A. **Call to Order and Introductions**
   1. Determination of Quorum
   2. Order and Contents of the Overall Agenda
   3. Introduction of Guests
   4. Invocation

B. **Consent Agenda**
   1. Approval of the August 23, 2018 Board Meeting Minutes *(Enclosure 1)*
   2. 2016 – 2022 TIP Amendment – Section 5307 & 5339 Projects *(Enclosure 2)*
   3. 2040 LRTP Amendment – Performance Targets for Trucks, Bridges, Pavement, and System Reliability *(Enclosure 3)*
   4. Resolution for Setting Performance Targets *(Enclosure 4)*

C. **Regular Agenda**
   1. 2040 LRTP Amendment - Transit Asset Management Plan – TAM *(Enclosure 5)*

D. **Announcements / Committee or Staff Reports / Correspondences**
   1. Workforce Investment Opportunity ACT (WIOA) Program Overview *(Enclosure 6)*
   2. Central Midlands Area Agency on Aging Program:
      a. Open Enrollment, Advanced Directives, Senior Surveys *(Enclosure 7)*
      b. Family Caregiver Program Overview *(Enclosure 8)*
   3. Economic Development Administration Program and Update *(Enclosure 9)*
   4. Executive Director’s Report *(Enclosure 10)*

E. **Old/New Business**

F. **Other Business**

G. **Adjourn**

REMINDER: The next CMCOG Board Meeting will be held on **Thursday, October 25, 2018** in the COG Conference Room

Note: Full Agenda packets can be found on the CMCOG website at [www.cmcog.org](http://www.cmcog.org).
Board of Directors Meeting of the
Central Midlands Council of Governments
Thursday, August 23, 2018 ♦ 12:00 p.m. ♦ CMCOG Conference Room

BOARD MEMBERS PRESENT:
Vina Abrams, Newberry County
John Andoh, The Comet
Jimmy Bales, Richland Co. Legislative Delegation
John Baxter, Richland County
Erin Long-Bergeson, Lexington County Council
Larry Brigham, Lexington County Council
David Brown, Fairfield County
Wanda Carnes, Fairfield County
Todd Cullum, Lexington County Council
Sam Davis, City of Columbia Council
Smokey Davis, Lexington County
MaryGail Douglas, Fairfield Co. Delegation
Shawn Epps, City of Columbia
Douglas Fabel,
Dr. Roger Gaddy, Winnsboro Town Mayor
Zebbie Goudelock, City of Newberry
Malcolm Gordge, Blythewood Town Council
Shaun Greenwood,
Bobby Horton, Mayor West Columbia
Norman Jackson, Chairman, Richland County Council
William Leidinger,
Paul Livingston, Richland County Council
Steve MacDougall, Lexington County
Jeffrey Salters, Lexington County
Charles Simkins, Lexington County
Debbie Summers, Lexington County Council
Scott Whetstone, Lexington County Council

GUESTS PRESENT:
Tevia Brown, SCDOT
Michael Cortin, CWS, Director of External Affairs & Strategy
Tony Edwards, SCDOT
Leslie Joseph, GMC, Consulting Engineer for CWS
Kenny Larimore, SCDOT
Darren Ledbetter, SCDOT
Holland Leger, Lexington County Planning
Yolanda Morris, FHWA
Lancer Shull, Mayor, Batesburg-Leesville

STAFF MEMBERS PRESENT:
Roland Bart, Chief Transportation Planner
Guillermo Espinosa, Senior Planner
Jessica Foster, Operations Coordinator
Jason Kent, GIS Manager
Myra Hamilton, Accountant
Anna Harmon, Ombudsman Director
Ben Mauldin, Executive Director
Malia Ropel, Finance Director
Reginald Simmons, Deputy Executive Director/Transportation Director
A. **CALL TO ORDER**

Chairman Norman Jackson called the meeting to order at 12:06 p.m. on August 23, 2018.

1. **Determination of Quorum**

Vice-Chairman Jackson declared the absence of a quorum.

2. **Approve Order and Contents of the Overall Agenda**

3. **Introduction of Guests**

Guillermo Espinosa introduced the guests at today’s meeting. They are listed on the first page.

4. **Introduction of New Board members**

Chairman Jackson Introduced Dalhi Myers, Jeffery Salters and Scott Whetstone.

5. **Invocation**

Shawn Epps gave the Invocation

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**AT THIS TIME, CHAIRPERSON JACKSON DECLARED THAT A QUORUM WAS PRESENT.**

B. **CONSENT AGENDA**

1. Approval of the June 28, 2018 Board Meeting Minutes, **approved**
2. Quarterly Financial Statement, **approved**
3. FY 2018 & 2019 Unified Planning Work Program **approved**
4. FY 2018 & 2018 Rural Planning Work Program **approved**
5. 2016-2022 TIP Amendment-Section 5310 Projects **approved**

**MOTION, approved**

Malcolm Gordge moved, seconded by Vina Abrams, to approve the consent agenda. The motion was approved unanimously.

C. **REGULAR AGENDA**

C1. **2016-2022 TIP Amendment-Section 5307 & 5339 Projects**

Reginald Simmons requested approval to amend the 2016 – 2022 TIP to add the Sections 5307 and 5339 CMRTA Projects. CMCOG is the designated recipient of the Section 5307 and Section 5339 Federal Programs in
the Columbia Urbanized Area. As the designated recipient, CMCOG has a Memorandum of Understanding with the public transit provider, CMRTA, which recognizes that most of the FTA grant dollars that are received by CMCOG will be provided to CMRTA for the provision of public transit. These funds will generally be used for planning, administration, capital, and operating assistance.

Under this MOU, CMCOG has made the following allocations to CMRTA:

- **Section 5307 Funds** FY 2016 $4,188,852
- **Section 5339 Funds** FY 2016 $382,699
- **Section 5339 Funds** FY 2017 $425,653
- **Section 5339 Funds** FY 2018 $632,576

With these allocations, the CMRTA is preparing grant applications for this funding for their capital and operating needs.

The following projects were reviewed as part of the agenda packet that was provided to the board:

- **Section 5307 Projects** ($4,188,852):
  - Purchase Shop Equipment – 80/20 match ($60,000 - federal)
  - Preventive Maintenance – 80/20 match ($972,364 - federal)
  - ADP Hardware – 80/20 match ($200,000 - federal)
  - ADP Software – 80/20 match ($200,000 – federal)
  - Non-Fixed Route ADA Paratransit Service – 80/20 match ($418,884 – federal)
  - Employee Education/Training – 80/20 match ($209,442 – federal)
  - Acquire Mobile Fare Collection Equipment – 80/20 match ($252,160 – federal)
  - Purchase Replacement 35-Ft Buses – 85/15 match ($836,000 – federal)
  - Acquire Communications Systems – 80/20 match ($40,000 – federal)
  - Operations – 50/50 match ($1,000,000 – federal)

- **5339 (FY 2016)** ($382,699):
  - Purchase Eight (8) Bus Shelters – 80/20 match ($382,699 – federal)

- **5339 (FY 2017)** ($425,653):
  - Purchase Nine (9) Bus Shelters – 80/20 match ($425,653 – federal)

- **5339 (FY 2018)** ($632,576):
  - Rehab/Renovate Bus Terminal – 80/20 match ($388,928 – federal)
  - Rehab/Rebuild 35 Ft Bus – 80/20 match ($80,000 - federal)
  - Purchase Three (3) Bus Shelters – 80/20 match ($163,648 – federal)

**MOTION, approved**

Smokey Davis moved, seconded by David Brown, to approve the 2016-2022 TIP Amendment-Section 5307 & 5339 Projects. The motion was approved unanimously.
C2. Resolution for Setting Transit Performance Targets

Reginald Simmons requested approval to adopt the Resolution for Setting Transit Performance Targets. As the MPO, CMCOG is responsible for establishing a performance-based approach to transportation decision making as per the federal guidance. Included in the federal guidance is the Transit Asset Management Rule which requires transit operators to develop a Transit Asset Management Plan that addresses the State of Good Repair for rolling stock, infrastructure, equipment, and facilities. CMRTA is currently in the processing of developing its Transit Asset Management (TAM) Plan. CMCOG has the responsibility of establishing performance targets for the MPO Planning Area. Through our coordination with CMRTA and SCDOT, CMCOG has established regional performance targets for rolling stock based on the State of Good Repair. The State of Good Repair is defined as the condition in which a capital asset is able to operate at a full level of performance.

CMCOG has established the following regional targets for rolling stock:
- Transit Bus: 15%
- Cutaway: 15%
- Mini-Van: 15%

**MOTION, approved**

Sam Davis moved, seconded by Smokey Davis, to approve the adoption of the Resolution for Setting Transit Performance Targets motion was approved unanimously.

C3. Setting the MPO Performance Targets for Trucks, Bridges, Pavement and System Reliability

Reginald Simmons requested approval to amend the 2040 LRTP to add SCDOT’s performance measures for pavement, bridges, trucks, and system management. The South Carolina Department of Transportation (SCDOT), in coordination with the FHWA, has established statewide targets for pavement, bridges, trucks and system management. SCDOT was required to evaluate and report these targets in accordance with the federal guidelines. This action started a 180-day clock for the MPO to take action to evaluate and set regionally specific targets or to accept and support the State’s targets. Staff recommended to accept SCDOT’s performance measures. Georges Tippens of SCDOT reviewed the methodology of how SCDOT established its 2- and 4-year targets for pavement, bridges, trucks, and system management.

**MOTION, approved**

Smokey Davis moved, seconded by Todd Cullum, to approve the Setting the MPO Performance Targets for Trucks, Bridges, Pavement and System Reliability. The motion was approved unanimously.

C4. 208 Plan Amendment: Town of Lexington Emergency Holding Pond at Former I-20 Wastewater Treatment Facility and Management Area Map Change

Gregory Sprouse requested approval to amend the 208 plan for the rehabilitation of the sewage lagoon in the former Carolina Water Service (CWS) I-20 Wastewater Treatment Plant (WWTP) so it can be used as an emergency wastewater storage basin. The plan amendment also includes a change in the 208 management
area map to reflect the incorporation of the CWS I-20 service area into the Town of Lexington management area. The CMCOG Environmental Planning Advisory Committee (EPAC) recommended approval of this plan amendment request at their July 25, 2018 meeting.

**MOTION, approved**

Smokey Davis moved, seconded by David Brown, to approve the 208 Plan Amendment: Town of Lexington Emergency Holding Pond at Former I-20 Wastewater Treatment Facility and Management Area Map Change. The motion was approved unanimously.

**C5. 208 Plan Amendment: Carolina Water (CWS) –Friarsgate Consolidation and Continued Use of Equalization Basin**

Gregory Sprouse requested approval to amend the 208 plan to allow Carolina Water Service (CWS) to continue using their existing equalization basin as a part of their plans to close out the Friarsgate WWTP and eliminate their Saluda River discharge through an interconnection with the City of Columbia regional collection system. The CMCOG Environmental Planning Advisory Committee (EPAC) recommended approval of this plan amendment request at their July 25, 2018 meeting.

**MOTION, approved**

Douglas Fabel moved, seconded by Sam Davis, to approve the 208 Plan Amendment: Carolina Water (CWS) – Friarsgate Consolidation and Continued Use of Equalization Basin

The motion was approved unanimously.

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

**D1. Executive Directors Report**

Ben Mauldin gave the following report:
- Grant Management Training will be help at CMCOG on October 15-16, 2018.
- Ethics Training will be held at CMCOG on November 7, 2018. The SC State Ethics Commission will be inviting all required persons.
- Carolina Crossroads is holding a Public Meeting today August 23, 2018 to present the Draft Environmental Impact Statement.
- CMCOG Area Agency on Aging is conducting Senior needs Assessments to determine the needs of seniors in our region.

**E. OLD / NEW BUSINESS**

No old/new business was brought forth.
F. **OTHER BUSINESS**

No other business was brought forth.

G. **ADJOURN**

There being no further business, the meeting adjourned at approximately 12:49 p.m.

The Board of Directors of the Central Midlands Council of Governments approved these minutes at its September 27, 2018 meeting.

__________________________________  __________________________________
Benjamin J. Mauldin, Secretary-Treasurer  Norman Jackson, Chairperson
Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 23, 2018

SUBJECT: TIP Amendment – Section 5339 and Section 5307 Projects for CMRTA

REQUESTED ACTION
The Central Midlands Council of Governments’ staff requests approval to amend the 2016-2022 TIP to add the following Section 5339 and Section 5307 project requests from the CMRTA.

BACKGROUND
The Central Midlands Council of Governments (CMCOG) and Central Midlands Regional Transit Authority (CMRTA) have a Memorandum of Understanding (MOU) that describes the cooperative working relationship of the two organizations. This MOU 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 and the FAST Act as a Metropolitan Planning Organization.

Under this MOU, CMCOG has made the following allocations to CMRTA:
- Section 5307 Funds FY 2016 $4,188,852
- Section 5339 Funds FY 2016 $382,699
- Section 5339 Funds FY 2017 $425,653
- Section 5339 Funds FY 2018 $632,576

The CMRTA is preparing grant applications for the Section 5339 and Section 5307 funds for their capital and operating needs. Attached, please find a list of the projects that they are requesting with this funding.

ATTACHMENT
Section 5339 and Section 5307 Project Requests
5307 (FY 2016)

- **Purchase Shop Equipment – 80/20 match ($60,000 - federal)** – Funds to go towards the purchase of a replacement bus washer. Existing washer’s maintenance costs have significantly increased and is close to meeting its useful life.
- **Preventive Maintenance – 80/20 match ($972,364 - federal)** – The CMRTA is requesting federal funds to reimburse preventive maintenance costs incurred during FFY 2019.
- **ADP Hardware – 80/20 match ($200,000 - federal)** – The CMRTA is requesting funds for the ongoing purchase of computer/electronic related hardware needed for maintaining/improving administrative and/or transit services.
- **ADP Software– 80/20 match ($200,000 – federal)** – These funds would be applied toward monthly maintenance costs for TransLoc, Enveloc, etc. as well as various software upgrades.
- **Non-Fixed Route ADA Paratransit Service – 80/20 match ($418,884 – federal)** – The CMRTA is requesting these funds to help offset the costs of our ADA paratransit (DART) costs.
- **Employee Education/Training– 80/20 match ($209,442 - federal)** – The CMRTA requests funds to provide education and/or training to staff for the various functions as well as new training related to Automated Passenger Counters. It is anticipated these funds will last 3 – 4 years.
- **Acquire Mobile Fare Collection Equipment – 80/20 match ($252,160 – federal)** – Funds are requested for the purchase of 16 new fareboxes as well as a new vault.
- **Purchase Replacement 35-Ft Buses– 85/15 match ($836,000 – federal)** – Funds would be applied to the replacement of 7 existing propane-fueled buses. Bus wraps, bike racks, etc. are included in this cost.
- **Acquire Communications Systems– 80/20 match ($40,000 – federal)** – These funds would be used to overhaul the CMRTA’s existing website to make it more informative and user friendly.
- **Operations– 50/50 match ($1,000,000 – federal)** – These funds would be applied towards fixed route and/or paratransit costs for services within Lexington and/or Richland County.

5339 (FY 2016)


5339 (FY 2017)


5339 (FY 2018)

- **Rehab/Renovate Bus Terminal ($388,928 – federal)** – These funds would be used to rehab the existing Assembly Street transit station. Any remaining funds would be applied towards improvements at the Sumter Street transit center.
- **Rehab/Rebuild 35 Ft Bus– 80/20 match ($80,000 - federal)** – CMRTA is requesting these funds to rewrap buses purchased in 2010.
MEMORANDUM

TO: MPO Directors
FROM: James J. Feda Jr., P.E., Deputy Secretary for Intermodal Planning
DATE: May 15, 2018
RE: FAST Act Performance Targets

Thank you again for your attendance and participation at the May 8th meeting where our planning staff presented the recommended state performance targets. As a follow up to the meeting, this memo serves as a formal notification that the South Carolina Department of Transportation (SCDOT) has established its 2018-21 statewide performance targets as required by 23 CFR Part 490, herewith attached as Appendix A.

As you are aware, per the federal regulation, Metropolitan Planning Organizations (MPOs) have 180 days after SCDOT establishes its performance targets to either accept and support the State’s target(s) by agreeing to plan and program projects so they contribute toward the accomplishment of SCDOT’s target(s) or by setting their own target(s) for their metropolitan planning area. Through our coordination efforts to date, SCDOT continues to recommend for the first performance period of asset and performance target setting that MPOs adopt and support the state targets. In the event an MPO desires to establish its own quantifiable targets, SCDOT will attempt to provide technical support as needed to assist with local target setting efforts.

As outlined in the December 31, 2017 Planning Procedure Agreements PL-2017-02 and PL-2017-03, herewith attached as Appendices B and C, MPOs must by long range transportation plan amendment have their policy committees formally adopt the applicable performance targets by November 16, 2018. In addition, by that date, MPOs shall provide written acknowledgement to SCDOT that their policy committees have taken action.

We again appreciate everyone’s patience and input over the last several years as we worked through the federal-rule making process. As a reminder, a SharePoint site has been established to provide a central repository for each region’s baseline asset condition and mobility performance data.

It is a milestone for SCDOT to establish these targets and we look forward to working with our MPO partners in the future to implement the performance management planning process.

JF:gift
Attachments
cc: Emily Lawton, Federal Highway Administration Division Administrator

File: Pln/JF
## SCDOT 2018-21 Performance Targets

<table>
<thead>
<tr>
<th>Measure</th>
<th>2-year (2018-19) Target</th>
<th>4-year (2018-21) Target</th>
<th>Applicability</th>
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<tr>
<td>% of Interstate Pavements in Good Condition</td>
<td>N/A</td>
<td>71.0%</td>
<td>All MPOs except SUATS and GSATS</td>
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<tr>
<td>% of Interstate Pavements in Poor Condition</td>
<td>N/A</td>
<td>3.0%</td>
<td>All MPOs except SUATS and GSATS</td>
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<tr>
<td>% of non-Interstate NHS Pavements in Good Condition</td>
<td>14.9%</td>
<td>21.1%</td>
<td>All MPOS</td>
</tr>
<tr>
<td>% of non-Interstate NHS Pavements in Poor Condition</td>
<td>4.3%</td>
<td>4.6%</td>
<td>All MPOS</td>
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<td>% of NHS Bridges in Good Condition</td>
<td>42.2%</td>
<td>42.7%</td>
<td>All MPOS</td>
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<td>% of NHS Bridges in Poor Condition</td>
<td>4.0%</td>
<td>6.0%</td>
<td>All MPOS</td>
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<tr>
<td>% of Person-Miles Traveled on the Interstate that Are Reliable</td>
<td>91.0%</td>
<td>90.0%</td>
<td>All MPOs except SUATS and GSATS</td>
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<td>% of Person-Miles Traveled on the non-Interstate NHS that Are Reliable</td>
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<td>81.0%</td>
<td>All MPOs</td>
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<td>Truck Travel Time Reliability Index</td>
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<td>1.45</td>
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<td>Annual Hours of Peak-Hour Excessive Delay per Capita</td>
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<td>RFATS</td>
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<td>% of non-Single Occupant Vehicle Travel</td>
<td>21.0%</td>
<td>21.0%</td>
<td>RFATS</td>
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<td>Total Emissions Reduction (NOx)</td>
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<td>448.780 kg/day</td>
<td>RFATS</td>
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<td>Total Emissions Reduction (VOC)</td>
<td>479.512 kg/day</td>
<td>480.586 kg/day</td>
<td>RFATS</td>
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</table>
South Carolina Department of Transportation
Planning Procedure Agreement

Agreement Number: PL- 2017-02  Effective: December 31, 2017

Subject: Coordination of Pavement and Bridge Condition Data and Target Setting for Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) to address FAST Act compliance

Purpose: Define the Initial Coordination Process between the South Carolina Department of Transportation (SCDOT) and MPOs and COGs to Facilitate Initial Pavement and Bridge Condition Target Setting for the Six Prescribed FAST Act Performance Measures.

Primary Department: Planning

Roles, Responsibilities, and Deliverables:
The FAST Act and subsequent federal rulemaking established six performance measures related to Pavement and Bridge Condition. The measures are:

- Percent of Interstate pavements in Good condition;
- Percent of Interstate pavements in Poor condition;
- Percent of non-Interstate NHS pavements in Good condition;
- Percent of non-Interstate NHS pavements in Poor condition;
- Percent of NHS bridges by deck area in Good condition; and
- Percent of NHS bridges by deck area in Poor condition.

Federal regulations require state departments of transportation (DOTs) to establish and report quadrennial (4-year) targets related to each of these six performance measures by May 20, 2018. MPOs are required to either adopt and support their DOT’s statewide targets or set their own targets specific to their areas. SCDOT and MPOs will have the opportunity to adjust their four-year targets after two years. For the purposes of Pavement and Bridge Condition target setting, COGs will be treated the same as MPOs.

SCDOT will establish statewide targets for the six condition performance measures by May 20, 2018. For the initial 4-year target setting, SCDOT will report 4-year targets on Interstate pavement condition, 2- and 4-year targets on non-Interstate pavement condition, and 2- and 4-year targets on bridge condition to FHWA. MPOs and COGs will have 180 days after SCDOT sets the six condition performance targets, or by November 16, 2018, at the latest, to either adopt and support SCDOT’s statewide targets, by agreeing to plan and program projects that SCDOT has identified in their area, or set their own targets specific to their areas. MPOs and COGs need only set their own 4-year targets or adopt and support SCDOT’s 4-year targets.

In preparation for the initial condition target setting effort with targets due by May 20, 2018, consultation between SCDOT, MPOs, and COGs occurred via the following training opportunities: quarterly webinars to review federal rulemaking requirements, a staff presentation to the MPO and COG Working Group chartered to assist with implementation of performance management, and SCDOT’s hosting of a National Highway Institute training course on target setting in September 2017.
For the initial 4-year target-setting period of calendar years 2018-2021, SCDOT recommends MPOs and COGs adopt and support SCDOT’s statewide targets.

In the future as part of the target setting process, SCDOT will:

- Inform MPOs and COGs of the six performance measure targets established for the State related to Pavement and Bridge condition by May 20, 2018, and every four years thereafter.
- Inform MPOs and COGs of any amended targets for the six performance measures related to Pavement and Bridge condition by May 20, 2020, and every four years thereafter if applicable.
- Provide the previous year’s Interstate and non-Interstate NHS Pavement condition data and NHS Bridge condition data within the respective MPO or COG boundaries to MPOs and COGs by April 30 of each year.
- If requested, provide target setting guidance to MPOs and COGs should they decide to establish their own targets for one or more of the six performance measures.

MPOs and COGs will:

- Within 180 days after SCDOT sets the Pavement and Bridge Condition targets, or no later than November 16, 2018, have their Policy Committees formally adopt the six Pavement and Bridge condition targets through Long Range Transportation Plan amendment.
- Within 180 days after SCDOT sets the Pavement and Bridge Condition targets, or no later than November 16, 2018, provide SCDOT a letter confirming action by their Policy Committee and the date of approval.
- By November 16, 2020, have their Policy Committees formally adopt any amended Pavement and Bridge condition targets through Long Range Transportation Plan amendment, if applicable.
- By November 16, 2020, provide SCDOT a letter confirming action by their Policy Committee and the date of approval if applicable.

At the request of an MPO or COG, SCDOT will:

- Provide Pavement and Bridge condition target adoption language for the MPO or COG to incorporate into its Long Range Transportation Plan; and
- Provide staff support during the Policy Committee meeting to assist with presenting the adoption of Pavement and Bridge condition targets.

Submitted by: Mark Pleasant, AICP

Director of Planning

Approved by: James J. Feda, Jr., P.E.

Deputy Secretary for Intermodal Planning

MPO/COG Concurrence: MPO/COG Director
South Carolina Department of Transportation
Planning Procedure Agreement

Agreement Number: PL- 2017-03

Effective: December 31, 2017

Subject: Coordination of System and Truck Travel Time Reliability Performance Data and Target Setting for Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) to address FAST Act compliance

Purpose: Define the Initial Coordination Process between the South Carolina Department of Transportation (SCDOT) and MPOs and COGs to Facilitate Initial System and Truck Travel Time Reliability Performance Target Setting for the three Prescribed FAST Act Performance Measures.

Primary Department: Planning

Roles, Responsibilities, and Deliverables:

The FAST Act and subsequent federal rulemaking established three performance measures related to System and Truck Travel Time Reliability. The measures are:

- Percent of reliable person-miles traveled on the Interstate;
- Percent of reliable person-miles traveled on the non-Interstate NHS; and
- Percent of Interstate system mileage providing for reliable truck travel time.

Federal regulations require state departments of transportations (DOTs) to establish and report quadrennial (4-year) targets related to each of these three performance measures by May 20, 2018. MPOs are required to either adopt and support their DOT’s statewide targets or set their own targets specific to their areas. SCDOT and MPOs will have the opportunity to adjust their four-year targets after two years. For the purposes of System and Truck Travel Tim Reliability target setting, COGs will be treated the same as MPOs.

SCDOT will establish statewide targets for the three reliability performance measures by May 20, 2018. MPOs and COGs will have 180 days after SCDOT sets the three reliability performance targets, or by November 16, 2018, at the latest, to either adopt and support SCDOT’s statewide targets, by agreeing to plan and program projects that SCDOT has identified in their area, or set their own targets specific to their areas. MPOs and COGs need only set their own 4-year targets or adopt and support SCDOT’s 4-year targets.

In preparation for the initial reliability target setting effort with targets due by May 20, 2018, consultation between SCDOT, MPOs, and COGs occurred via the following training opportunities: quarterly webinars to review federal rulemaking requirements, a staff presentation to the MPO and COG Working Group chartered to assist with implementation of performance management, and SCDOT’s hosting of a National Highway Institute training course on target setting in September 2017.

For the initial 4-year target-setting period of calendar years 2018-2021, SCDOT recommends MPOs and COGs adopt and support SCDOT’s statewide targets.
In the future as part of the target setting process, SCDOT will:

- Inform MPOs and COGs of the three performance measure targets established for the State related to System and Truck Travel Time Reliability by May 20, 2018, and every four years thereafter.
- Inform MPOs and COGs of any amended targets for the three performance measures related to System and Truck Travel Time Reliability by May 20, 2020, and every four years thereafter if applicable.
- Provide the previous year’s Interstate and non-Interstate NHS system reliability data and NHS truck travel time reliability data within the respective MPO or COG boundaries to MPOs and COGs by April 30 of each year.
- If requested, provide target setting guidance to MPOs and COGs should they decide to establish their own targets for one or more of the three performance measures.

MPOs and COGs will:

- Within 180 days after SCDOT sets the System and Truck Travel Time Reliability targets, or no later than November 16, 2018, have their Policy Committees formally adopt the three reliability targets through Long Range Transportation Plan amendment.
- Within 180 days after SCDOT sets the System and Truck Travel Time Reliability targets, or no later than November 16, 2018, provide SCDOT a letter confirming action by their Policy Committee and the date of approval.
- By November 16, 2020, have their Policy Committees formally adopt any amended reliability targets through Long Range Transportation Plan amendment, if applicable.
- By November 16, 2020, provide SCDOT a letter confirming action by their Policy Committee and the date of approval if applicable.

At the request of an MPO or COG, SCDOT will:

- Provide System and Truck Travel Time Reliability target adoption language for the MPO or COG to incorporate into its Long Range Transportation Plan; and
- Provide staff support during the Policy Committee meeting to assist with presenting the adoption of System and Truck Travel Time Reliability targets.

Submitted by: Mark Pleasant, AICP
Director of Planning

Approved by: James J. Feda, Jr., P.E.
Deputy Secretary for Intermodal Planning

MPO/COG Concurrence:

MPO/COG Director
RESOLUTION

ENDORSEMENT OF PERFORMANCE MANAGEMENT TARGETS
ESTABLISHED BY THE CENTRAL MIDLANDS REGIONAL TRANSIT
AUTHORITY IN THEIR TRANSIT ASSET MANAGEMENT PLAN.

WHEREAS, the Central Midlands Council of Governments (CMCOG) has been designated by the Governor of South Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Columbia Urbanized Area; and,

WHEREAS, the federal surface transportation programs that are the responsibility of the Central Midlands Council of Governments are authorized by the Fixing America’s Surface Transportation (FAST) Act (Pub. L. 112-141, December 4, 2015); and,

WHEREAS, the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c); and,

WHEREAS, 49 CFR Part 625, the Federal Transit Administration (FTA) Transit Asset Management Rule, which became effective on October 1, 2016, requires transit operators to develop and adopt a Transit Asset Management Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities; and,

WHEREAS, Central Midlands Council of Governments is the designated recipient of Federal Transit Administration (FTA) funding (Sections 5307, 5310, 5339 in the Columbia Urbanized Area; and,

WHEREAS, Central Midlands Regional Transit Authority (CMRTA a.k.a The Comet) is a direct recipient of the Federal Transit Administration (FTA) and the primary public transit provider in the Columbia Urbanized Area; and,

WHEREAS, Central Midlands Regional Transit Authority has submitted or is developing a Transit Asset Management Plan that includes performance measures; and,

WHEREAS, the Metropolitan Planning Organization shall establish performance targets that address the performance measures or standards established under 23 CFR Part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress towards attainment of critical outcomes for the region; and,
WHEREAS, the selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with the public transportation provider and the South Carolina Department of Transportation to ensure consistency with the performance targets that the public transportation provider establishes under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d); now therefore be it

RESOLVED, the Central Midlands Council of Governments endorses the performance management targets established by the Central Midlands Regional Transit Authority in their respective Transit Asset Management Plan, as listed in Attachment 1: and, be it further

RESOLVED, the Central Midlands Council of Governments agrees to program investments that support the performance management targets established by the Central Midlands Regional Transit Authority in their respective Transit Asset Management Plan.

CERTIFICATE, the undersigned, is the duly qualified Executive Director of the 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 23, 2018.

________________________________________________________________________
Norman Jackson, Chairman
Central Midlands Council of Governments

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

Witness

Witness
**ATTACHMENT 1**

**Regional Transit Targets for Transit Performance Measures**

<table>
<thead>
<tr>
<th>Asset Class</th>
<th>Performance Target</th>
<th>Quantities</th>
<th><em>Useful Life Benchmark (ULB) (Years)</em></th>
<th>Met ULB</th>
<th>Below ULB</th>
<th>Target: Percent of Vehicles That Have Met or Exceeded ULB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Bus</td>
<td>15%</td>
<td>39</td>
<td>14</td>
<td>0</td>
<td>37</td>
<td>0%</td>
</tr>
<tr>
<td>Cutaway</td>
<td>30%</td>
<td>40</td>
<td>10</td>
<td>0</td>
<td>13</td>
<td>0%</td>
</tr>
<tr>
<td>Mini-Van</td>
<td>20%</td>
<td>2</td>
<td>10</td>
<td>0</td>
<td>2</td>
<td>0%</td>
</tr>
<tr>
<td>Van</td>
<td>20%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>81</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*What is a "useful life benchmark"?*

Useful life benchmark (ULB) is the measure agencies will use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. Each vehicle type’s ULB estimates how many years that vehicle can be in service and still be in a state of good repair. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs. ULBs are derived from FTA’s Transit Economic Requirements Model (TERM). The TERM model estimates the age at which each of the vehicle types would enter the SGR backlog, or have a rating of 2.5 or below on the TERM scale. These default ULBs will automatically populate in the NTD collection field. Alternatively, your agency can develop its own ULBs based on your operating conditions, warranty information, and any other criteria that would affect your assets’ maximum useful life.
Transit Asset Management (TAM) Plan

Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency’s TAM plan and the Transit Agency Safety Plan.

Each TAM plan should:

- Outline how people, processes, and tools come together to address asset management policy and goals
- Provide accountability and visibility for furthering understanding of leveraging asset management practices
- Support planning, budgeting, and communications to internal and external stakeholders
Group TAM Plans

Tier II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor (generally the State DOT or a direct or designated §5310 or §5307 recipient).

TAM Plan Elements

Tier I agencies must comply with all nine elements of the TAM plan. Tier II agencies are responsible only for the top four elements.

<table>
<thead>
<tr>
<th>Tier</th>
<th>Element</th>
<th>Brief Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier I and II</td>
<td>1. An inventory of asset</td>
<td>A register of capital assets and information about those assets.</td>
</tr>
<tr>
<td></td>
<td>2. A condition assessment of inventoried assets</td>
<td>A rating of the assets' physical state; to be completed for assets an agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict performance of inventoried assets</td>
</tr>
<tr>
<td></td>
<td>3. Description of a decision support tool</td>
<td>An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time does not necessarily mean software</td>
</tr>
<tr>
<td></td>
<td>4. A prioritized list of investments</td>
<td>A prioritized list of projects or programs to manage or improve the SGR of capital assets</td>
</tr>
<tr>
<td>Tier I only</td>
<td>5. TAM and SGR policy</td>
<td>A TAM policy is the executive-level direction regarding expectations for transit asset management; a TAM strategy consists of the actions that support the implementation of the TAM policy</td>
</tr>
<tr>
<td></td>
<td>6. Implementation strategy</td>
<td>The operational actions that a transit provider decides to conduct, in order to achieve its TAM goals and policies</td>
</tr>
<tr>
<td></td>
<td>7. List of key annual activities</td>
<td>The actions needed to implement a TAM plan for each year of the plan's horizon</td>
</tr>
<tr>
<td></td>
<td>8. Identification of resources</td>
<td>A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan</td>
</tr>
<tr>
<td></td>
<td>9. Evaluation plan</td>
<td>An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement</td>
</tr>
</tbody>
</table>
Plan Submission Requirements

Once the TAM Plan is completed, it should be shared with partners for review and to coordinate implementation. A complete compliant TAM Plan is due October 2018, and the Plan must be updated in its entirety at least once every four years. FTA recommends that grantees coordinate TAM Plan updates with the cycle for the relevant Statewide and Metropolitan planning processes.

The completed TAM Plan does not need to be submitted to FTA, though it must be available for review and as part of ongoing Oversight.

In addition, each entity developing a TAM Plan must report annually to FTA's National Transit Database (NTD). This submission must include: asset inventory data; condition assessments and performance results; projected targets for the next fiscal year; and a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets. These requirements will be phased in starting in the FY2018 reporting period.
Strategies for the Workplace
Serving the Midlands of South Carolina

The Midlands Workforce Development Board is the Workforce Innovation & Opportunity Act Administrative (WIOA) unit for Fairfield, Lexington and Richland Counties. Under the Act the MWDB is committed to building an integrated workforce development system for the area that effectively pools the resources of diverse partner agencies and delivers optimal quality customer focused service. The MWDB provides services through the Central Midlands Council of Governments.

WIOA Overview

The Workforce Innovation & Opportunity Act (WIOA) was signed by President Obama in 2014 to reform the nation’s workforce system. WIOA better aligns the workforce system with education and economic development in an effort to create a collective response to economic and labor market challenges on the national, state, and local levels. WIOA focuses on meeting the needs of businesses for skilled workers and the training, education, and employment needs of individuals. Key components of the Act enable customers to easily access the information and services they need through the Workforce Center system; empower adults to obtain the training they find most appropriate through Individual Training Accounts (ITA), and ensure that all state and local programs meet customer expectations.

SC Works Midlands

The MWDB also operates the SC Works system for the Midlands Area. SC Works Midlands is a proud partner of the American Job Center system. Our goal is to improve job and career options for local workers and jobseekers through an integrated, job-driven public workforce system that links diverse talent to businesses. The goal of the SC Works Midlands system is to deliver a comprehensive range of employment, training, and related services in one location for our customers. To accomplish this objective, the SC Works system is comprised of a network of partners and service providers. Our partnerships allow us to provide seamless service integration and ensure convenience for our customers.
MEDICARE OPEN ENROLLMENT

This is the time to:

• Choose a plan that covers your medications

• Switch Prescription Drug Plans or Advantage Plans

• Enroll for the first time if you are new to Medicare

• Enroll for the first time if you did not enroll when you were first eligible

The Time is COMING!

Save the Date

October 15th - December 7th

Local help for people with Medicare

Call 1 (877) 744-5130 for Medicare Assistance

Central Midlands Council of Governments
Aging Disability and Resource Center (ADRC)
Area Agency on Aging (AAA)
236 Stoneridge Drive
Columbia, SC 29210

This Program was supported in part by a grant from the Centers for Medicare and Medicaid Services and the Administration on Aging, Department of Health and Human Services. Grantees undertaking projects under government sponsorship are encouraged to express freely their findings and conclusions. Points of view or opinions do not, therefore necessarily represent official Administration on Aging policy. The statement is from the Cooperative Agreement.
South Carolina has two Advance Directives that are legally binding documents that you can sign to specify the kind of treatment you want or do not want to be given in the event that you become unable to express your wishes at the time of treatment. The **Living Will** and the **Health Care Power Of Attorney** are two types of advance directives in South Carolina.

A **Living Will** is a document that allows you to tell your doctor what to do if you are permanently unconscious or if you are terminally ill and close to death.

A **Health Care Power of Attorney** is another document that allows you to give instructions for your future health care. With a health care power of attorney, you can name someone to be your “agent” in the event that you become unable to make your own health care decisions.

**Five Wishes** is an easy-to-use legal document that lets you plan in advance for how you want to be cared for in case you become seriously ill.
## Section 1: Demographic Information

| Gender | | Income (monthly) | | Number in Household | | Overall Distribution |
|--------|---|-----------------|---|---------------------|---------------------|
|        | 52 Female | 6 6% $750 or less | 6 6% $751 to $850 | 36 35% 1 person | 2,220 Forms Distributed |
|        | 24 Male | 6 6% $851 to $1,005 | 6 6% $1,006 to $1,336 | 43 41% 2 people | 104 Forms Returned |
| Race | 30 African American 29% | 20 19% $1,337 to $2,010 | 16 15% Unknown | 1 1% 4 people | 5% Percent Returned |
|        | 1 Asian 1% | 27 26% $2,011 or more | | 11 11% 5 or more people |
| 59 White 57% | 11 11% | | | |
| 2 Other 2% | | | | |
| Age | Less than 40 | | | | |
| 1 1% 41 - 49 | | | | |
| 3 3% 50 - 54 | | | | |
| 4 4% 55 - 59 | | | | |
| 14 13% 60 - 64 | | | | |
| 27 26% 65 - 69 | | | | |
| 15 14% 70 - 74 | | | | |
| 20 19% 75 - 79 | | | | |
| 9 9% 80 - 84 | | | | |
| 5 5% 85 or older | | | | |
| Marital Status | 36 Married 35% | | | | |
| 26 Widowed 25% | | | | |
| 1 Separated 1% | | | | |
| 16 Divorced 15% | | | | |
| Living with Partner | | | | |
| 14 Single 13% | | | | |

### Overall Distribution

- 2,220 Forms Distributed
- 104 Forms Returned
- 5% Percent Returned

### Distribution by County

<table>
<thead>
<tr>
<th>County</th>
<th># Forms</th>
<th># Return</th>
<th>% Return</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairfield</td>
<td>28</td>
<td>30</td>
<td>107%</td>
</tr>
<tr>
<td>Lexington</td>
<td>1,500</td>
<td>22</td>
<td>1%</td>
</tr>
<tr>
<td>Newberry</td>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richland</td>
<td>652</td>
<td>46</td>
<td>7%</td>
</tr>
</tbody>
</table>

Note: 6 Forms returned without specifying County.
What is the Family Caregiver Support Program?
Under Title III-E of the Older Americans Act, it is a federal program that provides services that help families under certain circumstances, including those that care for frail older relatives and grandparents, or older relatives who serve as caregivers for minor children. The FCSP provide caregivers with respite services that seek to alleviate the stress, burden, and anxiety related to day to day caregiving responsibilities.

What is caregiver respite?
Respite is defined as a period of rest or relief. Respite provides caregivers with temporary relief from the responsibilities of caring for an individual with physical or mental disabilities. The purpose of caregiver respite is to give the caregiver the opportunity to rest, recharge, relax, and revitalize.

Family Caregiver Respite Program offers caregivers three different types of respite to assist with those everyday caregiving tasks.
1. In-home assistance through a licensed agency or private worker
2. Adult day facility
3. Facility stay respite (nursing facility or assisted living)

How is the FCSP funded?
FCSP is a grant funded program funded through State, Federal, and Alzheimer’s dollars. Payment for respite services is provided in the form of a voucher. The voucher is considered as a form of payment for services to an agency or facility of choice. Please note the FCSP voucher is not a pre-set amount, but will be determined through the FCSP process. Vouchers are determined on a case by case basis and available funding.

Important facts about the FSCP
Through the FSCP program, the caregiver is eligible for a voucher every new fiscal year (July 1-June 30). All vouchers must be used in a 3-month (90-days) time span from the date the voucher was issued. Due to the high volume of request, extensions may not be granted.

The FCSP program will also assist with supplemental services, incontinence supplies, monthly caregiver support groups, and connection to other programs or services.
The U.S. Economic Development Administration (EDA) today published the FY18 Disaster Supplemental Notice of Funding Opportunity (NOFO) making $587 million available to eligible grantees in communities where a Presidential declaration of a major disaster was issued under the Stafford Act as a result of Hurricanes Harvey, Irma and Maria, wildfires and other natural disasters in 2017.

EDA disaster grants are made by its Regional Offices under the agency’s Economic Adjustment Assistance (EAA) Program, which enables EDA to make awards that support a wide range of construction and non-construction activities in areas which experience sudden and prolonged severe economic dislocation.

EDA encourages the submission of applications based on long-term, regionally-oriented, and collaborative development strategies that foster economic growth and resilience.

Eligible applicants under the EAA program include a(n): (i) District Organization of an EDA-designated Economic Development District (EDD); (ii) Indian Tribe or a consortium of Indian Tribes; (iii) State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political sub-divisions; (iv) institution of higher education or a consortium of institutions of higher education; or (v) public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State. EDA is not authorized to provide EAA grants to individuals or for-profit entities. Requests from such entities will not be considered for funding.

There are no application deadlines and the agency will accept proposals on a rolling basis until the publication of a new Disaster Supplemental NOFO, cancellation of this NOFO, or all funds are obligated. Disaster recovery projects must be consistent with the U.S. Department of Commerce Disaster Recovery Investment Priorities.

For more information, please visit the EDA and Disaster Recovery page.
DATE: September 20, 2018
TO: CMCOG Board of Directors
FROM: Benjamin J. Mauldin, Executive Director
SUBJECT: Executive Director’s Report

1. **Annual SC Association of Regional Councils Conference:**

CMCOG is hosting the annual SCARC conference in Myrtle Beach on November 18-19, 2018 (Kingston Plantation).

At this year’s meeting, CMCOG is represented by Julie Ann Dixon, Chairman Norman Jackson and Dr. Roger Gaddy, SCARC President.

Please be on the look out for an email invitation from Jessica Foster with registration information.

Below is a draft agenda for the program:

**BUILDING COMMUNITIES OF THE FUTURE IN SC**

**Sunday, November 18, 2018**

3:00 pm – 6:00 pm  Registration
4:00 pm – 5:30 pm  Hospitality Suite Open
5:30 pm – 7:30 pm  Hotel Manager’s Reception
7:00 pm – 10:00 pm  Dinner and Entertainment

*Welcome, Dr. Roger Gaddy, SCARC President*

*Entertainment, TBD*

**Monday, November 19, 2018**

6:30 am – 9:30 am  Breakfast Buffet
9:30 am – 10:15 am  General Session

*Lefford Fate, Building Communities of the Future*

10:15 am – 10:30am  Break
10:30 am – 11:30am  General Session

Building Partnerships to Strengthen our Communities:

*Doug Frate, SC Department of Transportation*
*Paula A. Gutierrez, SC Office of Rural Health*
*Debra Giordano, Rescare Workforce Services*

11:30 am – 12:00 pm  Award Presentations

*Legislator of the Year*
Partner of the Year
SCARC/COG Volunteer of the Year
Project of the Year
12:00 pm – 1:15 pm Luncheon
The Honorable Tim Scott, Senator for South Carolina
1:30 pm – 2:15 pm General Session
Legislative Update
South Carolina Association of Counties
Municipal Association of South Carolina
National Association of Development Organizations
2:15 pm – 3:00 pm General Session
Mike Shealy, Budget Director for the State of South Carolina Senate Finance Committee
3:00 pm – 4:00 pm COG Directors Meeting
3:30 pm – 5:30 pm Hospitality Suite Open
5:30 pm – 7:30 pm Hotel Manager’s Reception
Dinner on your own

Tuesday, November 20, 2018
6:30 am – 9:30 am Breakfast Buffet
9:00 am – 10:00 am SCARC Board of Directors Meeting

2. Employee Recognition – Employee of the Quarter
   Presentation of Employee of the Quarter for their dedication and excellent work ethic.

3. Grant Management Training
   Central Midlands Council of Governments and Grant Writing USA will present a two-day grants management workshop at the COG, October 15-16, 2018. This class will prepare grant writers to administer government grants and stay in compliance with applicable regulations. This training is recommended for grant recipient organizations across all disciplines is an excellent opportunity for our member governments’ staff to enhance performance in the areas of grant management. To sign up for the class: http://grantwritingusa.com/grants-training/grant-management-workshops/columbia-south-carolina-october-2018.html

CMCOG may have several complimentary seats available for our member governments. Contact Jessica Foster at jfoster@cmcog.org or 744-5156 if you are interested in the training.