, with a total value of $46.2 million. 1,511 single family units were permitted in 2014; 60 more than in 2013, with the value of these permits increasing by $30.5 million from the values reported in 2013.

Non-residential building permit activity also increased in the first half of 2014, with 317 new non-residential permits issued, (37 fewer than in 2013) but with a combined value of $101 million, represented an increase of $22.9 million from a year ago. Permits for additions and repairs saw a slight decrease; with 1,648 permits issued with a total value of $143.1 million; $42.9 million less than was reported in the same period in 2013.

Regional Building Permit Activity by Permit Type: 2012-2014

	2012	2013	2013 (Q1/Q2)	2014 (Q1/Q2)
Total Permits Issued	7,105	6,890	3,817	3,891
Total Value	$1,348,239,736	$1,171,800,442	$633,257,785	$647,064,468
Total Residential Units	3,777	3,421	1,713	1,926
Total Value	$658,810,929	$684,435,712	$368,078,245	$402,986,561
Single Family Units	2,835	2,679	1,451	1,511
Value	$606,823,763	$607,765,969	$326,247,095	$356,784,714
Multi-Family Units	942	742	262	415
Value	$51,987,166	$76,669,743	$41,831,150	$46,201,847
Additions/Repairs	3,012	3,248	1,601	1,648
Value	$268,281,378	$302,536,831	$186,020,695	$143,088,426
New Non-Residential	770	624	354	317
Value	$419,302,549	$182,845,636	$78,065,363	$100,989,481

2014 YTD Residential Building Permits by County

Of the 3,891 total building permits issued in the first half of 2014, residential permits accounted for 55.1% of the total value of all permits issued; down slightly from 2012's figure of 58.1%. 1,926 residential units were permitted for construction throughout the Central Midlands region between January and June 2014; 213 more than in the first two quarters of 2013. The majority of residential permits (1,889 units or 98.1%) were issued in the Greater Columbia area (Richland and Lexington counties). The maps and tables below show the distribution of residential permits by type (single family or multi-family) and location. Further information by CMCOG planning sector can be found on pages 6 and 7.

Despite being the least densely populated of the four counties within the Central Midlands region, residential development has, until recently, been stable in Fairfield County.

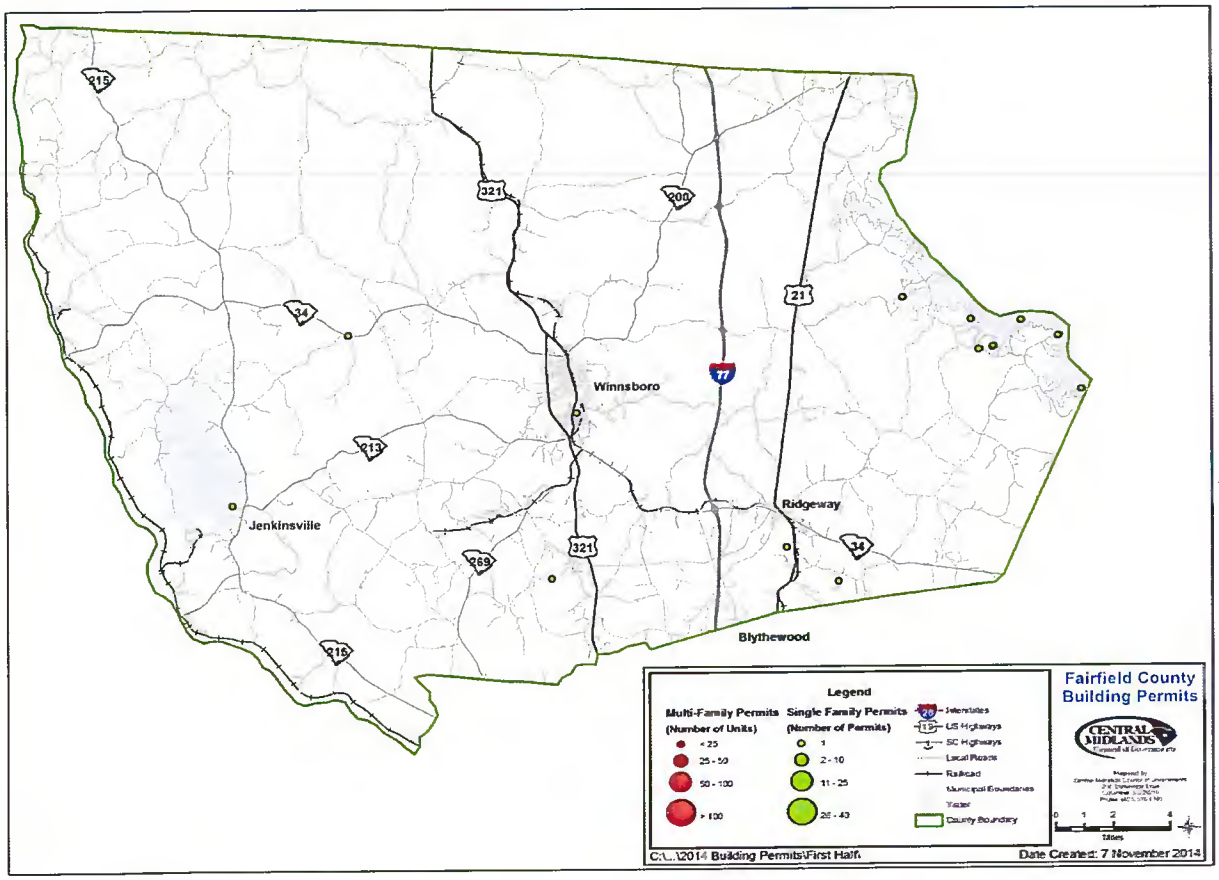
In the first half of 2014, 13 new residential units, totaling $2.6 million were permitted for construction; 2 fewer than in the previous year. The average cost per unit in 2014 was $199,491; the lowest average cost per unit in the four counties and $5,425 lower than in 2013.

14 new non-residential permits were issued since January 1st (2 more than 2013), of which the most significant was for $13.0 million for the construction of the BOMAG Americas plant on Peach Road in Ridgeway.

Fairfield County

	2013 Q1/Q2	2014 Q1/Q2
Single Family Units	15	13
Value	$2,910,984	$2,593,386
Multi-Family Units	0	0
Value	$0	$0
Total Housing Units	15	13
Value	$2,910,984	$2,593,386

Source: 2013 & 2014 Building Permits (Q1 & Q2)



Newberry County

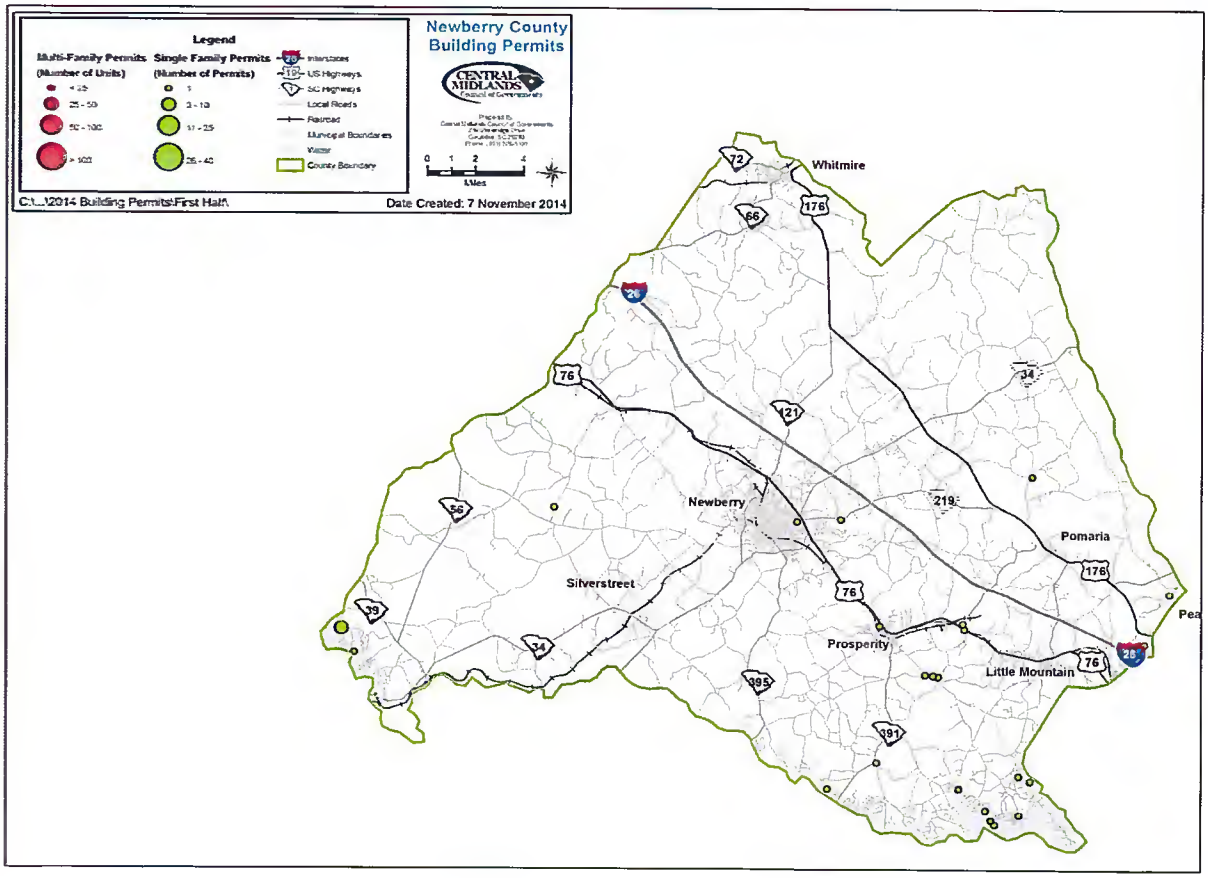
Residential development in Newberry County has been steady over the last few years, with an average of around 120 new residential units permitted for construction each year since 1990. Development is typically concentrated around the two major bodies of water in the county; Lake Murray and Lake Greenwood, although the area around the county seat has seen a significant number of multi-family housing developments over the past decade. In the first half of 2014, the Prosperity/Pomaria area of southeastern Newberry County had the greatest concentration of new residential units, with ?% of the county's single family housing units issued in this sector alone.

Between January and June 2014, a total of just 24 residential units were permitted for construction in Newberry County; 22 fewer than were reported in Q1 & Q2 2013. With a combined value of $4.9 million (-$2.5 million), these units had an average value of $202,856, the third-lowest average cost in the region. No multi-family units have been permitted in Newberry County to date this year.

$1.2 million in new non-residential permits was also issued in the first six months of 2014 in Newberry County; $9.7 million less than in the same period last year. The most significant non-residential permit was issued for $500,000 to construct new poultry houses on Old Whitmire Highway outside Newberry.

Source: 2013 & 2014 Building Permits (Q1 & Q2)

	2013 Q1/Q2	2014 Q1/Q2
Single Family Units	46	24
Value	$7,378,334	$4,868,544
Multi-Family Units	0	0
Value	$0	$0
Total Housing Units	46	24
Value	$7,378,334	$4,868,544



Richland County

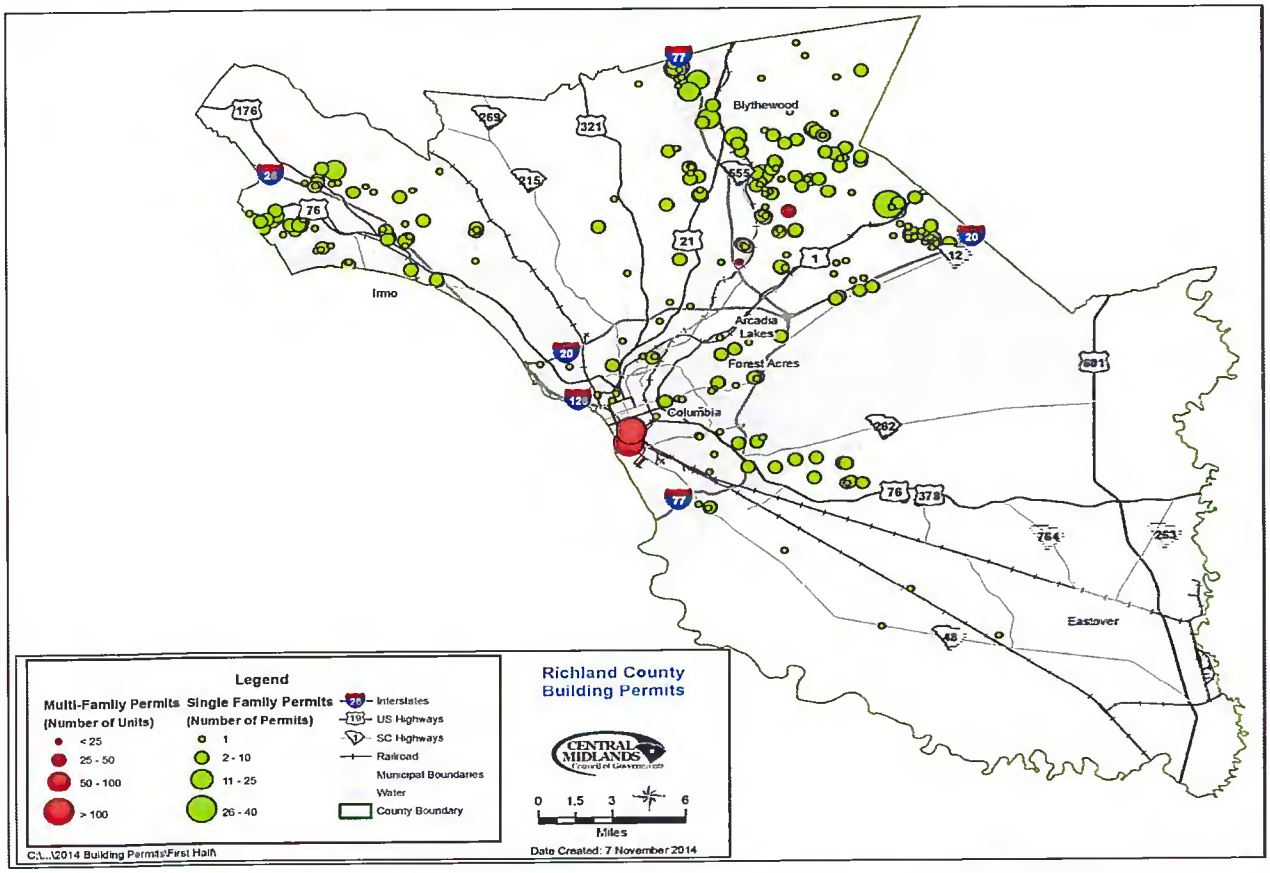
Residential development in Richland County has slowed significantly since the record totals reported in 2006, however, the first 6 months of 2014 show signs of a trend reversal. Between January and June, 2014, 1,142 residential units were permitted for construction in Richland County, 132 units more than were issued in the first half of 2013. 748 single family homes were permitted for construction; 17 fewer than in the same period twelve months ago. 411 multi-family housing units were also permitted in the first half of 2014; 149 more than in the same period last year.

The majority of residential permits issued in Richland County in the first half of 2014 were in the Blythewood area (309 units), Northeast Richland (171 units) and Downtown Columbia (356 units). Permits issued in these three sectors account for 73.2% of residential units permitted for construction in Richland County between January and June 2014. Other areas of Richland County with significant residential development activity are in and around the Town of Irmo (190 units). 10 of the 17 planning sectors in Richland County reported an increase in the number of residential units permitted in the first half of 2013, while 6 sectors saw a decrease. 1 sector saw no change in units.

	2013 Q1/Q2	2014 Q1/Q2
Single Family Units	748	731
Value	$159,273,816	$154,586,085
Multi-Family Units	262	411
Value	$41,831,150	$45,268,085
Total Housing Units	1,010	1,142
Value	$201,104,966	$199,855,074

The 411 multi-family units permitted for construction in 2013 were primarily in two Downtown developments; the 185 unit Olympia Apartments (Phase 2) and a 170 unit student housing development at 611 Park Street. Non-residential permit activity accounted for $65.1 million; $43.7 million more than last year. of which the most significant permit was for $13.2 million to construct the USC Alumni Center in The Vista.

Source: 2013 & 2014 Building Permits (Q1 & Q2)



Lexington County

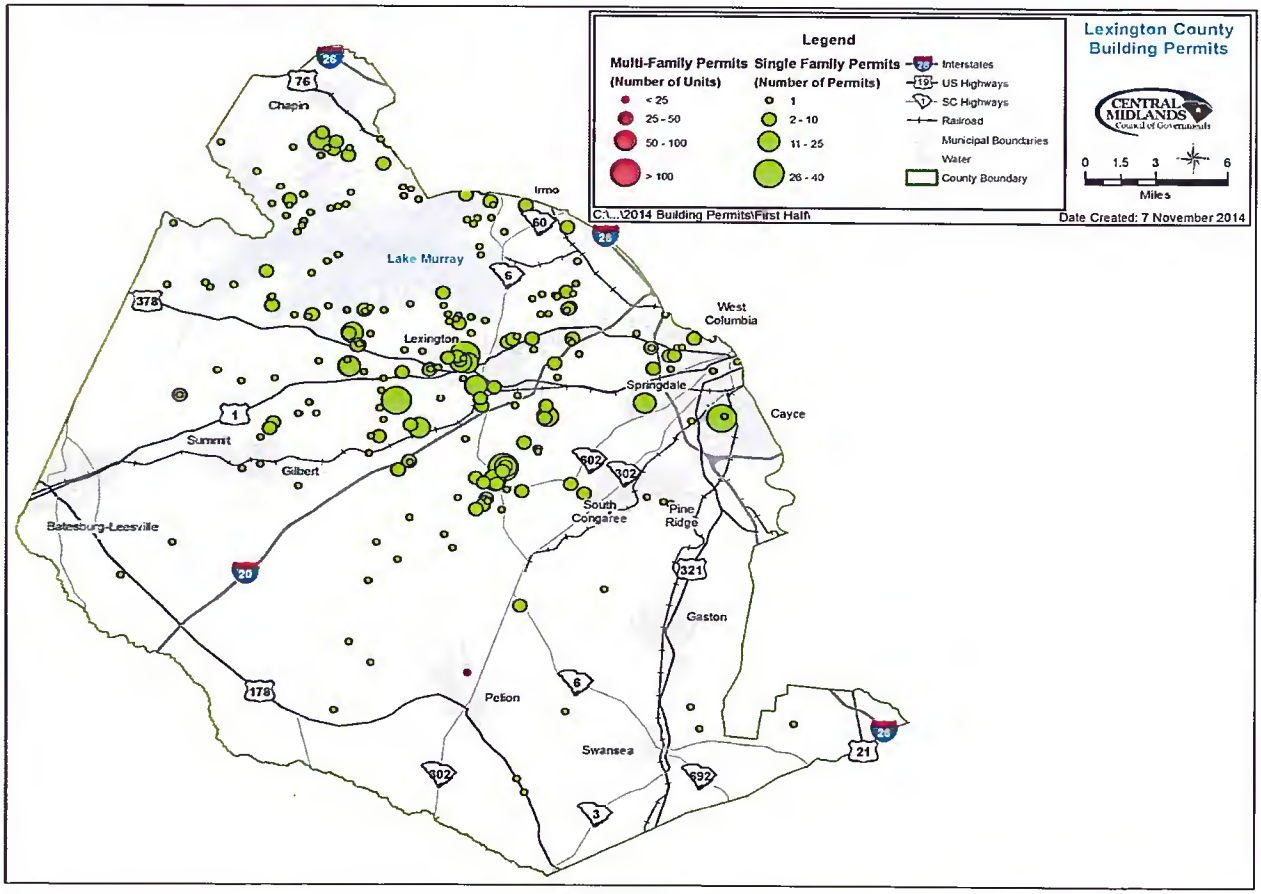
Like its neighbor Richland County to the east, Lexington County has experienced rapid residential growth in recent decades. After two years of record residential development in 2006 & 2007, when a record high 3,406 residential units were permitted for construction, residential development has slowed over the past few years.

In the first half of 2014, building permit activity increased slightly from the first half of 2013, with 747 permits for residential housing units issued; 105 more than in the first half of 2013. 4 multi-family units, with a value of $933,524 were permitted in the first 6 months of 2014 in Lexington County, 4 more than last year. The central Lexington sector accounted for the majority of residential units, with 446 units (59.7% of the county's total) permitted in this sector, 40 more than last year. Nine of the 12 planning sectors in Lexington County reported an increase in residential permit activity in the first portion of 2014, with just two sectors reporting a decrease in activity (Chapin and Pelion) On sector (Swansea) reported no change.

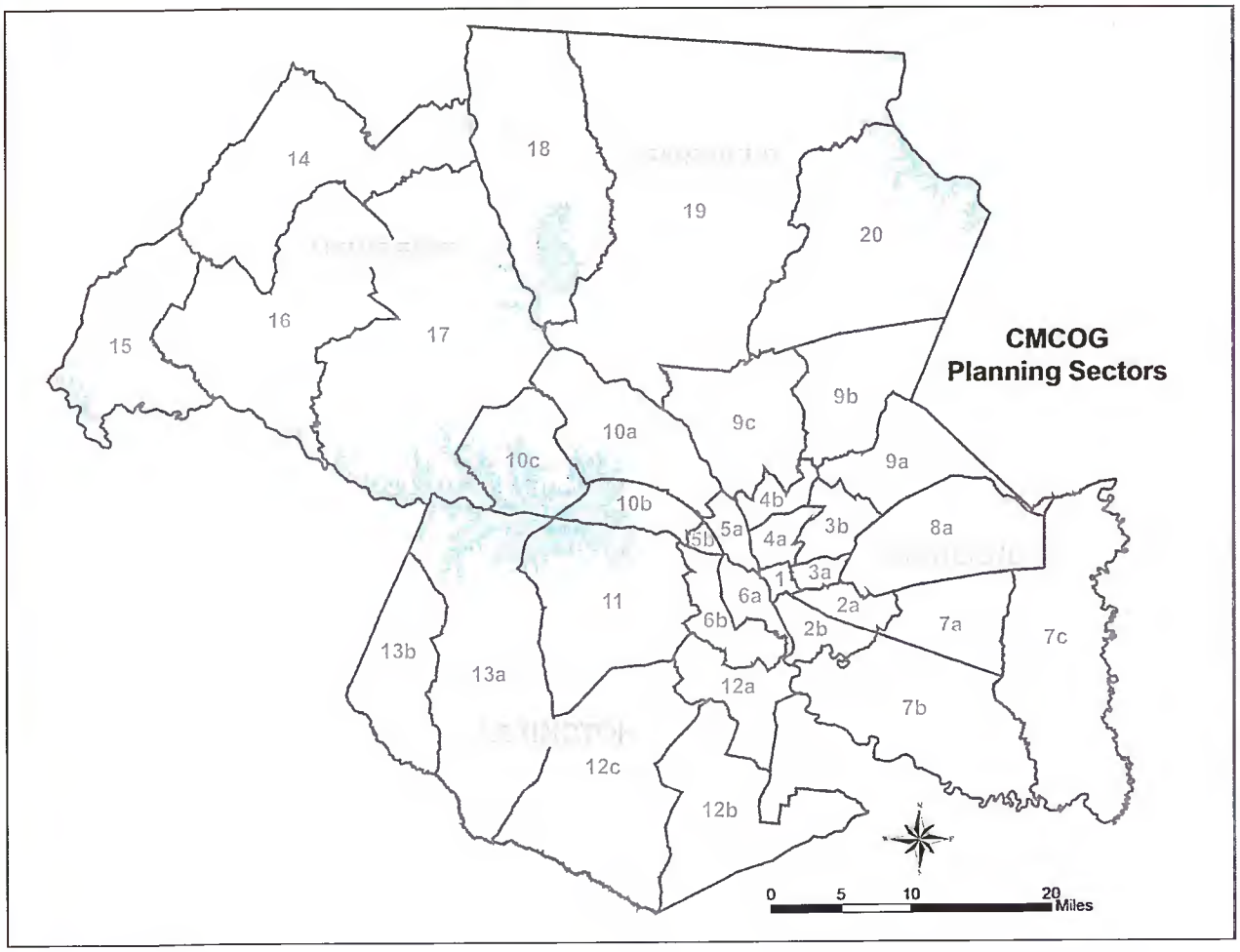
317 new non-residential permits were issued in Q1 & Q2 of 2014 with a total value of $33.9 million ($44.2 million less than in 2013), of which, the most significant permit was issued for $5.3 million to construct more retirement units at Still Hopes Episcopal Home in Cayce..

Source: 2013 & 2014 Building Permits Permits (Q1 & Q2)

	2013 Q1/Q2	2014 Q1/Q2
Single Family Units	642	743
Value	$156,683,961	$194,735,795
Multi-Family Units	0	4
Value	$0	$933,524
Total Housing Units	642	747
Value	$156,683,961	$195,669,557



2014 Housing Unit Permits by Sector



Sector	Name	Units	Value	Average
1	Downtown	356	$36,421,999	$102,309
2a	South Columbia	33	$5,139,721	$155,749
2b	South Richland	8	$1,050,773	$131,347
3a	East Columbia	10	$2,115,900	$211,590
3b	Dentsville/Arcadia Lakes	20	$3,125,117	$156,256
4a	North Columbia	14	$1,662,339	$118,739
4b	Cedar Creek	9	$2,766,577	$307,397
5a	St. Andrews (Richland)	2	$343,457	$171,729
5b	St. Andrews (Lexington)	0	$0	$0
6a	West Columbia/Cayce	24	$5,110,719	$212,947
6b	Springdale	61	$10,740,616	$176,076

Sector	Name	Units	Value	Average
7a	Southeast Richland	16	$3,352,794	$209,550
7b	Hopkins	4	$601,644	$150,411
7c	East Richland	0	$0	$0
8	Fort Jackson	2	$175,103	$87,552
9a	Richland NE	171	$35,651,360	$208,487
9b	Blythewood	309	$64,498,910	$208,734
9c	North Richland	9	$2,145,996	$238,444
10a	Irmo	190	$44,785,748	$235,714
10b	Dutch Fork	28	$10,605,509	$378,678
10c	Chapin	63	$15,813,330	$251,005
11	Lexington	446	$116,205,129	$260,550
12a	South Congaree	4	$1,150,614	$287,654
12b	Swansea	4	$811,300	$202,825
12c	Pelion	48	$13,838,006	$288,292
13a	Gilbert	54	$16,524,446	$306,008
13b	Batesburg-Leesville	4	$887,287	$221,822
14	Whitmire	0	$0	$0
15	Chappells	4	$1,110,000	$277,500
16	Newberry	2	$95,000	$47,500
17	Pomaria/Prosperity	18	$3,663,544	$203,530
18	Monticello	1	$179,550	$179,550
19	Winnsboro	3	$282,349	$94,116
20	Ridgeway	9	$2,131,487	$236,832
	Total	1,926	$402,986,324	$209,235

In the first half of 2014, the Lexington sector (11) saw the highest number of residential building permits issued with 446 residential units; 40 units more than in the same period last year. The Downtown Columbia sector (1) ranked second with 356 residential units; 87 units more than the previous year, with the Blythewood sector (9b) ranking third with 309 units. The aforementioned sectors account for 57.7% of all residential units permitted for construction in the Central Midlands region in the first half of this year

19 of the region's 34 sectors recorded an increase in the number of residential units issued in the first half of 2014 (10 in 2013). The greatest increase occurred in the Downtown Columbia sector (1), where 87 more residential units were issued in the first two quarters of 2014 than in the previous year. No sector reported a double-digit increase in units in 2014. The Blythewood sector (9b) had the second-highest increase with 84 units. The greatest decrease in housing units between 2012 and 2013 occurred in the Richland Northeast sector (9a), where 50 fewer units were recorded. 11 sectors reported a decrease in the number of units reported in Q1 & Q2 2014 with the Chapin and Pelion sectors reporting the most significant decreases in residential units in the first half of this year.

In 2014, the Dutch Fork sector (10ba) reported the highest average value per residential permit ($378,678). The region's average value of a new single family housing permit is $236,125, an increase of $11,282 from 2013. Lexington County currently has the highest average of the four Central Midlands counties, at $262,094. Richland County has the lowest average cost per residential permit at $199,491.

CENTRAL MIDLANDS
Council of Governments

Central Midlands Council
of Governments
236 Stoneridge Drive
Columbia, SC 29210

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Fax: 803-376-5394
Email:
www.centralmidlands.org

Our Member Governments:

Fairfield County
Lexington County
Newberry County
Richland County
Town of Batesburg-Leesville
City of Cayce
City of Columbia
City of Forest Acres
Town of Irmo
Town of Lexington
City of Newberry
Town of Springdale
City of West Columbia
Town of Winnsboro

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This publication is updated annually by the research staff of Central Midlands Council of Governments.

Central Midlands Council of Governments is a regional planning agency in the Midlands of South Carolina and strives to provide the highest quality of planning, technical assistance and services to local governments, businesses and all citizens in Richland, Lexington, Fairfield and Newberry counties.

Other Publications produced by Central Midlands Council of Governments include:

2013 Annual Building Permit Activity Report

2012/13 Annual Multi-Family Housing Survey

2013 Midlands Industrial Directory

Midlands Traffic Count Reports

Senior Services Directory

2014 Selected Statistics - Central Midlands Region

Mid-Census Development Trends Report

2035 Population Projections by Census Tract

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ENCLOSURE 14

CENTRAL MIDLANDS Council of Governments

Memorandum

TO: CMCOG Board of Directors

FROM: Gregory Sprouse, Director of Research, Planning, and Development

DATE: December 4, 2014

SUBJECT: Wasteload Reallocation for the Lower Saluda, Broad, and Congaree Rivers

DHEC determines the total maximum point source load in pounds of ultimate oxygen demand (UOD) that can be discharged to a surface water body segment without causing a water quality violation. A computerized mathematical model is normally used in this process. When multiple dischargers are involved, the assimilative capacity of the water body segment must be divided up among those dischargers and incorporated into their NPDES permits so that the total load does not exceed the established limit. If the model predicts a water quality violation as a result of a new discharger, an expansion of an existing discharger, or as a result of new or updated model parameters, a new wasteload allocation must be established in order to meet the more stringent effluent limits set for that water body segment.

In order to keep up with changing stream conditions and basin-wide allocation needs, DHEC recently conducted a basin review wasteload allocation for the 14 NPDES WWTP discharges to the Broad, Lower Saluda, and Congaree Rivers. As a result of this model update, the Congaree River is now showing a drop in Dissolved Oxygen below the minimum water quality standard. DHEC attributes this drop to several factors including:

- 25.8% decrease in the 7Q10 (low or critical flow) data
- Low reaeration rates in the Congaree
- Cumulative UOD loading from the discharges in the model area

Because the model is showing values below the standard for this stream classification DHEC is asking CMCOG (per our annual grant agreement) to help facilitate the UOD reallocation process among the 14 permit holders. As a baseline scenario DHEC has determined that a 48% cut in UOD for each discharger would be sufficient to maintain the water quality standard. The 208 Plan for the Central Midlands Region provides policy guidance for facilitating this process. A preliminary meeting between the dischargers was held on November 12, 2014. A second meeting will be held on December 11, 2014 at CMCOG offices.

ENCLOSURE 15

CENTRAL MIDLANDS Council of Governments

Memorandum

TO: CMCOG Board of Directors

FROM: Gregory Sprouse, Director of Research, Planning, and Development

DATE: December 11, 2014

SUBJECT: City of Columbia & Richland County Comprehensive Plan Updates

Tracy Hegler, Planning Director for Richland County, and Krista Hampton, Director of Planning and Development Services for the City of Columbia, will provide the CMCOG Board with a summary of the PLAN TOGETHER process which is a collaborative effort to create a long range vision for growth and development in Columbia and Richland County that will be used to update their respective comprehensive plans. After extensive research, analysis, and community engagement, both jurisdictions are in the final stages of the planning process. The draft plans and public meeting materials can be viewed on the project website:

www.weplantogether.org