CENTRAL MIDLANDS
Council of Governments

Memorandum

TO: All Members of the CMCOG **Transportation Subcommittee**

FROM: Joyce Dickerson, Chairperson

DATE: August 6, 2015

SUBJECT: **Next Meeting: August 13th**

Please be advised that the business of the CMCOG Transportation Subcommittee will be conducted on **Thursday, August 13th, at 12:00 p.m.** in the CMCOG Conference Room. Enclosed, please find an agenda and support materials for your review.

Please note that a light lunch will be available beginning at 11:45 a.m. so that we can begin promptly at 12:00 noon.

Please be advised that in order for the Subcommittee to conduct business, a quorum of eight (8) members must be present. Delays in conducting business may result in delays to the flow of funding to CMCOG for carrying out transportation planning activities, so please don't forget to mark your calendars.

If you have any questions or need any additional information, please do not hesitate to contact Reginald Simmons of the CMCOG staff. Reginald can be reached at 803-744-5133 or by email at rsimmons@centralmidlands.org. Thank you for your time, dedication, and service as I look forward to seeing each of you on **August 13th**.

Enclosures

AGENDA

TRANSPORTATION SUBCOMMITTEE

THURSDAY, AUGUST 13, 2015

12:00 PM TO 1:00 PM

CMCOG CONFERENCE ROOM

1. **Welcome, Introductions, and Call to Order ..... Joyce Dickerson**

2. **Invocation .....Open**

3. **Determination of a Quorum..... Entire Group**

ACTION → 4. **Approval of the June 11th Meeting Minutes .....Entire Group**
(Enclosure 1)

ACTION → 5. **Human Services Coordination Plan ..... R. Simmons**
The Central Midlands Council of Governments' staff requests a recommendation of approval to adopt the Central Midlands Human Services Coordination Plan as developed in the Statewide Multimodal Transportation Plan. (Enclosure 2)

ACTION → 6. **TIP Amendment - Pineview Road Widening Project..... R. Simmons**
Richland County is in the process of developing their Pineview Road Widening Project. In order to assist them in this effort, CMCOG will propose to transfer $1 million from the Hardscrabble Road Widening Project to Pineview Road. Staff will request to add this amendment to the 2013-2019 TIP. (Enclosure 3)

ACTION → 7. **TIP Amendment Julius Felder Sidewalk Project Phase II-B ..... R. Simmons**
The City of Cayce is proposing to complete another section of an ADA compliant sidewalk along Julius Felder Road that provides connectivity for the pedestrians and school children utilizing this route. This phase of the project is estimated to cost $223K. Staff will request to add this project to the 2013-2019 TIP. (Enclosure 4)

ACTION → 8. **TIP Amendment - Blossom Street Bridge Lighting Project ..... R. Simmons**
The City of Cayce is proposing to upgrade the 14 light fixtures located on the Blossom Street Bridge. The proposed project is estimated to cost $22K. Staff will request that add this project to the 2013-2019 TIP. (Enclosure 5)

ACTION → 9. **Adoption of the 2040 LRTP..... R. Simmons**
Staff has completed the development of its 2040 Long Range Transportation Plan. This plan update addresses policy updates to the various elements of transportation planning which include bike/ped, congestion management, transit, human service coordination, etc. Staff will request a recommendation of approval to adopt the 2040 LRTP. (Enclosure 6)

10. **Old/New Business ..... Joyce Dickerson**
    - **a.** Review of Bylaws (Enclosure 7)
    - **b.** Meeting Dates (Enclosure 8)

11. **Public Comments..... Open**

12. **Adjourn ..... Joyce Dickerson**

Enclosure 1

MEETING SUMMARY

Transportation Subcommittee

June 11, 2015

Organization	Members Present	Others Attending
Lexington County:	**Todd Cullum (Chair)** Johnny Jeffcoat	
City of Cayce:	Elise Partin	
Richland County:	Norman Jackson Paul Livingston	Holland Leger
City of Columbia:	Sam Davis Cathy Novinger	
Kershaw County:	Russ VanPatten	
Town of Lexington:	Steve MacDougall	
CMRTA:		Robert Schneider
FHWA:		Yolanda Morris
SCDOT:		Kati Price Jennifer Necker
West Columbia:		Wayne Shuler
CMCOG Staff:		Reginald Simmons Roland Bart Ben Mauldin Felicia Anderson

1. WELCOME, INTRODUCTIONS, AND CALL TO ORDER

Chairman Todd Cullum welcomed everyone and called the meeting to order at 12:08 p.m.

2. INVOCATION

Steve MacDougall gave the invocation.

3. DETERMINATION OF A QUORUM

It was determined that a quorum was present.

4. APPROVAL OF THE MAY 14, 2015 MEETING MINUTES

A motion was made by Johnny Jeffcoat to approve the minutes of the May 14, 2015 meeting. The motion was seconded by Elise Partin. All were in favor and the minutes were approved.

5. FY 2015 - 2017 UNIFIED PLANNING WORK PROGRAM

Reginald Simmons requested a recommendation of approval to adopt the 2015-2017 Unified Planning Work Program (UPWP). The UPWP is the planning document developed by the MPO that identifies the transportation planning activities that will occur in the upcoming fiscal years. In the past, the UPWP has been developed on an annual basis, but at the request of FHWA and SCDOT, each MPO and COG is developing a two-year planning document. The UPWP allows the MPO staff to manage and develop planning projects and studies, conduct planning analysis, and implement the TIP and LRTP.

Funding needed to implement the 2015-2017 UPWP is estimated to be $1,959,719.50. That funding is provided by the planning funds received from SCDOT and additional funding through various FTA grant programs.

At this time a motion was made by Cathy Novinger to adopt the 2015-2017 UPWP. The motion was seconded by Norman Jackson. All were in favor and the motion was approved.

6. TIP AMENDMENT - TAP PROJECTS

Reginald Simmons requested a recommendation of approval to amend the 2013-2019 TIP to add three (3) Transportation Alternative Projects (TAP) to the FY 2015 MPO TAP Program. On May 12th, CMCOG received a total of three (3) transportation alternatives projects for consideration for funding. These projects were evaluated by SCDOT and met the focus areas as established by the SCDOT Commission. These project were also evaluated through the MPO ranking process. Based on these evaluations, the MPO staff recommended the following projects for funding:

Jurisdiction	Project Name	Total Cost	Local Match	Federal Funds
City of Cayce	Julius Felder Sidewalk Phase II	$193,200.35	$48,200.35	$145,000.00
Town of Lexington	South Church Street Sidewalk	$201,269.25	$56,269.25	$145,000.00
Town of Chapin	Lexington Ave Sidewalk	$73,875.00	$14,775.00	$59,100.00
Totals		**$468,344.60**	**$119,244.60**	**$ 349,100.00**

The FY 2015 Transportation Alternatives Program had approximately $903,353 available for projects. With the approval of these proposed projects, approximately $554,253 will remain in surplus funding. The MPO staff will coordinate with its member governments to identify TAP eligible projects in order to obligate these surplus funds.

At this time a motion was made by Johnny Jeffcoat to add the FY 2015 TAP Projects to the 2013-2019 TIP. The motion was seconded by Paul Livingston. All were in favor and the motion was approved.

7. <u>TIP AMENDMENT - SECTION 5310 PROJECTS</u>

CMCOG is the designated recipient for the Section 5310 Program. The goal of the program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services. On May 6th, CMCOG released a call for projects for the FFY 2013 & 2014 funding cycles. A total of four (4) applications were received requesting a total of five (5) vehicles. They included:

Applicant	Total Cost	Federal Funds	Local Match
Senior Resources	$62,500	$53,125	$9,375
Mental Illness Recovery Center (2)	$112,000	$89,600	$22,400
Irmo Chapin Recreation Commission	$65,000	$55,250	$9,750
Babcock Center	$62,500	$53,125	$9,375
Total	$302,000	$251,100	$50,900

The available funding in Section 5310 Funds for FY 2013 was $374,280. A total of 10% will be used for administrative purposes. Based on the requests received, approximately $85K was remaining. The MPO staff will coordinated with the existing applicants to identified opportunities to use this funding.

At this time a motion was made by Paul Livingston to add the Section 5310 Projects to the 2013-2019 TIP. The motion was seconded by Sam Davis. All were in favor and the motion was approved.

8. <u>TIP AMENDMENT - US 378 @ FAIRLANE DRIVE / SUMMER PLACE DRIVE</u>

Reginald Simmons requested a recommendation of approval to amend the 2013-2019 TIP to add $425K to the construction budget for the US 378 @ Fairlane Drive/Summer Place Drive Intersection Improvement Project. The CMCOG Board originally approved the US 378 @ Fairlane Drive / Summer Place Drive Intersection Improvement Project in FY 2011. The proposed improvement was to add a right turn lane onto Fairlane Drive. SCDOT has re-evaluated the project and has made some additional recommendations which include curb and gutter, drainage, and sidewalk improvements.

SCDOT has let this project twice and on both occasions the bids were higher than the current construction budget. The current budget is set at $300K for construction. The lowest construction bid was approximately $415K more than the existing construction budget. In order to proceed with this project, Mr. Simmons requested to increase the construction budget by $425K.

At this time a motion was made by Cathy Novinger to amend the 2013-2019 TIP to add $425K to the US 378 @ Fairlane Drive/Summer Place Drive Intersection Improvement Project. The motion was seconded by Norman Jackson. All were in favor and the motion was approved.

9. <u>TIP AMENDMENT - SECTION 5307 PROJECTS</u>

Reginald Simmons requested a recommendation of approval to amend the 2013-2019 TIP to add $500K in Section 5307 for the development of a Low Income Pass Program; update of the Transportation Improvement Program; and the update of our Grant Management and Procurement Procedures for FTA grant programs. CMCOG is the designated recipient of Section 5307 funds. In FY 2013, CMCOG reserved $500K for planning purposes. This funding will be used to develop the following projects:

- Low Income Pass Program:
    - Through coordination with CMRTA, CMCOG will assess the development of a grant program that will subsidize the cost of bus fares for low income job seekers. The Comet will coordinate with agencies such as the United Way, Midlands Technical College, Transitions, etc., who currently provide assistance to low-income individuals. This coordination will assist in establishing a pass program in which low income job seekers could have their bus fare offset by 80% in order to attend job training and the first six months of employment.
- TIP Update:
    - Every three years in coordination with SCDOT, the COATS MPO updates its Transportation Improvement Program. Based on the program years established by SCDOT, the COATS MPO will begin to update its projects and funding for a new seven (7) year Transportation Improvement Program.
- Grant Management and Procurement Procedures:
    - The COATS MPO will review and update its grant management policies and procedures in accordance with FTA Circular C 5010.1D for post-award grant administration and project management activities for all applicable Federal Transit Administration (FTA) grant programs.

A brief discussion to place.

At this time a motion was made by Norman Jackson to add the Section 5307 Projects to the 2013-2019 TIP. The motion was seconded by Sam Davis. All were in favor and the motion was approved.

10. 2035 LRTP AMENDMENT - INTERSECTION IMPROVEMENT PROJECTS

Reginald Simmons requested a recommendation of approval to add two intersection improvement projects to the 2035 LRTP. SCDOT has recently completed two traffic studies at intersections on Barr Road. Those intersections include Barr Road & Rawl Road and Barr Road & Wildlife Road. SCDOT has produced traffic studies that revealed that both intersections are approaching traffic volumes that warrant a traffic signal. But in order for the traffic signals to work properly, left turn lanes will need to be installed. SCDOT has recommended for the COATS MPO to consider these intersections for funding. In order for the MPO to take these projects under consideration, the first step is to add these projects to the 2035 LRTP.

At this time a motion was made by Steve MacDougall to amend the 2035 LRTP to add the intersection improvement projects on Barr Road. The motion was seconded by Johnny Jeffcoat. All were in favor and the motion was approved.

11. OLD/NEW BUSINESS

There were none.

12. PUBLIC COMMENTS

There were none.

13. ADJOURN

The meeting adjourned at 12:42 p.m.

Enclosure 2

Memorandum

TO: All Members of the CMCOG **Transportation Subcommittee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 13, 2015

SUBJECT: **Human Services Coordination Plan**

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

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

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

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

ATTACHMENT
Human Services Coordination Plan

3 HUMAN SERVICES COORDINATION

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

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

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

3.1 Federal Requirements

3.1.1 Background

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

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

3.1.2 Today

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

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

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

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

Making the MOST of MAP-21

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

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

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

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

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

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

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

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

3.2 Goals for Coordinated Transportation

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

The goals are:

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

3.3 Coordination Plan Update - Outreach Process

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

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

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

3.4 State of Coordination in the Central Midlands Region

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

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

3.5 Barriers and Needs in the Central Midlands Region

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

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

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

Table 3-1: Needs Assessment Summary

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

3.6 Coordination Strategies and Actions

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

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

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

Table 3-2: Opportunities to Coordinate

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

Table 3-3: Updated Coordination Strategies

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

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

Table 3-4: Priority Future Planning Efforts

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

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

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

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

Enclosure 3

Memorandum

TO: All Members of the CMCOG **Transportation Subcommittee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 13, 2015

SUBJECT: **Pineview Road Widening Project**

REQUESTED ACTION

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

PROGRAM DESCRIPTION

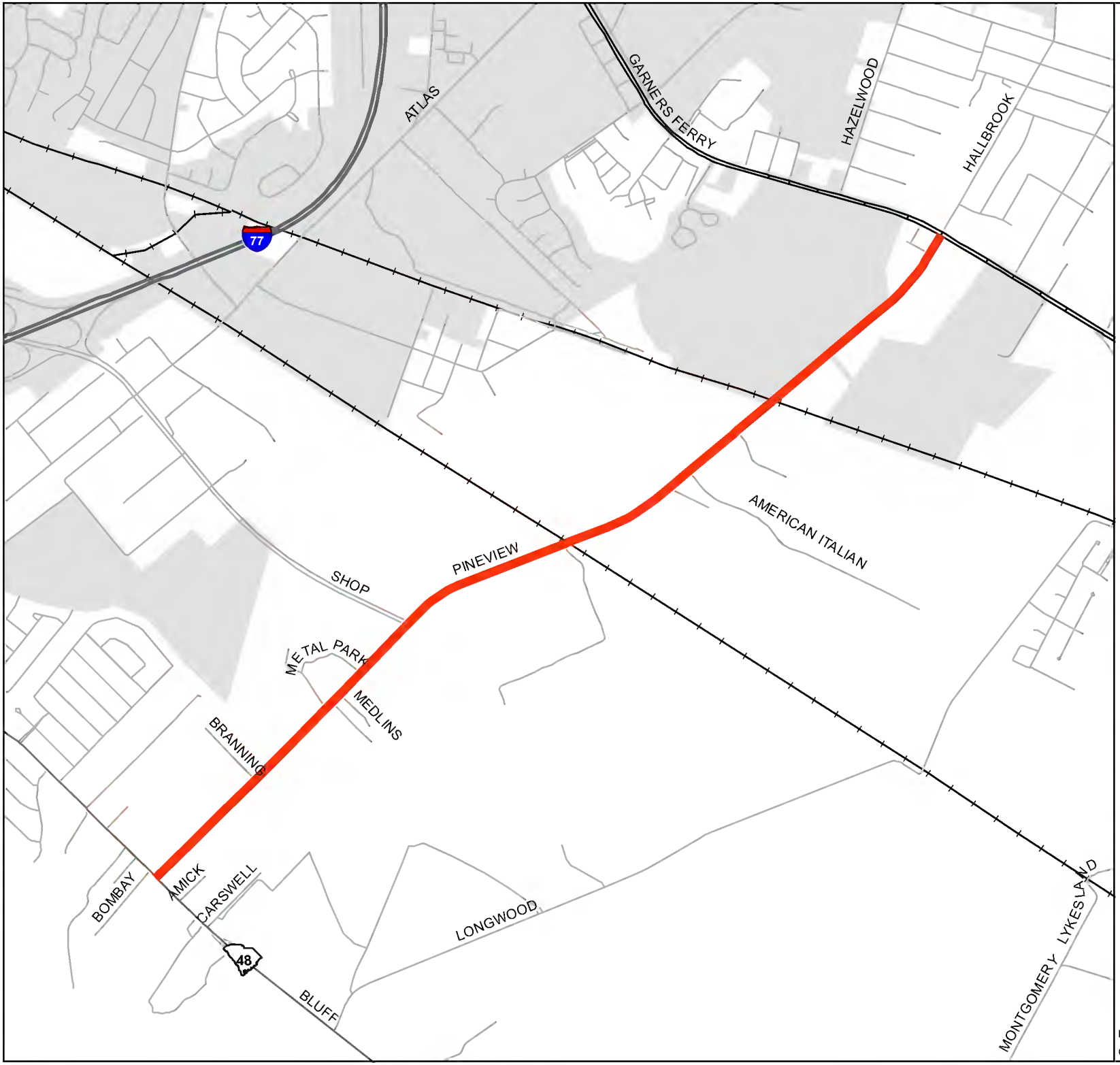
Richland County is in the process of widening Pineview Road from US 378 to Bluff Road. This improvement will increase the number of lanes from 2 to 5. Their total investment is approximately $32.5 million which includes:

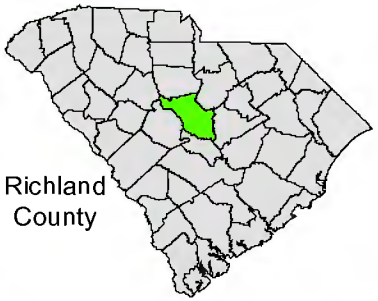
- $1.1 million in FY 2015 for PE
- $10.5 million in FY 2017 for Right-of-way Acquisition
- $20.9 million in FY 2019 for construction

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

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

Pineview Road Widening Project





Legend

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

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

CENTRAL MIDLANDS Council of Governments

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Feet

Date Map Created: 7 August 2015

C:\...\Transportation\Reginald\2015\Enhancement\

Enclosure 4

CENTRAL MIDLANDS Council of Governments

Memorandum

TO: All Members of the CMCOG **Transportation Subcommittee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 13, 2015

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

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

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

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

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

ATTACHMENT
Project Map

Julius Felder Sidewalk Phase II B

Legend

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

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

CENTRAL MIDLANDS Council of Governments

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Date Map Created: 6 August 2015

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Enclosure 5

CENTRAL MIDLANDS Council of Governments

Memorandum

TO: All Members of the CMCOG **Transportation Subcommittee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 13, 2015

SUBJECT: **Blossom Street Lighting Project**

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

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

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

This project will be funded with FY 2015 TAP funds.

ATTACHMENT
SCE&G Report

City of Cayce
Blossom Street Bridge

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

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

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

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

Additional:

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

03/12/2015

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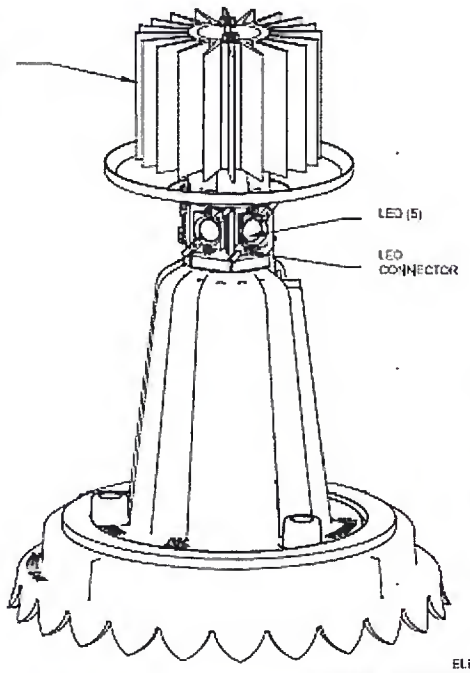

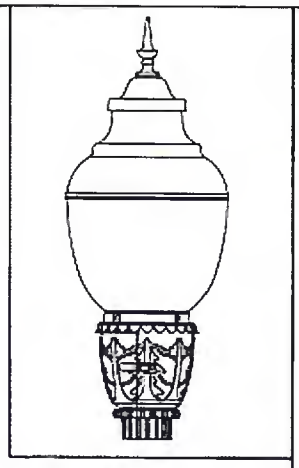

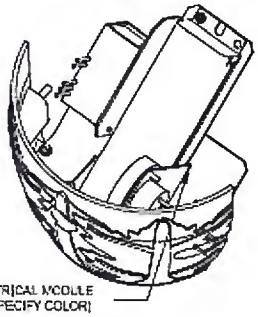

WASHINGTON RETRO LED

DECORATIVE OUTDOOR

ORDERING INFORMATION:

WARETRO	100	5K	AS	B	3	3
CASTING WARETRO = WASHINGTON LED RETROFIT	SOURCE & WATTAGE BALLAST (LED DRIVER) 100 = 100 W (625mA) 80 = 80 W (420mA) 60 = 60 W (315mA) 40 = 40 W (215mA)	COLOR TEMPERATURE 3K = 3000 K CCT 4K = 4000 K CCT 5K = 5000 K CCT	VOLTAGE AS = AUTO-SENSING VOLTAGE (120 THRU 277 V) AH = AUTO-SENSING VOLTAGE (347 THRU 480 V)	HOUSING COLOR A = AS SPECIFIED B = BLACK N = GREEN Z = BRONZE	OPTICS 3 = IES TYPE III DISTRIBUTION 5 = IES TYPE V DISTRIBUTION	DECORATIVE TRIM 1 = BAND, MEDALLIONS & BUD FINIAL 2 = BAND, MEDALLIONS & SPIKE FINIAL 3 = BUD FINIAL 4 = SPIKE FINIAL 5 = BUD FINIAL, BAND & RIBS 6 = SPIKE FINIAL, BAND & RIBS 7 = BAND, MEDALLIONS & ORNATE FINIAL 8 = ORNATE FINIAL 9 = ORNATE FINIAL, BAND & RIBS

OPTIONS
DM = DIMMING DRIVER
PHD12 = 0-10V PART-NIGHT DIMMING - INCLUDES 120V STYLE PHOTOCONTROL
PR12 = DTL BUTTON STYLE PHOTOCONTROL 120V
PR202427 = DTL BUTTON STYLE PHOTOCONTROL 208-277V
PR34 = DTL BUTTON STYLE PHOTOCONTROL 347V
RM = ROAM 0-10 VOLT DIMMING CONTROL - INCLUDES NEMA TWISTLOCK PHOTOCONTROL RECEPTACLE AND DIMMING DRIVER

NOTE
Actual performance may differ as a result of end-user environment and application.
Actual wattage may differ by +10% / -10% at operating temperature.
60W 347-480V version wattage may differ by +14% / -14% at operating temperature.
Specification subject to change without notice.

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ORDER #:
TYPE:
DRAWN: KRW
DATE: 8/28/12
DWG #: WARETRO
1 of 1

Enclosure 6

CENTRAL MIDLANDS Council of Governments

Memorandum

TO: All Members of the CMCOG **Transportation Subcommittee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 13, 2015

SUBJECT: **2040 Long Range Transportation Plan**

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

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

Staff will request adoption of the 2040 LRTP.

ATTACHMENT
2040 LRTP Resolution
Introduction and Overview

Enclosure 6

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

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

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

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

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

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

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

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

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

CERTIFICATE the undersigned is the duly qualified Executive Director of Central Midlands Council of Governments, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at a meeting of the Central Midlands Council of Governments held on August 27, 2015.

Roger Gaddy, Chairman Central Midlands Council of Governments	Benjamin J. Mauldin, Executive Director Central Midlands Council of Governments
Witness	Witness

CHAPTER 1: 2040 LONG-RANGE TRANSPORTATION PLAN

1.1 INTRODUCTION

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

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

A minimum 20-year plan horizon is required;

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

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

The 2040 LRTP update addresses a number of transportation challenges:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.2 METROPOLITAN PLANNING ORGANIZATION

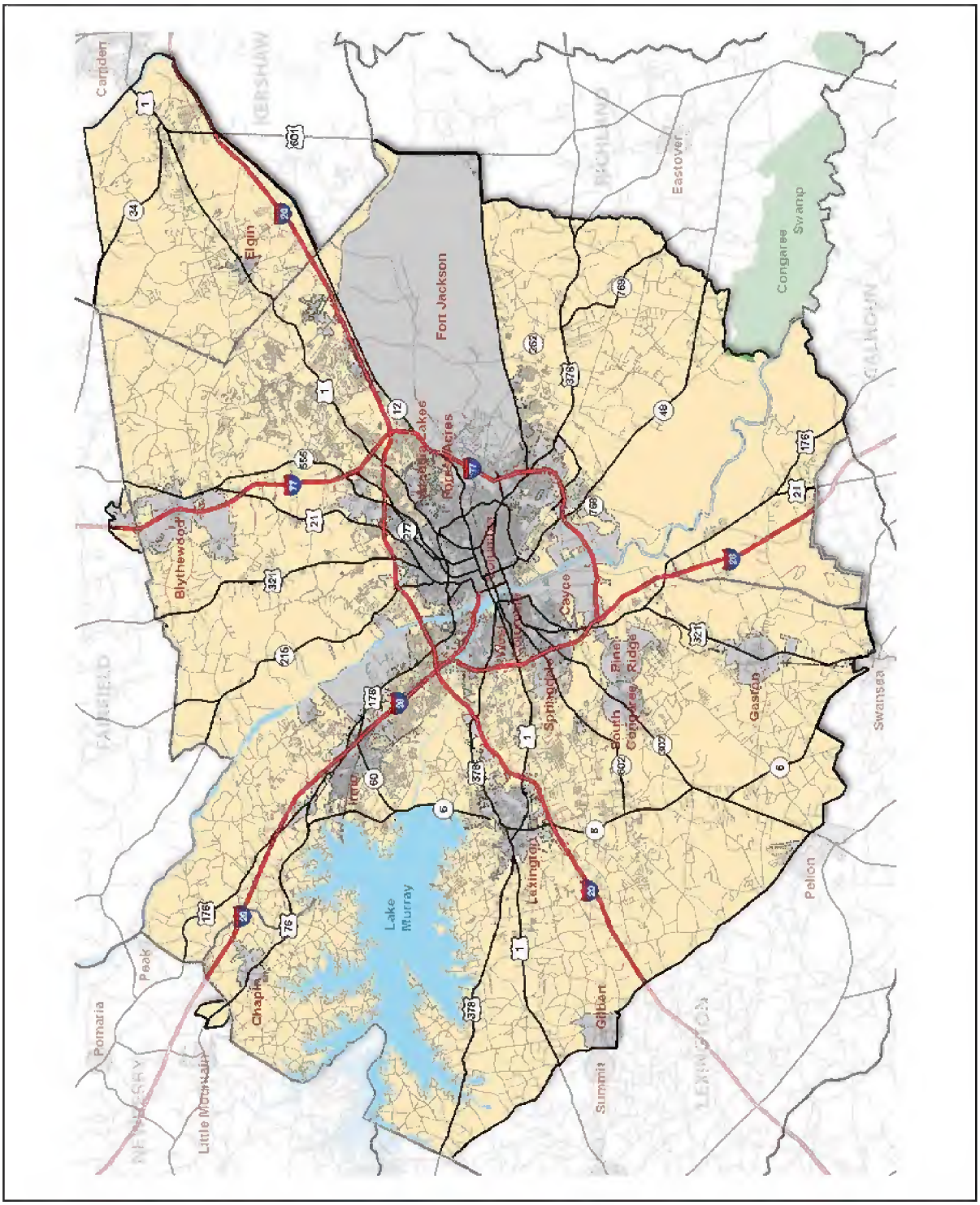
Each urbanized area in the United States with a population of 50,000 or more, is required by Federal regulation to have a designated Metropolitan Planning Organization (MPO) with the responsibility of conducting a continuing, cooperative and comprehensive transportation planning process. The MPO is responsible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

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

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

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

FIGURE 1.1: MPO BOUNDARY



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

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

TABLE 1.1: MAP-21 PLANNING FACTORS

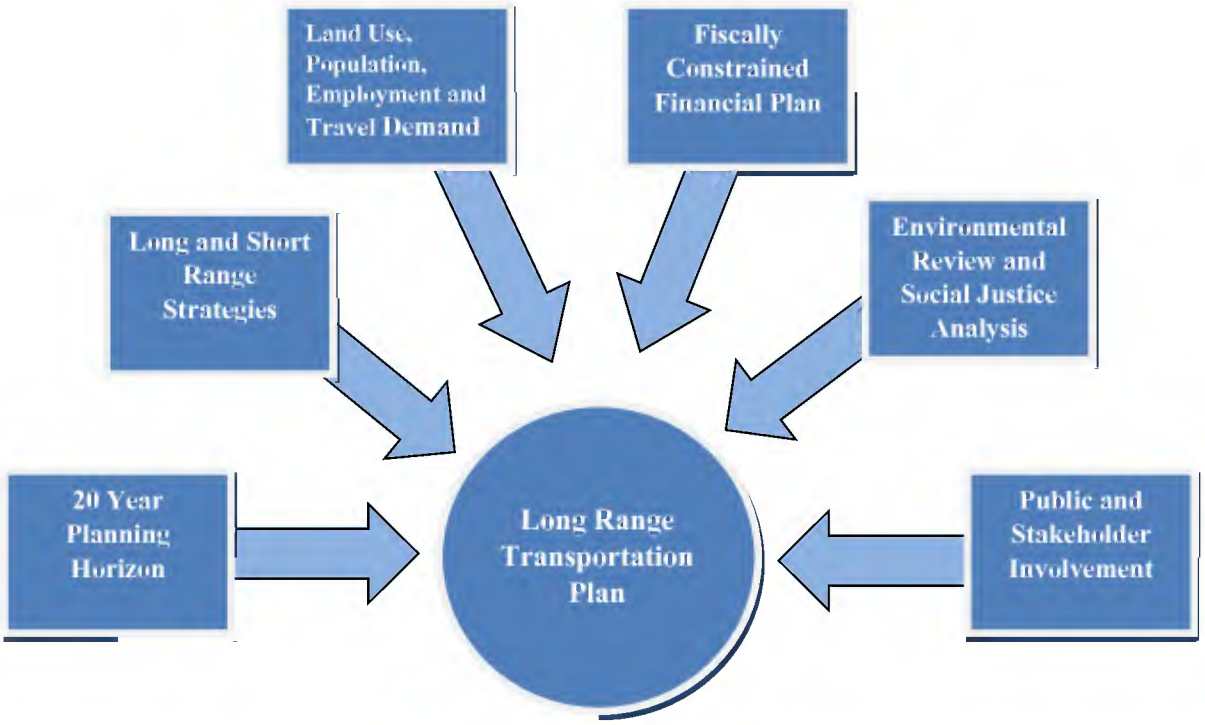
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized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

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

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

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

FIGURE 1.2: MAP-21 PLANNING REQUIREMENTS



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

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

1.4 TRANSPORTATION CONFORMITY REQUIREMENTS

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

1.5 TRANSPORTATION PLANNING PARTNERS

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

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

1.6 COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION (MPO)

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

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

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

1.6.1 UNITED STATES FEDERAL GOVERNMENT

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

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

1.6.2 STATE OF SOUTH CAROLINA

South Carolina Department of Transportation

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

South Carolina Department of Health and Environmental Control

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

1.6.3 MUNICIPAL AND COUNTY GOVERNMENTS

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

1.6.4 Central Midlands Regional Transit Authority

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

1.6.5 PRIVATE SECTOR AND NON-PROFIT AGENCIES

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

1.6.6 Outreach to Other Interested Parties

Private providers of transportation services:

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

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

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

Enclosure 7

Memorandum

TO: All Members of the CMCOG **Transportation Subcommittee**

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 13, 2015

SUBJECT: Transportation Subcommittee Bylaws

REQUESTED ACTION
The Central Midlands Council of Governments staff will provide an overview of the Transportation Subcommittee Bylaws.

BACKGROUND
Every two years with the change in leadership of the subcommittee, staff presents the bylaws as a refresher for the current members and as an introduction for the new members. As a part of this refresher, staff will update the committee on the changes that were made on May 9, 2013, in which the CMCOG Transportation Subcommittee updated their bylaws to include the changes to the committee's composition due to the 2010 Census Urbanized area. Staff will review these changes and provide an overview to the subcommittee.

ATTACHMENT
Transportation Subcommittee Bylaws

F:\Transportation Subcommittee Meetings\Calendar Year 2015 Meeting\Transportation Subcommittee 8-13-15 Review of Bylaws.doc

TRANSPORTATION ADVISORY SUBCOMMITTEE

BY-LAWS

ADOPTED **December 9, 2004**

REVISED **March 14, 2013**

REVISED **May 9, 2013**

BYLAWS

CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS

Metropolitan Planning Organization

Transportation Advisory Subcommittee

ARTICLE I

Purpose and Objectives

1.1 The purpose and mission of the Transportation Advisory Subcommittee, hereinafter referred to as the Subcommittee, shall be to promote cooperation among, and to provide the highest quality of services to, the member governments on issues transcending city and county boundaries in the areas of, transportation planning and public administration services for the citizens of the region.

ARTICLE II

Membership

2.1 The members of the Subcommittee shall consist of the representatives appointed by the chairperson of the Central Midlands Council of Governments (CMCOG), the Regional Transit Authority, and the disabled community in the area served by the Subcommittee.

2.2 Members who represent the member governments on the Subcommittee shall be eligible to discuss and vote on all matters requiring action, and hold Subcommittee offices.

2.3 Members who represent the Regional Transit Authority, the disabled community, and non-CMCOG member governments on the Subcommittee shall be eligible to discuss and vote on all matters requiring action and shall not hold Subcommittee offices.

2.4 If a vacancy shall occur on the Subcommittee by reason of death, resignation, change of residence, or any other cause, it shall be filled for the duration of the unexpired term in the same manner as the original appointment.

ARTICLE III

Officers and Their Duties

3.1 The Officers of the Subcommittee shall consist of a Chairperson and Vice-Chairperson and shall be appointed by the duly elected CMCOG Board Chairperson.

3.2 The Chairperson shall preside at all meetings of the Subcommittee and have the duties normally conferred on such office. The Chairperson shall have the privilege of discussing all matters before the Subcommittee and to vote thereon.

3.3 The Vice-Chairperson shall assume the duties of the Chairperson in the absence of the Chairperson.

3.4 In the event of the absence of both the Chairperson and Vice-Chairperson from a meeting of the Subcommittee, the Chairperson may appoint a temporary Chairperson for that meeting and proceed with the order of business.

3.5 The Chairperson or his/her designee shall represent the Subcommittee on advisory committees or other ad hoc working groups if the Subcommittee creates such organizations to provide opinionated input on specific projects.

3.6 The CMCOG Transportation Director of the Subcommittee provides support to the committee and shall serve as Secretary-Treasurer. The CMCOG Transportation Director shall keep the minutes and records of the Subcommittee, prepare with the Chairperson the agenda for regular and special meetings, provide notice of meetings, attend to correspondence of the Subcommittee, and maintain the records and accounts of the Subcommittee.

ARTICLE IV

Appointment of Officers

4.1 Officers shall be appointed in the June meeting of the CMCOG Board.

4.2 The duly elected CMCOG Board Chairperson shall appoint the Chairperson and Vice-Chairperson.

4.3 The Transportation Director shall serve as the Secretary-Treasurer. This will be a continuous appointment.

4.4 The officers shall be appointed to serve a two-year term or shall serve until new appointment has been made by the CMCOG Board Chairperson. The officers will assume their office on July 1st.

4.5 In any given year the Chairperson and Vice-Chairperson shall not be representatives of the same governmental unit.

ARTICLE V

Committees

5.1 Advisory, technical, or ad hoc committees, and/or working groups are at the discretion of the CMCOG Board Chairperson. The Subcommittee may request the establishment of an advisory, technical, or ad hoc committee, and/or working group to provide public input on a specific project or projects.

5.4 The CMCOG Board Chairperson shall appoint the Chairperson and Vice-Chairperson of all advisory, technical, or ad hoc committees, and/or working groups.

ARTICLE VI

Meetings

6.1 Regular meetings of the Subcommittee shall be held at such places as the Subcommittee shall determine or at such other time, date and place as called by the Chairperson; provided that the Subcommittee meets at least once every three months

6.2 Special meetings may be called by the Chairperson on his/her own initiative or must be called by him/her upon request of twenty percent or more of the Subcommittee. Such meetings shall be at such place and time as the Chairperson deems appropriate.

6.3 The Subcommittee shall be notified by the Secretary of the time and place of meetings at least seven days in advance of regular meetings. A majority present at any meeting may approve shorter notice thereof.

6.4 A majority of the Subcommittee shall constitute a quorum. A quorum shall be present before any business is transacted. If a quorum is lost for business begins, the Chairperson may continue with meeting and the Transportation Subcommittee business.

6.5 All meetings at which official actions are taken shall be open to the public. All CMCOG Board and Subcommittee meetings will be handled consistent with the S.C. Freedom of Information Act.

6.6 When no quorum is present at an official meeting of the Subcommittee, the Chairperson may forward a recommendation to the CMCOG Board of Directors that reflects the consensus of those members present.

6.7 Parliamentary procedure in Subcommittee meetings shall be governed by Robert's Rules of Order to the extent that such rules are not in conflict with these bylaws.

6.8 Each representative of the Subcommittee shall have one vote; the Chairman shall have the right to vote, but shall vote last in a recorded vote. Voting shall be by voice and shall not be recorded by yeas and nays unless requested by a Subcommittee representative.

Subcommittee representatives shall not vote on issues in which they have a personal or financial interest. Penalties for violation of this section are specified under Federal and State law.

When a Subcommittee representative is unable to attend a meeting or must leave a meeting before a vote is taken, no proxy shall be accepted.

For all matters a simple majority vote of those members voting at a meeting shall be required to recommend or reject a motion.

ARTICLE VII

Records

7.1 The Subcommittee shall keep a record of its recommendations, findings, determinations, and members' attendance which record shall be a public record.

ARTICLE VIII

Member Attendance

8.1 In order for the Subcommittee to carry out its duties and responsibilities members are strongly encouraged to attend the meetings. Members who are unable to attend Subcommittee meetings on a regular basis or who for other reasons cannot fulfill their duties as Subcommittee members should notify the appropriate appointing body to determine if replacement is warranted. Subcommittee attendance records shall be referred to appointing member governments annually.

ARTICLE IX

Order of Business

9.1 The order of business at regular meetings shall be:

Call to order.

a. Attendance;
b. Determination of a Quorum;
c. Invocation;
d. Approval of Minutes of Previous Meeting;
e. Reports of Officers, Committees, and Staff;
f. Old Business;
g. New Business; and
h. Adjourn.

ARTICLE X

Bylaws Supplementary

11.1 These bylaws are intended to supplement the State Enabling Act authorizing the creation of the Central Midlands Council of Governments and the Agreement executed by the local governing bodies creating the CMCOG Board.

11.2 In the event of conflict between the provisions of these bylaws and the Agreement creating the CMCOG Board or the State Enabling Act, the Agreement or the State Enabling Act shall prevail.

ARTICLE XII

Adoption and Amendment

12.1 These bylaws may be adopted or amended by a majority vote of the Subcommittee membership.

ADDENDUM A

Transportation Advisory Subcommittee

A Transportation Advisory Subcommittee has been established as a Subcommittee of the MPO (CMCOG Board). The Transportation Advisory Subcommittee members are local elected officials or their designees, and membership has been dispersed among the primary county and municipal jurisdictions found within the transportation planning study area. Members of the Subcommittee are appointed by the duly elected MPO (CMCOG) Chairman. The Transportation Advisory Subcommittee Chairman and Vice Chairman are also appointed by the duly elected MPO (CMCOG) Chairman. The Chairmanship of the Transportation Advisory Subcommittee rotates among the member governments of Richland County, Lexington County, and the City of Columbia. The composition of the Transportation Advisory Subcommittee (14 Total) is as follows:

Three	(3)	Representatives from City of Columbia
Three	(3)	Representatives from Lexington County
Three	(3)	Representatives from Richland County
Two	(2)	Representatives from Kershaw County
One	(1)	Representative for the five, small, local member governments (Springdale, Cayce, Lexington, West Columbia, Irmo) within Lexington County
One	(1)	Representative of the Fixed Route Transit Service (CMRTA or designee)
One	(1)	Representative of the disabled community (Advocacy group designee)

Enclosure 8

TRANSPORTATION SUBCOMMITTEE MONTHLY MEETING

CMCOG CONFERENCE ROOM

12 p.m.

Calendar Year 2015
July 9th
August 13th
September 10th
October 8th
November 12th
December 3rd

Calendar Year 2016
January 14th
February 11th
March 10th
April 14th
May 12th
June 9th
July 14th
August 11th
September 8th
October 13th
November 10th
December 1st

Calendar Year 2017
January 12th
February 9th
March 9th
April 13th
May 11th
June 8th

Please be advised that the Transportation Subcommittee meets on the second Thursday of each month except for December. The December meeting is typically scheduled for the first Thursday of that month. Also, please note that if a meeting is the same day as a holiday, then the chair of the subcommittee may decide to re-schedule that meeting. Please note that if the subcommittee does not meet, a cancellation notice will be sent.