OVERALL AGENDA

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

   Chair Norman Jackson, Guillermo Espinosa

B. Consent Agenda
   1. Approval of the October 25, 2018 Board Meeting Minutes (Enclosure 1)
   2. Resolution to Apply for Federal and State Grants (Enclosure 2)

C. Regular Agenda
   2. Regional Intermodal Transportation Center Feasibility Study (Enclosure 4) John Andoh
   3. 2016 – 2022 TIP Amendment – CMRTA Service Changes & Enhancements (Enclosure 5) John Andoh
   4. CMCOG Authorization of FY 2017 Section 5307 Funds to CMRTA (Enclosure 6) Reginald Simmons
   5. CMCOG Authorization of FY 2018 Section 5307 Funds to CMRTA (Enclosure 7) Reginald Simmons
   6. FY 2017 – 2019 Disadvantaged Business Enterprise Goal (Enclosure 8) Reginald Simmons

D. Announcements / Committee or Staff Reports / Correspondences
   1. Executive Director’s Report (Enclosure 9) Ben Mauldin
   2. Crossroads: Change in Rural America (Enclosure 10) Ben Mauldin

E. Old/New Business

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board Meeting will be held on Thursday, January 24, 2018 in the COG Conference Room

Note: Full Agenda packets can be found on the CMCOG website at www.cmcog.org.
Board of Directors Meeting of the
Central Midlands Council of Governments

Thursday, October 25, 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
Larry Brigham, Lexington County Council
John Carrigg, Lexington County
Ben Connell, Kershaw County
Todd Cullum, Lexington County Council
Sam Davis, City of Columbia Council
Smokey Davis, Lexington County
Joyce Dickerson, Richland County Council
Julie Ann Dixon, Richland County
Shawn Epps, City of Columbia
Douglas Fabel, Batesburg-Leesville
Zebbie Goudelock, City of Newberry
Malcolm Gordge, Blythewood Town Council
John Hardee, SCDOT Designee
Paul Livingston, Richland County Council
Steve MacDougall, Lexington County
Yvonne McBride, Richland County Council
Walt McLeaod, Newberry Co. Legislative Delegation
Joe Mergo, Lexington County Administrator
Dahki Myers, Richland County Council
Shealt Reibold, Richland County
Elise Partin, City of Cayce Mayor
Debbie Summers, Lexington County Council
Scott Whetstone, Lexington County Council

**GUESTS PRESENT:**
Jennifer Brewton
Tevia Brown, SCDOT
Brian Crooks, Richland County Planning
Michelle Dickerson, City of West Columbia
Kenny Larimore, SCDOT
Darren Ledbetter, SCDOT
Holland Leger, Lexington County Planning
Joey McEntire, SCDOT
Yvette Roland, Senator Graham’s Office

**STAFF MEMBERS PRESENT:**
Roland Bart, Chief Transportation Planner
Jessica Foster, Operations Coordinator
Jason Kent, GIS Manager
Anna Harmon, Ombudsman Director
Ben Mauldin, Executive Director
Malia Ropel, Finance Director
Reginald Simmons, Deputy Executive Director
Gregory Sprouse, Research, Planning and Development Director
A. **CALL TO ORDER**

Vice Chairman Steve MacDougall called the meeting to order at 12:05 p.m. on October 25, 2018.

1. **Determination of Quorum**

Vice Chairman MacDougall declared the absence of a quorum.

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

3. **Introduction of Guests**

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

Ben Mauldin introduced Jennifer Brewton as the new AAA/ADRC Director.

4. **Invocation**

Vina Abrams gave the Invocation

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

D1. **Regional Planning Projects Overview**

Gregory Sprouse gave an overview of the projects that have been recently completed or underway. Those projects include:

| Local Government Plans                          | Fairfield County Comprehensive Plan (Complete) |
|                                               | Town of Irmo Comprehensive Plan (Complete)    |
|                                               | Town of Irmo Zoning and Land Development Regs (Underway) |
|                                               | City of Forest Acres Comprehensive Plan (Complete) |
|                                               | Batesburg-Leesville Strategic Plan (Complete)  |
|                                               | Batesburg-Leesville Comprehensive Plan (Underway) |

| Planning and Zoning Technical Service         | Town of Irmo                                      |
|                                               | Town of Pineridge                                 |
|                                               | Planning and Zoning Orientation and CE Training    |

| CDBG Projects                                | Regional Planning Grant (Underway)               |
|                                               | Town of Whitmire Church Street Water Upgrade (Underway) |
|                                               | Town of Batesburg-Leesville PS Upgrade (Underway) |
|                                               | Sistercare (Underway)                           |
|                                               | Brookland Center For Community Economic Change (Underway) |
|                                               | Town of Eastover School Demolition (Application Pending) |

<p>| Water Quality                                 | 208 Water Quality Management Plan Update (Underway) |
|                                               | Midlands Rivers Coalition                        |
|                                               | Three Rivers Watershed Stakeholders              |</p>
<table>
<thead>
<tr>
<th>Other Projects/Programs</th>
<th>Planning and Zoning Orientation and CE Training</th>
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<tbody>
<tr>
<td></td>
<td>Joint Land Use/Sentinel Landscape</td>
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<td>Active Community Environments (ACE)</td>
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<td>CMDC Healthy Insights – Community Food Gatherings</td>
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<td></td>
<td>Research, GIS, and Demographic Data Support</td>
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AT THIS TIME, VICE CHAIRMAN MACDOUGALL DECLARED THAT A QUORUM WAS PRESENT.

B. CONSENT AGENDA

1. Approval of the September 27, 2018 Board Meeting Minutes, approved
2. Quarterly Financial Statement, approved

MOTION, approved
Joyce Dickerson moved, seconded by Dahli Myers, to approve the consent agenda. The motion was approved unanimously.

C. REGULAR AGENDA

C1. Community Economic Development Strategy (CEDS) Annual Update

Gregory Sprouse presented the CEDS Annual Update for approval. The 2017-2022 CEDS was previously submitted and approved by the U.S Department of Commerce Economic Development Administration (EDA). The 2018 annual update provides current information about regional growth, community development, workforce, infrastructure investment and economic indicators.

MOTION, approved
Smokey Davis moved, seconded by John Andoh, to approve the Community Economic Development Strategy (CEDS) Annual Update. The motion was approved unanimously.

D. Announcements/Committee or Staff Reports/Correspondences

D2. Regional Long-Term Ombudsman Program Update/Report

Anna Harmon provided an update on the Long-Term Care Ombudsman Program. She discussed the program’s role and responsibilities, its relationship with other regulatory and law enforcement agencies; most frequently reported complaint types; training efforts; and Volunteer Ombudsman Program. She also presented examples of complaints reported during the past program year. A brief discussion took place.
D3. Executive Director’s Report

Ben Mauldin gave the following report

- CMCOG was recently awarded a $5000 mini grant from the SC Energy Office. This grant money will be used to retrofit our offices to LED lighting.
- The SC Ethics Commission will be providing training on November 7 in the CMCOG conference room. Invitations will be mailed soon.
- CMCOG will be hosting the annual SCARC Conference this year. Thank you to all our board members who have signed up to go.
- SC Midlands Works Career Fair is scheduled for November 8 from 10a-2p at Dutch Square Mall
- SC Humanities will be bringing Crossroads: Change in Rural America to South Carolina in 2018-2019 for a 10 month tour of six communities: Union, Denmark, Newberry, Hopkins, Barnwell and Dillon. Please be sure to visit one of the exhibits.

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 12:56 p.m.

The Board of Directors of the Central Midlands Council of Governments approved these minutes at its December 13, 2018 meeting.

__________________________________________________________
Benjamin J. Mauldin, Secretary-Treasurer

__________________________________________________________
Norman Jackson, Chairperson
RESOLUTION

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

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

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

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

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

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

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

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

2) that the Executive Director is authorized to execute and file with such applications any assurances or any other documents required by the U.S. Department of Transportation and the S.C. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.
3) that the Executive Director is authorized to furnish such information as the U.S. Department of Transportation and/or the S.C. Department of Transportation may require in connection with the applications for the programs listed above.

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

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

THE UNDERSIGNED is the duly qualified Executive Director of Central Midlands Council of Governments, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at a meeting of the Central Midlands Council of Governments held on December 13, 2018.

__________________________________________  ______________________________________
Norman Jackson, Chairman                                  Benjamin J. Mauldin, Executive Director
Central Midlands Council of Governments                    Central Midlands Council of Governments

__________________________________________  ______________________________________
Witness                                                  Witness
Date: December 6, 2018

To: CMCOG Board of Directors

From: Benjamin J. Mauldin, Executive Director

Subject: Financial and Compliance Report for the Fiscal Year Ended June 30, 2018

Mauldin and Jenkins (recently merged with Derrick, Stubbs, & Stith, L.L.P.) has completed our FY 2018 Financial and Compliance Report and a Report to the Board of Directors. The auditors will report to the Board at our December 13th meeting.

We received a good audit report with no findings or exceptions. We ended the year with an increase of $228,541 in the General Fund Balance and a decrease of $8,060 in the Midlands Workforce Board Local Fund Balance. The total Fund Balance is $824,224.

I would like to recognize Malia Ropel, CMCOG Finance Director, and all our Finance staff for an excellent job working with the auditors and always making sure that we meet all applicable requirements, pay our bills on time, and maximize our revenues. If you have any questions about the audit, please contact Malia or myself.

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

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: December 13, 2018

SUBJECT: Regional Intermodal Transportation Center Feasibility Study

REQUESTED ACTION
The Central Midlands Council of Governments’ staff requests approval to adopt the Regional Intermodal Transportation Center Feasibility Study. Please note that this document is available on our website under the column for Press Releases.

PROGRAM DESCRIPTION
An Intermodal Transportation Center is a multi-purpose building located within a designated area of a city, in which several types of transportation come together to create a hub of accessible, connected transportation services. Depending on the modes of transportation that are in use in a region, the following may be brought together at a single location: local bus service, paratransit, intercity bus service, taxis, Ubers, rail connections, automobile parking, flex car or rental car service, bicycles, pedestrian walkways and more.

Bringing these modes of transportation together creates an opportunity for people to more easily travel and connect to destinations both near and far through a variety of transportation choices. Bringing these modes together also increases their efficiency and effectiveness and improves mobility and accessibility within the community.

In September of 2016, the Central Midlands Council of Governments (CMCOG) initiated a study to examine the opportunities that a Regional Intermodal Transportation Center located in or around downtown Columbia would bring to the Central Midlands area. The purpose of this study was to look at what an Intermodal Transportation Center might include, how it might serve various modes of transportation, how it might impact development, and where it might be located. This study is a first step in the process set out by the Federal Transit Administration for advancing public transportation facility projects. Regarding when the project might happen, the actual design and construction of a Regional Intermodal Transportation Center is subject to future funding and approval by local, regional, state, and federal agencies. Depending on how aggressively approvals and funding are pursued and secured, the construction of a Regional Intermodal Transportation Center could occur in as few as two to three years or as late as five to ten years.

ATTACHMENT
Executive Summary
EXECUTIVE SUMMARY

In September of 2016, the Central Midlands Council of Governments (CMCOG) initiated a study to examine the opportunities that a Regional Intermodal Transportation Center located in or around downtown Columbia would bring to the Central Midlands area. It was expected that such a facility not only would enhance the traveler experience and the efficiency of transportation service operators in Columbia, but also would attract transit oriented development (TOD). Such development would be attracted because of its transportation access advantages and would be supportive of the transportation services found at the Center. Opportunities for transit oriented design and joint development were examined in the study.

The purpose of this study was to look at what an Intermodal Transportation Center for Central Midlands might include, how it might serve various modes of transportation and impact development, and where it might be located. This study is a first step in the process set out by the Federal Transit Administration for advancing public transportation facility projects. Regarding when the project might happen, the actual design and construction of a Regional Intermodal Transportation Center is subject to future funding and approval by local, regional, state, and federal agencies. Depending on how aggressively approvals and funding are pursued and secured, the construction of a Regional Intermodal Transportation Center could occur in as few as two to three years or as late as five to ten years.

The study was directed by a Steering Committee made up of representatives from CMCOG, the City of Columbia, Richland County, and the Central Midlands Regional Transit Authority (CMRTA which runs the COMET bus system). The Steering Committee was chaired by CMCOG.

Additional stakeholders that were consulted during the study included elected and appointed officials from the City and CMRTA and representatives from the University of South Carolina, South Carolina Department of Transportation, Amtrak, Greyhound Bus Lines, and Megabus. To evaluate market demand and economic conditions, interviews were held with numerous local and regional real estate developers, brokers, economic development entities and civic/cultural representatives.

A proactive plan to obtain public input for the study was undertaken. A public information meeting was held and a free standing website was established for this study. The website included an overview of the plan, project documents and updates, meeting notices and reports and an email address for submitting comments. The public was able to contact the Wendel team through the website, ask questions, submit opinions and/or provide information. A public outreach questionnaire was posted on the website to solicit ideas, opinions and information relative to the project from the general public. This questionnaire also was made available to transit riders and people attending the public meetings. A separate questionnaire was used to solicit input from Amtrak and Greyhound riders.
Central Midlands Regional Intermodal Transportation Center Feasibility Study

The study was performed by a team of consultants led by Wendel and including Kimley-Horn & Associates for environmental analysis, Flock and Rally for public participation, Willdan Financial Services for economic benefits analysis, Jones Worley Design, Inc. for wayfinding signage recommendations and Costing Services Group for cost estimating. The study was undertaken in seven phases:

1. Analysis of Current Services, Operational Conditions And Needs
2. Facility Needs Assessment
3. Location and Site Evaluation
4. Public Involvement
5. Environmental Analysis
6. Markets and Opportunities Analysis
7. Conceptual Design

The findings of the study were as follows:

- The current transfer station operated by the COMET needs significant renovation and expansion in order to attract choice riders to COMET transit services.
- The current transfer station is heavily utilized and serves an important function for COMET services with 19 bus routes connecting at the facility and over 3,000 passengers using the station each day.
- Public opinion supports the creation of a new Regional Intermodal Transportation Center. Respondents to a public opinion questionnaire indicated that 75% believe that a new Intermodal Transportation Center is needed and 64% indicated that they were either very likely or likely to utilize a new Transportation Center.
- The COMET would like to be able to schedule more buses to arrive together for convenient passenger transfers than they currently are able to accommodate at the transfer station.
- The operators of Greyhound Bus service and Megabus service in Columbia would prefer to operate service from downtown and would welcome the opportunity to serve an Intermodal Transportation Center.
- Proximity to the Columbia Amtrak station is desirable for an Intermodal Transportation Center but direct physical connectivity is not essential. Current Amtrak service to Columbia operates at times considerably outside service hours of local and intercity bus service. New passenger rail service that could serve Columbia is being studied for the Southeast High Speed Rail Corridor, and there is interest in passenger rail service between Columbia and Charlotte, North Carolina. It has not been determined whether new passenger rail service under either scenario would operate from the current Columbia Amtrak Station. The South Carolina Department of Transportation (SCDOT) does not anticipate additional passenger rail service coming to Columbia in the near term (5 years).
- A new Intermodal Transportation Center for Columbia should be served by the COMET, Southeastern Stages and Greyhound, Megabus, other private intercity bus
carriers, possible bus links to Columbia Metropolitan Airport and Charlotte Douglas International Airport, Uber and/or Lyft type serviced, taxi service, and bike sharing service. The Center should have plentiful parking, and safe access for bicyclists and pedestrians, carpoolers, and people driving their own cars.

- A new Intermodal Transportation Center for Columbia functionally could support as many as 20 bus bays for COMET and intercity bus operations. The bus bays should be constructed in a saw tooth configuration for safe operations and the Center should have multiple points of bus ingress and egress to the facility.

- The Intermodal Transportation Center should include a building of approximately 12,000 square feet. The building should include a passenger waiting area, public restrooms, break rooms and facilities for COMET drivers, office space for certain COMET functions, employee and baggage handling rooms for Greyhound, and a space for public meetings.

- The Intermodal Transportation Center should be a modern, spacious facility and should have vending machines or food service carts, real time bus information displays, ticketing machines, a lost and found, rest rooms and personal electronic device charging stations among other amenities. Safety and security will be of paramount importance at a new Transportation Center.

- The facility program that was developed for the Transportation Center indicates that a site with approximately 2.5 acres will be needed for a new facility.

- The study identified 22 potential sites for a new Transportation Center in the City of Columbia. These 22 locations were examined by the Study Steering Committee and using a pre-defined set of site evaluation criteria, the sites were analyzed and the highest ranking site was identified.

- An environmental analysis was performed for the top four ranking potential sites. No “fatal flaws” from an environmental perspective were found at any of the sites.

- The highest ranked, or preferred site was identified for further study. The preferred site was the location of the current COMET bus transfer station and would extend from Laurel Street to Blanding Street along Sumter Street.

- Late in the course of this study, the City of Columbia issued a Request for Qualifications for developers or development teams that would propose a public private partnership undertaking to develop portions of the 1700 and 1800 blocks of Main Street. The proposed development undertaking is to accompany a municipal complex being planned for the site and the development site would include the property which has been identified as the preferred site for the Regional Intermodal Transportation Center. The prospective developer(s) were to consider “intermodal transit opportunities” as part of the program for the development. The process for qualifying developer teams, soliciting and reviewing proposals and selecting a successful proposal is to extend beyond the timeline of this study. While the potential public private partnership could become the means to advance a regional intermodal transportation center, there is still much uncertainty at this early time in the development of that initiative. The decision was made by CMCOG not to alter the course of this study.
• Documentation was prepared that can be used to support a request to the Federal Transit Administration (FTA) for a Categorical Exclusion finding under the National Environmental Policy Act (NEPA). Such a finding will permit the project to advance to property acquisition and design/construction without further environmental analysis – if and when the project is selected for advancement by the CMRTA. In addition, a Title VI Equity Analysis was prepared for submission to the FTA. This analysis ensures compliance with FTA requirements that the location of the new Transportation Center meets the Title VI requirements and will not create adverse Civil Rights impacts.

• A conceptual site plan and conceptual architectural plan were developed for a Regional Intermodal Transportation Center. A base program site plan that shows the Transportation Center constructed to serve transportation purposes only is shown along with conceptual drawings of what the transportation center might look like with full build out of transportation oriented development on the site. The base program for the Center as shown in the conceptual site plan is expected to cost approximately $14.7M to construct.

• An analysis of the development potential at the site was prepared as well as an analysis of the economic impacts of the Regional Intermodal Transportation Center. This analysis determined that a total of 435,000 square feet of mixed-use development could accompany the development of the Regional Intermodal Transportation Center including 155 units of multifamily rental housing, 571 shared-use parking spaces and ancillary retail space to serve as an amenity to the Transportation Center.

• If the full development potential is realized then employment from ongoing residential and commercial operations is expected to generate nominal jobs (6 to 10 full-time equivalent (“FTE”) multifamily jobs, 16 FTE retail jobs, and between 40 to 80 office jobs. The total combined payroll from private sector jobs is approximately $5.35 million annually. The residential and commercial uses could be expected to generate approximately $6.42 million in direct, indirect and induced spending in the local and regional economy. Ongoing taxes related to the multifamily and commercial uses are expected to be nominal – the project is expected to generate approximately $26,000 in annual real property tax revenues and approximately $259,000 in state and local retail sales tax revenues.

In summary, the Regional Intermodal Transportation Center is a viable project for the Central Midlands Region. It has strong public support and would produce clear benefits for COMET operations and for Southeastern Stages and Greyhound as well as Megabus operations. Significant benefits would be produced for the patrons of the local and intercity bus operations as well as the Columbia community in general. A state of the art, attractive transportation center would provide safe and convenient access and connectivity to local bus, intercity bus and other modes of transportation for the citizens of Columbia and would support transit oriented mixed use development at the site of the center.

Next Steps – If the CMRTA and the City of Columbia concur that a Regional Intermodal Transportation Center would be beneficial to the COMET and concur with a selected site, this
project can be advanced towards implementation. Initial efforts would include working with CMCOG to place the project in the Regional Transportation Improvement Program and then with the South Carolina Department of Transportation to include the project in the Statewide Transportation Improvement Program. This is in accordance with the US Department of Transportation planning and programming guidelines and regulations. The CMRTA would then submit a request to the FTA for an evaluation of the project to determine its eligibility for a finding of a Categorical Exclusion (Cat Ex) from additional environmental study under the NEPA provisions. The information provided in the environmental analysis and equity analysis section of this study will support the Cat Ex request. The award of a Cat Ex finding by the FTA will permit the project to advance to the acquisition of property and final design stages of the project.

The CMRTA will need to seek federal and state funding support for the design and construction expenses of the Regional Intermodal Transportation Center. The information contained in this report will support the preparation of grant applications. Upon receiving federal and state funding for the project, the CMRTA – working closely with the City of Columbia will be the lead agency to acquire property, contract for the design of the facility, conduct construction bidding and oversee the construction and eventual operation of the Regional Intermodal Transportation Center.
Notice is hereby given that a public hearing will be held by The COMET Board of Directors at Lowell J. Spires Regional Transit Facility, 3613 Lucius Road, Columbia, SC 29021 on Wednesday, September 26, 2018 at 12:00 p.m. to consider the modifications to The COMET fares, including DART and ReFlex services and implementation of new service enhancements in Autumn 2018, Winter 2019 and Spring 2019. The public hearing meeting location is accessible via The COMET Route 6 or DART (for eligible riders) by making a reservation to 803.255.7123.

Public meetings will be scheduled at The COMET Transit Center at the corner of Laurel and Sumter Streets, Richland County Library, Cayce/West Columbia Library, North Main Library, Blythewood Town Hall, Eastover City Hall, Clybourne Transportation Center (Sumter), Springdale Town Hall and Sandhills Library in early September prior to the Public Hearing. Details will be available The COMET offices, online at www.CatchTheCOMET.org, on the buses or by contacting The COMET.

The COMET invites the public to comment on the proposed fare modifications and implementation of new service enhancements. For further information or to comment, please contact John Andoh, Executive Director/CEO, The COMET, 3613 Lucius Road, Columbia, SC 29201, email john.andoh@catchthecomet.org, call 803.255.7087 or fax to 803.255.7113. Please submit any comments by Friday, September 21, 2018 by 12:00 p.m.

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<tr>
<th>Route #</th>
<th>Date of Implementation</th>
<th>Description of Service Change</th>
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<tr>
<td>Soda Cap Connector 1</td>
<td>January 2019</td>
<td>Redesign route to serve State Street, Vista and Main Street, every 25 minutes with one vehicle. Sun-Wed service is from 9 a.m. to 6 p.m. (except on Fireflies game days) Thurs, Fri and Sat service is from 11 a.m. to 12 midnight. Extend pilot to July 2019.</td>
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<tr>
<td>Soda Cap Connector 2</td>
<td>January 2019</td>
<td>Redesign route to serve Main Street, Allen/Benedict Colleges and Five Points every 25 minutes with one vehicle. Sun-Wed service is from 9 a.m. to 6 p.m. (except on Fireflies game days) Thurs, Fri and Sat service is from 11 a.m. to 12 midnight. Extend pilot to July 2019.</td>
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<td>Soda Cap Connector 3</td>
<td>April 2019</td>
<td>Extend pilot to August 2019 and operate service to Fireflies games in the 2019 season during game days only (1 hour before to 1 hour after game).</td>
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<td>October 2018</td>
<td>Eliminate midday gap on weekends (12:42 p.m. to 2:45 p.m. 2 hours of service for 108 weekend days)</td>
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<td>11</td>
<td>October 2018</td>
<td>Discontinue service to Greyhound due to Route 31 becoming a ReFlex</td>
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<td>12</td>
<td>October 2018</td>
<td>Interline with The 601</td>
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<tr>
<td>13</td>
<td>October 2018</td>
<td>Shift departure from Transit Center to 4:45 past the hour.</td>
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<tr>
<td>17</td>
<td>October 2018</td>
<td>Change to Route 74</td>
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<tr>
<td>22</td>
<td>N/A</td>
<td>No change.</td>
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<td>26</td>
<td>October 2018</td>
<td>Change to Route 96</td>
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<tr>
<td>26</td>
<td>October 2018</td>
<td>2-hour service from 6 a.m. to 6 p.m. (Mon-Fri) 10 a.m. to 4 p.m. (Sat)</td>
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<td>26</td>
<td>January 2019</td>
<td>Interline with Route 12.</td>
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<tr>
<td>26</td>
<td>January 2019</td>
<td>Redesign route to only operate in West Columbia and Cayce in a one way loop every 60 minutes and connect at Walmart, 6 a.m. to 6 p.m. (Mon-Fri) 8 a.m. to 4 p.m. (Sat).</td>
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| 28 Oct 2018 | • Change to The 901  
• 2-hour service from 5 a.m. to 7 p.m. (Mon-Fri) & 9 a.m. to 5 p.m. (Sat)  
• Interline with Route 12  
• Add service to the Columbia Metropolitan Airport. |
| 28 Jan 2019 | • Revise route to have timed connections to Route 96 and operate hourly. |
| 31 Oct 2018 | • Fill in gaps on weekdays and weekends. (Evaluate trip patterns and if most ridership ride in corridor of Route 101 and Route 6, convert to ReFlex deviated route and terminate at Koon & Cody, operated by DART)  
• This route will operate to Greyhound on all trips and this route will operate every 60 minutes between 5:46 a.m. and 7:46 p.m. on weekdays, 7:46 a.m. and 6:46 p.m. on Saturday and Sunday. On demand service based off reservation will operate between 9:46 a.m. and 3:46 p.m., seven days a week within the zone.  
• Vocational Rehab Ctr will be added to Route 31 instead of The 301. |
| 32 Jan 2019 | • Travel via Main Street to serve Piggy Wiggly inbound instead of Alida Street. |
| N/A | • No changes. |
| 44 May 2019 | • New route connecting Sumter to Shaw AFB, Eastover/Gadsden /Hopkins, Walmart, Crowson Protection Zone and Assembly Street with 2 trips in the a.m. and p.m. Monday through Saturday. |
| 45 Jan 2019 | • Interline with The 401. |
| 46 May 2019 | • Restructure to a flex route to better serve Hopkins and Lower Richland Road between 6:30 a.m. and 6:30 p.m., Monday-Friday.  
• Operate by DART |
| 47 May 2019 | • Restructure to a flex route to better serve Gadsden and Eastover between 6:30 a.m. and 6:30 p.m., Monday-Friday.  
• Operate by DART |
| 52 Jan 2019 | • Eliminate 1 underperforming trip. Reduce to 2 trips in a.m.  
• Evaluate route in January 2019 since route started in September 2017 and determine future by March 2019. |
| 53 Jan 2019 | • Move to Columbia Place Mall for better connections to Routes 53X, 55 and 75  
• Add 2:59 p.m. trip from Downtown and 4:30 p.m. trip from Killian Road Walmart. |
| 55 Jan 2019 | • Interline with The 501  
• Move to Columbia Place Mall for better connections to Routes 53X, 55 and 75. |
| 57 Jan 2019 | • Fill in midday gap on weekdays – 10:27 a.m. to 1:30 p.m. and 3:27 p.m. to 4:30 p.m. (4 hours of service). |
| 62 Oct 2018 | • Shift to operate by DART  
• Eliminate Alvin S. Glen Detention Center  
• Extend more on Bluff Road, to just south of the DMV and relocate the transfer point between Route 601 and Route 62 to Shop Road and Blair Road near Harvest Home Food Bank  
• Route operates hourly with timed connections to Route 601. |
| 63 Oct 2018 | • Suspend – restore when conditions change  
• Possible tripper service 1 a.m. and 1 p.m. to serve Olympia Learning Center during school days only. |
| 75 Oct 2018 | • Interline with The 701, Route 76 and 77  
• Extend the 7:10 a.m., 11:40 a.m. and 3:40 p.m. trip to W.J. Keenan High School to meet bell times. |
<p>| 75 Jan 2019 | • Move to Columbia Place Mall for better connections to Routes 53X, 55 and 75. |</p>
<table>
<thead>
<tr>
<th>Route</th>
<th>Date</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>76</td>
<td>N/A</td>
<td>Interline with The 701, Routes 75 and 77</td>
</tr>
<tr>
<td>77</td>
<td>January 2019</td>
<td>Extend to Two Notch Road and Polo Road to connect with The 501.</td>
</tr>
<tr>
<td>77</td>
<td>October 2018</td>
<td>Interline with The 701, Routes 75 and 76.</td>
</tr>
<tr>
<td>82X</td>
<td>May 2019</td>
<td>Possible elimination of 12:30 p.m. and 1:30 p.m. trips based off ridership.</td>
</tr>
<tr>
<td>83L</td>
<td>May 2019</td>
<td>Fill in gap, midday and weekends.</td>
</tr>
<tr>
<td>84</td>
<td>October 2018</td>
<td>On demand stops to Riverbanks Zoo, seven days a week in both directions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Shift to :15 past the hour, seven days a week</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Use Greystone Blvd. and Gracern Rd. instead of I-126 – outbound.</td>
</tr>
<tr>
<td>88</td>
<td>October 2018</td>
<td>Restore weekend service every 2 hours from 9:39 a.m. to 5:39 p.m.</td>
</tr>
<tr>
<td>92X</td>
<td>October 2018</td>
<td>New route connecting Columbia and Nephon with one a.m. and one p.m. trip, Monday through Sunday. (Pending funding from Lexington County and Nephon)</td>
</tr>
<tr>
<td>93X</td>
<td>May 2019</td>
<td>New route connecting Columbia and Newberry via Chapin, Little Mountain, Ballentine with one a.m. and one p.m. trip, Monday through Friday.</td>
</tr>
<tr>
<td>97</td>
<td>January 2019</td>
<td>One day a week rural route connecting Lexington, Batesburg-Leesville and West Columbia/Cayce with two round trips.</td>
</tr>
<tr>
<td>The 101</td>
<td>October 2018</td>
<td>20-minute frequency, weekdays, peak (6 a.m. to 9 a.m. and 3 p.m. to 6 p.m.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>30-minute frequency, weekends, (9 a.m. to 6 p.m.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Add 10:15 p.m. round trip on weekends.</td>
</tr>
<tr>
<td>The 201</td>
<td>January 2019</td>
<td>Evaluate trips the depart on the :00 by January, 2019, if ridership is low, discontinue and revert to 60-minute frequency all day.</td>
</tr>
<tr>
<td>The 301</td>
<td>January 2019</td>
<td>Revise turn-around loop to travel via Koon to North Main, to Wilkes Road to better serve Piggly Wiggly and connect to The 101, Routes 31 and 32</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Discontinue service to Vocational Rehab Center (Use Route 31)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Shorten Orbit routing to Gervais Street.</td>
</tr>
<tr>
<td>The 401</td>
<td>January 2019</td>
<td>Interline with Route 45.</td>
</tr>
<tr>
<td>The 501</td>
<td>January 2019</td>
<td>Interline with Route 55.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Move to Columbia Place Mall for better connections to Routes 53X, 55 and 75.</td>
</tr>
<tr>
<td>The 601</td>
<td>October 2018</td>
<td>Increase to 60 minutes to better connect with other routes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Interline with Route 11 on weekdays and Route 801 on weekends and extend to Alvin S. Glen Detention Ctr.</td>
</tr>
<tr>
<td>The 601</td>
<td>January 2019</td>
<td>Reevaluate service in the Starlight area and have conversations with neighborhood associations and riders. Should service be low and with neighborhood support, discontinue and add a new stop with shelter on Bluff Road.</td>
</tr>
<tr>
<td>The 701</td>
<td>October 2018</td>
<td>Interline with Routes 75, 76 and 77.</td>
</tr>
<tr>
<td>The 801</td>
<td>May 2019</td>
<td>Add 30-minute service during peak period, Monday-Friday from 6 a.m. to 9 a.m. to 4 p.m. to 7 p.m.</td>
</tr>
<tr>
<td>Gamecock Express</td>
<td>TBD</td>
<td>Coordinate with USC to operate during basketball, baseball games and Colonial Life Arena events.</td>
</tr>
<tr>
<td>DART</td>
<td>October 2018</td>
<td>Trips originating in Lexington County would be billed to Lexington County regardless of destination</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Discontinue DART service in the ReFlex zones of Routes 31 and 62</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Trips originating in Richland County would be billed to Richland County regardless of destination.</td>
</tr>
<tr>
<td>DART</td>
<td>May 2019</td>
<td>Discontinue DART service in ReFlex zones of Routes 46 and 47.</td>
</tr>
<tr>
<td>The COMET Vanpool</td>
<td>October 2018</td>
<td>One-year pilot to subsidize 20 vans at $500 per month not to exceed $120,000 per year as long as van originates or ends in Richland or Lexington Counties</td>
</tr>
<tr>
<td><strong>The COMET Bikeshare</strong></td>
<td>October 2018</td>
<td>• 10 bikeshare stations would be installed near The COMET bus stops in the downtown Columbia area and those riding The COMET with a day pass, 7-day or 31-day pass would have 45-minute free ride on Columbia Bikeshare.</td>
</tr>
</tbody>
</table>
| **The COMET On The Go!** | October 2018 | • The COMET would subsidize up to $5.00 off an UBER and Lyft ride anywhere within the DART Service Area. This service would be available from 9 p.m. to 3 a.m., 7-days a week. Must have to ride The COMET earlier in the day. Code would be established.  
• The COMET would subsidize up to $5.00 off an UBER and Lyft ride to any passengers living anywhere within the DART service area to a grocery store that sells fresh food. The passenger boarding would be allowed to go to the nearest grocery store within a five-mile radius as identified by The COMET. This service would be available 6 a.m. to 10 p.m., 7-days a week. Code would be established.  
• Pilot for six months. |
| **Holiday Schedule** | Starting November 2018 | Sunday service on Dr. MLK Day, Presidents Day and Veterans Day (No service on Routes 17, 26, 28, 46, 47, 52X, 53X, 57L, 62) and Saturday schedule operates on the Day after Thanksgiving and Christmas Eve due to lower ridership (No service on Routes 17, 46, 47, 52X, 53X, 62). |
PROPOSED FARE POLICY - Effective: January 1, 2019

The COMET Fixed Route Fares

<table>
<thead>
<tr>
<th>Description</th>
<th>Basic</th>
<th>Discount*</th>
<th>Commuter Express (44X, 52X, 92X, 93X)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$2.00</td>
<td>$1.00</td>
<td>$4.00</td>
</tr>
<tr>
<td>One Way</td>
<td>$4.00</td>
<td>$2.00</td>
<td>$6.00</td>
</tr>
<tr>
<td>All Access DayPass</td>
<td></td>
<td>$7.00 (per day)</td>
<td>$28.00 ($4.00 per day)</td>
</tr>
<tr>
<td>7-All Access DayPass</td>
<td>$14.00 (2.00 per day)</td>
<td>$7.00 (1.00 per day)</td>
<td>$28.00 ($4.00 per day)</td>
</tr>
<tr>
<td>31-Day All Access DayPass</td>
<td>$40.00 (2.00 per day)</td>
<td>$20.00 (1.00 per day)</td>
<td>$80.00 ($4.00 per day)</td>
</tr>
<tr>
<td>Route Deviation Fare on Flex Routes</td>
<td>+$2.00</td>
<td>+$1.00</td>
<td>N/A</td>
</tr>
<tr>
<td>Transfer (60 minutes only)</td>
<td>FREE</td>
<td>FREE</td>
<td>FREE</td>
</tr>
</tbody>
</table>

- DART eligible riders ride free with DART ADA ID Card.
- Interlined routes do not require an additional fare.
- The COMET employees, Board Members and Transit Operations Contractor employees ride free.
- Children through 15 years old ride free. Children taller than 39 inches through 15 years old must have a The COMET Half Fare ID Card to ride free.
- Children age 10 years old or older can ride unattended. Children under 10 years old must have a fare paying passenger age 16 years old or older.
- Class Pass - $45.00 (Up to 5 adults and 40 students @ $1.00 per ride). Purchase in advance.
- The COMET Half Fare ID Card – first card is free, lost card fee is $5.00.
- Pennies are not accepted on The COMET fareboxes. (This will be phased in a one-year period)

*Qualifying identification for Discount fare includes: The COMET Half Fare ID Card, Medicare Card, Senior Drivers License/State ID Card, Military ID Card or VA Veterans ID Card.

DART Fares

<table>
<thead>
<tr>
<th>Description</th>
<th>Within the ADA fixed route zone of ¼ mile on either side of The COMET route</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Way</td>
<td>$4.00</td>
</tr>
<tr>
<td>10-RidePass</td>
<td>$40.00 ($4.00 per ride)</td>
</tr>
<tr>
<td>Buddy Fare (5 or more fare paying passengers traveling from/to same location)</td>
<td>$2.00 per person</td>
</tr>
</tbody>
</table>

- Passengers must be ADA certified or a companion to ride DART.
- DART ADA ID Card - First card free, lost card fee - $5.00.
- One Personal Care Attendant (PCA) rides free. All other companions pay same fare as eligible passenger.
August 16, 2018

Agenda Item # 15

To: Central Midlands Regional Transit Authority Board of Directors
From: John Andoh, Executive Director/CEO
Subject: APPROVAL OF SERVICE ENCHANCEMENTS FOR 2018/2019 UNDER 25% AND AUTHORIZATION OF PUBLIC HEARING IN SEPTEMBER FOR SERVICE ENCHANCEMENTS OVER 25%

Requested Action: Staff recommends that the Board of Directors approve service enhancements to The COMET for Fiscal Year 2018 and 2019 between 10 & 25% and authorize a public hearing in September for service enhancements over 25%

Background and Summary: Staff has been reviewing overall service levels in Richland and Lexington Counties as it relates to the 187,650 revenue vehicle service hours that Richland County Penny and Lexington County local funds available. With the recent availability of FTA Sections 5307 and 5311 funds that can be used for operations assistance, vanpools and bicycle sharing related activities. These activities would be reported to the National Transit Database (NTD) and with additional passenger miles generated in the Columbia Urbanized Area, additional Federal funding would come to The COMET to provide more services, leveraging the local funds provided by Richland and Lexington Counties.

Staff is proposing to set-aside the following regional funds to fund the service enhancements shown on the attached list starting with FFY 17 funds:

- $1,000,000 in FTA 5307 Urban Operating Assistance (50/50)
- $455,574 in FTA 5307 ADA Operating Assistance (80/20)
- $221,632 in FTA 5311 Rural Operating Assistance (50/50)
- $71,615 in State Mass Transit Funds for Rural Areas (100) – covers fuel
- $561,029 State Mass Transit Funds for Urban Areas (100) – covers fuel
- $2,309,850 Total Available Regional Funds for Operations

In addition, with some route reallocations, there could be additional savings that would be reinvested in productive service. There is a potential that should the service enhancements get to 650 weekday service hours, that the platform hourly rate will decline to $62.44 per hour.

Leveraging these regional funds against the local funds will allow for the incremental expansion of services without affecting the overall reserve and without increasing our fixed costs (buildings, assets, staff, supplies).

In addition, Routes 1, 2, 6, 26, 28, 31, 57L and 83L have midday gaps which result in buses deadheading from the last trip of their route to 3613 Lucius Road, Columbia. Since The COMET pays Transdev on a gate to gate basis when routes have to deadhead from the end point at the end of the a.m. peak, to the yard and then pull out in the
afternoon peak to the start of their route, that time had, the bus stayed in revenue service could have provided additional service to our customers, since The COMET is already paying for the service anyway. By eliminate these gaps, the deadhead time is limited to one pull out and one pull in, vs. two pull outs and two pull ins. Excess layover time at Transit Center will be reinvested into service to reduce the amount of dwell time.

Staff will need to work with Transdev to test the proposed route concepts and finalize the cost of each of the service change. The intent is that the service change will not exceed the available funding listed above. The State, Penny and Lexington County would match the FTA dollars, dollar for dollar.

Additionally, the cost of DART in FY 18-19 is $2,700,000. With $455,574 being shifted to FTA funding, it would free up $455,574 in Transportation Penny and Lexington County funding for additional fixed route service in Richland and Lexington Counties.

The attached report shows the proposed service enhancements for implementation on October 22, 2018, January 2019 or May 2019. The service enhancements will occur after holding public workshops and the public hearing. Public meetings will be scheduled at The COMET Transit Center at the corner of Laurel and Sumter Streets, Richland County Library, Cayce/West Columbia Library, North Main Library, Blythewood Town Hall, Eastover City Hall, Clybourne Transportation Center (Sumter), Springdale Town Hall and Sandhills Library in early September prior to the Public Hearing. Details on the service enhancements will be available The COMET offices, online at www.CatchTheCOMET.org, on the buses or by contacting The COMET.

The Service Committee at its August 2018 meeting approved the recommended list attached.

**Fiscal Impacts:** Staff projects that the service enhancements can be added utilizing $2,309,850 total available regional funds for operations based off the Transdev variable rate of $64.08 per platform hour. The peak bus count would increase to 50 from 46 (by 4) and DART peak bus count would remain at 19 due to the shift of DART passengers to combined ReFlex services on Routes 31, 62, 47 and 97.

**Recommended Motion:** That the Board of Directors approve service enhancements to The COMET for Fiscal Year 2018 and 2019 between 10 & 25% and authorize a public hearing in September for service enhancements over 25% at the September 2018 Board of Directors Meeting.

**Legal Counsel Review:** None.

**Attachments:** List of Service Enhancements – under 10%, 10% to 25% and over 25%

For information regarding this staff report, please contact John Andoh, Executive Director/CEO at (803) 255-7087 or email john.andoh@catchthecomet.org.

Approved for Submission,

John Andoh, Executive Director/CEO
December 14, 2018

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

RE: CMCOG Authorization of Section 5307 Funds to CMRTA

Dear Mrs. Taylor:

The Central Midlands Council of Governments (CMCOG) and Central Midlands Regional Transit Authority (CMRTA) have a Memorandum of 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.

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

**FY 2017 - $4,555,743 of $4,555,743**

Please be advised that as identified in this Split Letter, the CMCOG, as the Designated Recipient, authorizes the assignment/allocation of Section 5307 to the Central Midlands Regional Transit Authority, herein known as the Direct Recipient. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5307 funds and assumes the responsibilities associated with any award for these funds.

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

Sincerely,

Benjamin J. Mauldin  
Executive Director

cc: Michelle Ransom  
Malia Ropel  
Reginald Simmons  
John Andoh
December 14, 2018

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

RE: CMCOG Authorization of Section 5307 Funds to CMRTA

Dear Mrs. Taylor:

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

**FY 2018 - $4,843,759 of $5,043,759**

CMCOG will be reserving $200,000 in FY 2018 for planning and/or JARC projects. CMRTA is authorized to apply for the remaining funds. Please be advised that as identified in this Split Letter, the CMCOG, as the Designated Recipient, authorizes the assignment/allocation of Section 5307 to the Central Midlands Regional Transit Authority, herein known as the Direct Recipient. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5307 funds and assumes the responsibilities associated with any award for these funds.

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

Sincerely,

Benjamin J. Mauldin
Executive Director

cc: Michelle Ransom
    Malia Ropel
    Reginald Simmons
    John Andoh
PUBLIC NOTICE

FY 2017 to FY 2019 Disadvantaged Business Enterprise (DBE) Goal

Comment Period August 22, 2018 to October 10, 2018

Notice is hereby given that the Central Midlands Council of Governments (CMCOG) has established their proposed (FY) 2017 (2016/2017) to (FY) 2019 (2018/2019) Disadvantaged Business Enterprise (DBE) program goal for the Federal Transit Administration (FTA) assisted contracting opportunities to be set at seven percent (7%). In conformance with implementing regulation 49 CFR Parts 23 and 26, as amended, the Central Midlands Council of Governments has developed their proposed DBE goal based on federal regulations of the United States Department of Transportation (USDOT) and intends to submit to FTA a program goal of 7% for DBE participation in CMCOG contract activities.

The purpose of this notice is to afford certified DBEs, the public, general contractor groups, minorities, and woman’s organizations an opportunity to participate and comment on the FY 2017 to FY 2019 DBE Goal. CMCOG DBE Program proposed goal and methodology may be reviewed for 45 days starting with the first day of publication of this notice during normal business hours from 8:45 a.m.-4:45 p.m., Monday-Friday. Those interested can view or receive a copy of the FY 2017 – FY 2019 DBE Goal at 236 Stoneridge Drive, Columbia, SC 29210 or on our website at www.centralmidlands.org. Written comments can be submitted to the CMCOG at the address above or emailed to rsimmons@centralmidlands.org. Written comments will be accepted until October 10, 2018.

For more information about the proposed FY 2017 to FY 2019 DBE goal setting process and the proposed DBE Goal, please contact Reginald Simmons, Deputy Executive Director/Transportation Director, CMCOG, at 803-376-5390 or by email at rsimmons@centralmidlands.org; or you may contact Mrs. Doretha Foster, Region IV Civil Rights Officer, Federal Transit Administration (FTA), Office of Civil Rights, by phone at (404) 865-5633, by e-mail at Doretha.Foster@.dot.gov, by mail at 230 Peachtree Street, NW, Suite 800, Atlanta, GA 30303, or by fax at (404) 865-5605.

All written comments received shall, as applicable, be made a part of the CMCOG records of public input. Please be advised that if no comments are received and/or if no additional changes have been made, then as amended, this document will be published as the final document.
August 17, 2018

Ms. Dee Foster
Federal Transit Administration
Region IV Civil Rights Officer
230 Peachtree St., N.W., Suite 800
Atlanta, GA 30303

RE: Federal Identification Number: 1069 for the FY 2017-2019 DBE Goal

Dear Ms. Foster:

The Central Midlands Council of Governments has adopted an overall FY 2017-2019 Disadvantaged Business Enterprise goal of 7% for federal funds that will be expended in DOT-assisted contracts. We plan to achieve our goal through 6% race conscious and 1% race-neutral methods.

I have attached two spreadsheets and a written explanation of the methodology that was used to establish our goal. The base goal was calculated to be 2.98%. The past participation was calculated at 11.65%. Based on the average of these calculations, the DBE Goal was established at 7%. CMCOG is dedicated to providing outreach and to promote the certification of DBEs through the South Carolina Department of Transportation UCP Process. CMCOG will continue to ensure that a good faith effort is made to include DBEs in FTA assisted contract opportunities.

If you have any questions or need additional information, please do not hesitate to contact me at 803-744-5133 or just send an email to rsimmons@centralmidlands.org. Thank you for your interest in this matter.

Sincerely,

[Signature]

Reginald Simmons
Deputy Executive Director/Transportation Director
Central Midlands Council of Governments

Attachments: FY 2017-2019 Goal (Step 1)
FY 2014-2016 Participation (Step 2)
The State Newspaper Ad
DBE Goal Setting Process
The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) overall DBE goal for FY 2017 thru FY 2019 is seven percent (7%) of the federal financial assistance the COATS MPO will expend in FTA-assisted contracts. The DBE goal will be reviewed annually and updated every three (3) years in accordance with FTA regulations. It is estimated that the DBE goal will be seven percent (7%) based the calculation of the FY 2017 through FY 2019 DBE goal.

The methodology used to establish the overall goal, including determining the relative availability of DBEs in the normal market area for procurement of goods and services for the COATS MPO, consists of a multi-step process. Those steps include the following:

A. Identifying the Geographic Scope of the Market Area
   1. Before the calculation of the base goal can be made, the reasonable market area for procuring goods and services must be identified to establish geographic parameters for statistical analysis. The parameters are the 46 counties in the State of South Carolina.
   2. The budget for proposed projects or any other relevant documents are examined by the COATS MPO to ascertain the type and scope of projects involving FTA funds proposed for the upcoming three fiscal years.
   3. The list of projects is analyzed to determine the types of firms/services by North American Industry Classification System (NAICS) codes with which the COATS MPO would likely engage to execute FTA-assisted projects.
   4. Using Census definitions, a list of relevant NAICS codes are compiled based on the firm types identified in Step A.3.

B. Determining the Relative Availability of DBEs in the Market Area
   1. Once the geographic scope of the market area is determined, the availability of DBEs in the market area can be ascertained. The primary source for this determination will be the State of South Carolina UCP Directory.
   2. From the UCP Resource Directory, the relative availability of all DBEs within the market area are identified and placed in a excel spreadsheet.
   3. This list is further narrowed down through the identification of only firms that performed work relevant to the COATS MPO's FTA-assisted projects (i.e., the same NAICS codes identified in step A.3).
   4. The DBE firms identified in Step B.2 are tallied.

C. Determining Relevant Market Conditions
   1. Using the NAICS numbers identified in Step A, recent County Business Patterns Census data for the service area are examined to determine the total number of firms that perform the type of work relevant to the COATS MPO’s estimated FTA-assisted contracts.
D. Determining the "Base" DBE Goal

1. The number of (all) firms in the relevant NAICS categories from Step C serve as the denominator.
2. The number of DBE firms determined in Step B serve as the numerator.
3. The percent derived from items 1 and 2 provides the base goal.

E. Determining Adjustments for the "Overall" DBE Goal

After the base DBE goal has been developed in Steps A–D, additional information and data relevant to the COATS MPO's contracting experiences will be considered to determine what adjustment, if any, is needed to the base goal to derive at a final overall goal.

In setting its overall goal, the COATS MPO considers the level at which DBEs have performed work on FTA-assisted contracts for the previous three years. If, historically, this percentage is higher than the established goal, the COATS MPO will see cause to adjust the base figure DBE goal by averaging the base goal and historical DBE performance percentage resulting in the adjusted overall DBE goal. The COATS MPO will continually assess the availability of research documents and demographic studies that may provide additional data on the extent to which DBE firms are "ready, willing, and able" to engage in contracting opportunities and successfully performing on contracts as determined by subcontract and prime contract awards.

Once the COATS MPO arrives at a DBE goal, it will publish the DBE goal information in The State newspaper and the Central Midlands Council of Government (CMCOG) website.

Details concerning the methodology used to obtain this goal will be available for review at the CMCOG/COATS MPO offices and website for thirty (30) days following the publication of the notice. Written comments via the U. S. Postal Service addressed and email comments will be accepted for forty-five (45) days from the publication of the notice. Comments may also be directed to FTA Region IV, 230 Peachtree St NW, Suite 800, Atlanta, GA 30303.

FY 2017–2019 DBE Goal Calculation

The COATS MPO, in compliance with 49 CFR, Part 26.45, Subpart C, has estimated a goal of seven percent (7%) for federal FYs 2017–2019 for DBE participation. The goal was developed using the methodology previously described in this attachment. The specific calculations supporting the FY 2017-2019 goal are provided below.

Calculation of Base Goal

The COATS MPO's future anticipated FTA-assisted contracting opportunities through FY 2019 were identified and included in the following categories:

- Other Scientific & Technical Consulting Services
  - This industry comprises establishments primarily engaged in providing advice and assistance to businesses and other organizations on scientific and technical issues (except environmental).
• Office of Lawyers
  ○ This industry comprises offices of legal practitioners known as lawyers or attorneys (i.e., counselors-at-law) primarily engaged in the practice of law.

• Motion Picture or Video Production
  ○ This industry comprises establishments primarily engaged in producing, or producing and distributing motion pictures, videos, television programs, or television commercials.

Based on the above, 2012 NAICS codes, contracting opportunities were identified. Table 1 identifies the categories of FTA-assisted contracting opportunities and associated NAICS codes.

Table 1: NAICS Codes for Future FTA-Assisted Contracting Opportunities

<table>
<thead>
<tr>
<th>Contracting Category</th>
<th>NAICS Code(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Scientific &amp; Technical Consulting Services</td>
<td>Consulting and Technical Services 54169</td>
</tr>
<tr>
<td>Office of Lawyers</td>
<td>Lawyers or Attorneys 54111</td>
</tr>
<tr>
<td>Motion Picture or Video Production</td>
<td>Video Production Services 51211</td>
</tr>
</tbody>
</table>

Table 2 presents the total amount and percent distribution of FTA-assisted contracting opportunities for each category.

Table 2: Future FTA-Assisted Contracting Opportunities (FY 2017–2019)

<table>
<thead>
<tr>
<th>Contracting Category</th>
<th>Total Contracting Opportunity ($ Amount)</th>
<th>Total Contracting Opportunity (% Distribution)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Scientific &amp; Technical Consulting Services</td>
<td>$880,000</td>
<td>89%</td>
</tr>
<tr>
<td>Office of Lawyers</td>
<td>$4,000</td>
<td>0.4%</td>
</tr>
<tr>
<td>Motion Picture or Video Production</td>
<td>$105,000</td>
<td>10.6%</td>
</tr>
<tr>
<td>Total</td>
<td>$989,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

Note: Contracting opportunities identified by COATS MPO for July 1, 2017 – June 30, 2019.

Table 3 presents the percent of DBEs ready, willing and able to perform the work identified by the COATS MPO for FTA-assisted contracts between now and FY 2019. The number of DBEs used to calculate the figures in this table are from the SCDOT UCP DBE Directory and the County Business Patterns Census Data for the geographic area under the identified NAICS codes from Table 1.
Table 3: Availability of DBEs to Perform Identified Work

<table>
<thead>
<tr>
<th>Contracting Category</th>
<th>% of Ready, Willing, and Able DBEs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Scientific &amp; Technical Consulting Services</td>
<td>9.77%</td>
</tr>
<tr>
<td>Office of Lawyers</td>
<td>0.08%</td>
</tr>
<tr>
<td>Motion Picture or Video Production</td>
<td>3.23%</td>
</tr>
</tbody>
</table>

The calculation of the base goal is presented in Table 4. The percent is derived from the total number of UCP DBEs divided by the total number of ready, willing, and able DBEs for each contracting category. The calculated sum equals to the base goal of 2.98%.

Table 4: Calculation of Base Goal

<table>
<thead>
<tr>
<th>Contracting Opportunities</th>
<th>NAICS Code</th>
<th>SCDOT UCP DBE Directory</th>
<th>County Business Patterns</th>
<th>% of Ready, Willing, &amp; Able DBEs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Selection Study</td>
<td>54169</td>
<td>17</td>
<td>174</td>
<td>9.77%</td>
</tr>
<tr>
<td>Human Services Coordination Plan</td>
<td>54169</td>
<td>17</td>
<td>174</td>
<td>9.77%</td>
</tr>
<tr>
<td>Legal Services</td>
<td>54111</td>
<td>2</td>
<td>2,448</td>
<td>0.08%</td>
</tr>
<tr>
<td>Short Range Transit Plan</td>
<td>54169</td>
<td>17</td>
<td>174</td>
<td>9.77%</td>
</tr>
<tr>
<td>People Mover Practical Analysis</td>
<td>54169</td>
<td>17</td>
<td>174</td>
<td>9.77%</td>
</tr>
<tr>
<td>Origin and Destination and Demographic Study</td>
<td>54169</td>
<td>17</td>
<td>174</td>
<td>9.77%</td>
</tr>
<tr>
<td>Regional Express Bus and Park &amp; Ride Lot Study</td>
<td>54169</td>
<td>17</td>
<td>174</td>
<td>9.77%</td>
</tr>
<tr>
<td>Video Production Services</td>
<td>51211</td>
<td>2</td>
<td>62</td>
<td>3.23%</td>
</tr>
<tr>
<td><strong>Base DBE Goal</strong></td>
<td><strong>106</strong></td>
<td><strong>3,554</strong></td>
<td></td>
<td><strong>2.98%</strong></td>
</tr>
</tbody>
</table>

Adjustment to Base Goal

In accordance with regulations, the COATS MPO utilized the Step 2 Methodology outlined by the Federal Transit Administration, Office of Civil Rights, in the PowerPoint presentation “Disadvantaged Business Enterprises Goal Setting Methodology.” The methodology proposed four criteria to determine the adjusted base figure. They include the current capacity of existing DBEs to do the work, disparity studies, input from interested parties, and past participation. Of the criteria proposed, past participation, was determined to be applicable. The requirement that the upcoming contract opportunities are similar to past contract opportunities was met. Past DBE participation was determined for the preceding three years.

✔ FY-2014 - 2016 = 11.65%

In FY 2015, a Certified DBE firm was part of a consulting team to perform a planning analysis. The Certified DBE firm provided technical assistance and engineering support to the overall project. The total overall contract amount was $237,500. The Certified DBE participation amount was $28,725. Which provided 11.65% of actual DBE participation which is higher than the base figure and weighted goal for FY 2017 – 2019 DBE goal.
The calculation of the weighted goal is presented in Table 5. The percent is derived from the total contracting opportunities multiplied by the number of ready, willing, and able DBEs for each contracting category. The calculated sum equals to the weighted goal of 9.04%.

<table>
<thead>
<tr>
<th>Contracting Opportunity</th>
<th>NAICS Code</th>
<th>Total Contracting Opportunity</th>
<th>% of Ready, Willing, &amp; Able DBEs</th>
<th>Results = % of Weighted Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Selection Study</td>
<td>54169</td>
<td>24.77%</td>
<td>9.77%</td>
<td>2.42%</td>
</tr>
<tr>
<td>Human Services Coordination Plan</td>
<td>54169</td>
<td>24.77%</td>
<td>9.77%</td>
<td>2.42%</td>
</tr>
<tr>
<td>Legal Services</td>
<td>54111</td>
<td>0.40%</td>
<td>0.08%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Short Range Transit Plan</td>
<td>54169</td>
<td>12.13%</td>
<td>9.77%</td>
<td>1.19%</td>
</tr>
<tr>
<td>People Mover Practical Analysis</td>
<td>54169</td>
<td>10.11%</td>
<td>9.77%</td>
<td>0.99%</td>
</tr>
<tr>
<td>Origin and Destination and Demographic Study</td>
<td>54169</td>
<td>5.06%</td>
<td>9.77%</td>
<td>0.49%</td>
</tr>
<tr>
<td>Regional Express Bus and Park &amp; Ride Lot Study</td>
<td>54169</td>
<td>12.13%</td>
<td>9.77%</td>
<td>1.19%</td>
</tr>
<tr>
<td>Video Production Services</td>
<td>51211</td>
<td>10.62%</td>
<td>3.23%</td>
<td>0.34%</td>
</tr>
<tr>
<td>Weighted DBE Goal</td>
<td></td>
<td></td>
<td>9.04%</td>
<td></td>
</tr>
</tbody>
</table>

Table 6 presents the COATS MPO’s FTA overall DBE goal for FYs 2017–2019. The base goal of 2.98% is averaged with the historical participation of 11.65% to provide an overall goal of 7.3% (rounded to 7%).

<table>
<thead>
<tr>
<th>Base DBE Goal</th>
<th>Historical Participation</th>
<th>Adjusted Overall DBE Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.98%</td>
<td>11.65%</td>
<td>7.3%</td>
</tr>
</tbody>
</table>

The COATS MPO’s overall FTA DBE goal for FYs 2017-2019 is seven percent (7%). The next update of the COATS MPO’s DBE goal will be due to FTA by August 1, 2019.

Public Outreach Activities for Goal Setting
To be provided following the 45-day public comment period from August 22, 2018 – October 10, 2018

- Newspaper advertisements: The State
- Website advertisement: www.centralmidlands.org
- DBE Program informational flyers
- DBE direct consultation activity scheduled July 11, 2017 from 5:30 p.m. to 7 p.m.
Breakout of Estimated Race-Neutral & Race-Conscious Participation

The COATS MPO will meet the maximum feasible portion of the overall goal by using race-conscious means of facilitating DBE participation. The COATS MPO uses the following race-conscious means to increase DBE participation.

- Providing a contract goal on each FTA assisted contract to ensure that a good faith effort is made to include a UCP Certified DBE for consideration.

The COATS MPO historically has not met its DBE goal through race-neutral measures and estimates that, in meeting the overall goal of 7%, 6% will be obtained from race-conscious participation and 1% through race-neutral measures. The following is a summary of the basis of the COATS MPO's estimated breakout of race-neutral and race-conscious DBE participation:

1. Arranging solicitations, times for the presentation of bids, quantities, specifications and delivery schedules in ways that facilitate DBE participation.
2. Direct all inquiries regarding becoming a certified DBE to the UCP Program at SCDOT.
3. Direct all inquiries regarding training on federal bonding and loans to SCDOT.
4. Continue to solicit in general circulation newspapers advertisements concerning contracting opportunities, and also solicit quotes that are issued to DBEs or small businesses and also send to businesses that are on bidders list.
5. Notify and disseminate information concerning contracting opportunities to the UCP Office of SCDOT and the local minority business programs by e-mail.
6. Use any other reasonable means thought of during the coming year to energize the program by getting better DBE participation or at least making a good faith effort.
7. Attending and/or sponsoring conferences and workshops to increase interaction with potential DBEs, certified DBEs, and DBE program officials at SCDOT.

To ensure that the COATS MPO’s DBE program will be narrowly tailored to overcome the effects of discrimination, if it doesn’t use contract goals, it will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation (see §26.51(f)) and it will track and report race-neutral and race-conscious participation separately. For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to, the following:

- DBE participation through a prime contract it obtains through customary competitive procurement procedures;
- DBE participation through a subcontract on a prime contract that does not carry a DBE goal;
- DBE participation on a prime contract exceeding a contract goal; and
- DBE participation through a subcontract from a prime contractor that did not consider a firm’s DBE status in making the award.
## FY 2017, 2018, & 2019 DISADVANTAGED BUSINESS ENTERPRISE GOAL

### Step 1)

<table>
<thead>
<tr>
<th>CMCOG Project</th>
<th>Type of Firm/NAICS Code (from the 2016 County Business Patterns)</th>
<th>Anticipated Project Cost</th>
<th>Percentage of the Total (Anticipated Project Cost divided by the Total Cost of DOT-assisted contracts)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Selection Study</td>
<td>54169 Other Scientific &amp; Technical Consulting Services</td>
<td>$245,000.00</td>
<td>24.8%</td>
</tr>
<tr>
<td>Human Services Coordination Plan</td>
<td>54169 Other Scientific &amp; Technical Consulting Services</td>
<td>$245,000.00</td>
<td>24.8%</td>
</tr>
<tr>
<td>Legal Services</td>
<td>54111 Office of Lawyers</td>
<td>$4,000.00</td>
<td>0.4%</td>
</tr>
<tr>
<td>Short Range Transit Plan</td>
<td>54169 Other Scientific &amp; Technical Consulting Services</td>
<td>$120,000.00</td>
<td>12.1%</td>
</tr>
<tr>
<td>People Mover Practical Analysis</td>
<td>54169 Other Scientific &amp; Technical Consulting Services</td>
<td>$100,000.00</td>
<td>10.1%</td>
</tr>
<tr>
<td>Origins and Destination and Demographic Study</td>
<td>54169 Other Scientific &amp; Technical Consulting Services</td>
<td>$100,000.00</td>
<td>10.1%</td>
</tr>
<tr>
<td>Regional Express Bus and Park &amp; Ride Lot Study</td>
<td>54169 Other Scientific &amp; Technical Consulting Services</td>
<td>$120,000.00</td>
<td>12.1%</td>
</tr>
<tr>
<td>Video Production Services</td>
<td>51211 Motion Picture and Video Production</td>
<td>$105,000.00</td>
<td>10.6%</td>
</tr>
<tr>
<td><strong>Total DOT Assisted Contracts</strong></td>
<td><strong>899,000.00</strong></td>
<td><strong>6.01%</strong></td>
<td><strong>9.04%</strong></td>
</tr>
</tbody>
</table>

### Total DBE's

<table>
<thead>
<tr>
<th>CMCOG Project</th>
<th>Type of Firm/NAICS Code (from the 2016 County Business Patterns)</th>
<th>Number of DBE's (from SCDOT Directory of DBE's updated August 2016)</th>
<th>Number of Firms (from the 2016 County Business Patterns)</th>
<th>Relative Availability (# of DBE's divided by # of all firms)</th>
<th>Weight (from % of the Total in above chart)</th>
<th>Relative Availability (multiplied times) Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Selection Study</td>
<td>54169 Other Scientific &amp; Technical Consulting Services</td>
<td>17</td>
<td>174</td>
<td>9.77%</td>
<td>24.77%</td>
<td>2.42%</td>
</tr>
<tr>
<td>Human Services Coordination Plan</td>
<td>54169 Other Scientific &amp; Technical Consulting Services</td>
<td>17</td>
<td>174</td>
<td>9.77%</td>
<td>24.77%</td>
<td>2.42%</td>
</tr>
<tr>
<td>Legal Services</td>
<td>54111 Office of Lawyers</td>
<td>2</td>
<td>2,448</td>
<td>0.08%</td>
<td>0.40%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Short Range Transit Plan</td>
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<tr>
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<td>54169 Other Scientific &amp; Technical Consulting Services</td>
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<td>174</td>
<td>9.77%</td>
<td>5.06%</td>
<td>0.50%</td>
</tr>
<tr>
<td>Regional Express Bus and Park &amp; Ride Lot Study</td>
<td>54169 Other Scientific &amp; Technical Consulting Services</td>
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<td>174</td>
<td>9.77%</td>
<td>12.13%</td>
<td>1.19%</td>
</tr>
<tr>
<td>Video Production Services</td>
<td>51211 Motion Picture and Video Production</td>
<td>2</td>
<td>62</td>
<td>3.23%</td>
<td>10.62%</td>
<td>0.34%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>106</strong></td>
<td><strong>3,554</strong></td>
<td><strong>2.98%</strong></td>
<td><strong>1.0000</strong></td>
<td><strong>9.04%</strong></td>
<td><strong>6.01%</strong></td>
</tr>
</tbody>
</table>

#### 2017, 2018, & 2019 Goal Using Ratio (from Combined Total of Relative Availability)

<table>
<thead>
<tr>
<th>Year</th>
<th>Goal as a % of Total DOT Assisted Contracts</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>2.98%</td>
</tr>
<tr>
<td>2018</td>
<td>2.98%</td>
</tr>
<tr>
<td>2019</td>
<td>2.98%</td>
</tr>
</tbody>
</table>

#### 2017, 2018, & 2019 Goal Using Weighting (from Relative Availability multiplied times Weight)

<table>
<thead>
<tr>
<th>Year</th>
<th>Goal as a % of Total DOT Assisted Contracts</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>9.06%</td>
</tr>
<tr>
<td>2018</td>
<td>9.06%</td>
</tr>
<tr>
<td>2019</td>
<td>9.06%</td>
</tr>
</tbody>
</table>

#### 2017, 2018, & 2019 Goal Using the Average (Ratio plus Weight divided by 2)

<table>
<thead>
<tr>
<th>Year</th>
<th>Goal as a % of Total DOT Assisted Contracts</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>5.07%</td>
</tr>
<tr>
<td>2018</td>
<td>5.07%</td>
</tr>
<tr>
<td>2019</td>
<td>5.07%</td>
</tr>
</tbody>
</table>

**Staff Recommended Goal for Fiscal Years 2017, 2018, & 2019**

7%
<table>
<thead>
<tr>
<th>CMCOG Project</th>
<th>Prime Contractor</th>
<th>Subcontractor(s)</th>
<th>Overall Contract Amount</th>
<th>Contract Amount Paid Since July 1, 2013</th>
<th>Prime Contractor SCDOT UCP Certified DBE?</th>
<th>Subcontractor SCDOT UCP Certified DBE?</th>
<th>Percentage of SCDOT UCP Certified DBE Participation</th>
<th>Amount of SCDOT UCP Certified DBE Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Bike Columbia</td>
<td>Alta Planning + Design</td>
<td>Sprague &amp; Sprague Fuss &amp; O'Neill CDM Smith</td>
<td>$237,500.00</td>
<td>$237,500.00</td>
<td>Yes</td>
<td>No</td>
<td>12%</td>
<td>$28,725.00</td>
</tr>
<tr>
<td>Legal Services</td>
<td>Belser &amp; Belser</td>
<td></td>
<td>$24,000.00</td>
<td>$9,028.00</td>
<td>No</td>
<td>No</td>
<td>0%</td>
<td>-</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td></td>
<td>$261,500.00</td>
<td>$246,528.00</td>
<td></td>
<td></td>
<td></td>
<td>$28,725.00</td>
</tr>
</tbody>
</table>

CMCOG 2014 - 2016 Goal: 16%

Actual Overall DBE Participation (Actual Participation divided by Total Contracts Amount) (%): 11.65%

Actual Overall DBE Participation (Actual Overall DBE Participation %age multiplied by Total Contracts Amount ($)): $28,725.00

(1) (i)=contracts carryover to new fiscal year, total reflect amount spent on since July 1, 2013
(1)(ii)= no disparity studies conducted by MPO in last five years
(1)(iii)= base figure of another recipient not utilized
(2)= not available
(3)= no adjustment attempted for past discrimination
The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) is dedicated to serving our community, including ensuring nondiscrimination of disadvantaged business enterprises (DBEs) in the award and administration of U.S. Department of Transportation (DOT) Federal Transit Administration (FTA)-assisted contracts. The goals of the program are:

- To ensure a "level playing field in which DBEs can compete fairly for FTA-assisted contracts
- To ensure the DBE Program is narrowly tailored
- To help remove barriers to DBE participation in USDOT assisted contracts.
- To ensure that only firms that meet federal standards are permitted to participate as DBEs

**DBE Goal Setting Process**

The COATS MPO’s DBE goal is developed based on the agency’s specific circumstances. The methodology used to develop the goal is reviewed for agreement and accepted or rejected by FTA.

**FY 2017-2019 FTA Overall DBE Goal**

The COATS MPO has calculated an overall DBE goal of 7% for fiscal years (FY) 2017-2019, which was resubmitted to FTA on August 17, 2018. The goal setting process must include a 45-day public comment period, which extends from August 22nd – October 10, 2018. The next update of the COATS MPO’s DBE goal is due to FTA no later than August 1, 2019.

**What is a Disadvantaged Business Enterprise?**

A disadvantaged business enterprise or DBE means a for profit small business concern -

1) That is at least 51% owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51% of the stock is owned by one or more such individuals; and

2) Whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

Source: Title 49 of the Code of Federal Regulations (CFR) Part 26

https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfr26_main_02.tpl

Please turn over for opportunities to participate in the COATS MPO DBE goal setting process and provide input via the DBE Program Assessment Survey!

https://www.surveymonkey.com/r/5BB9LRT
Please review the COATS MPO Powerpoint on the FY 2017-2019 FTA DBE goal on the CMCOG website at [www.centralmidlands.org](http://www.centralmidlands.org). The powerpoint will include a detailed description on the goal setting process and contact information for questions and comments.

Presentations on the DBE Goal Setting Process will be held on August 28th @ 9 a.m. and September 13th @ 12 p.m. at the Technical Committee and Transportation Subcommittee respectively. These meetings will be held at the offices of the Central Midland Council of Governments.

Please contact Reginald Simmons, Deputy Executive Director/Director of Transportation at [rsimmons@centralmidlands.org](mailto:rsimmons@centralmidlands.org) to schedule a meeting to discuss the DBE goal in more detail.

### DBE Program Assessment Survey

The COATS MPO is committed to its DBE Program. To help us determine what services would increase the participation of DBE firms in federal-aid contracts we have developed the DBE Program Assessment Survey. Please take a few minutes to complete this important survey, which can be found on the CMCOG website noted above and at the following link: [https://www.surveymonkey.com/r/5BB9LRT](https://www.surveymonkey.com/r/5BB9LRT)

For complaints, questions or concerns about the DBE and/or Title VI Programs; or for accessible formats for individuals with disabilities, please contact Reginald Simmons, Deputy Executive Director/Director of Transportation, at (803) 376-5390 or [rsimmons@centralmidlands.org](mailto:rsimmons@centralmidlands.org).

For more information, please contact:
Reginald Simmons, Deputy Executive Director/Director of Transportation
Central Midlands Council of Governments
236 Stoneridge Drive, Columbia, SC 29210
Phone: (803) 376-5390 – Email: [rsimmons@centralmidlands.org](mailto:rsimmons@centralmidlands.org).

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**Useful Links:**

**COATS MPO DBE Program:**

**State of South Carolina DBE Program:**

**State of South Carolina Unified Certification Program Directory:**

**South Carolina Division of Small and Minority Business Contracting and Certification:**
[http://osmba.sc.gov/index.html](http://osmba.sc.gov/index.html)

**South Carolina Division of Small and Minority Business Contracting and Certification DBE Directory:**
[http://osmba.sc.gov/directory.html](http://osmba.sc.gov/directory.html)
DATE: December 4, 2018
TO: CMCOG Board of Directors
FROM: Benjamin J. Mauldin, Executive Director
SUBJECT: Executive Director’s Report

1. **2018 SCARC ANNUAL CONFERENCE**

CMCOG was well represented at the annual South Carolina Association of Regional Councils (SCARC) meeting in Myrtle Beach on the Sunday and Monday before Thanksgiving. Several CMCOG board members, including Vina Abrams, Jimmy Bales, David Brown, John Carrigg, Roger Gaddy, Zebbie Goudelock, John Hardee, Chairman Norman Jackson and Paul Livingston represented the COG.

Mr. Norman Jackson, Ms. Julie-Ann Dixon, and Dr. Roger Gaddy also serve as CMCOG delegates to the SCARC Board of Directors. Dr. Gaddy also served as the 2018 SCARC President and moderated the conference.

The theme of the conference, *Building SC Communities of the Future*, received excellent feedback. There were more than 300 attendees, representing all ten of the Councils of Governments in the State. The combination of elected officials, business leaders, and combination of COG staff made for a unique opportunity for COG boards to network and share ideas and solutions to regional problems.

The SC COG Directors meet regularly with top State agency officials as part of our business development strategy. We market the 10 COGS as a statewide network that can deliver seamless, high quality state-wide plans and services. Developing and maintain these good working relationships has benefited our organization and the other SC COGs. The ten (10) COG directors presented a new branding initiative that will be used in the future to show the strength of all 10 Councils of Governments working together statewide to positively influence quality of life and economic development in South Carolina.

Central Midlands COG Board and staff did an outstanding job of representing our region. The conference theme, selection of guest speakers and panelists and all overall details of the event were planned by our staff. A special thank you to Fretoria Addison, Tammy Beagen, Guillermo Espinosa, Jessica Foster, Candice Holloway, Malia Ropel, Reginald Simmons, Gregory Sprouse and Chris White that all helped make the event a big success. I would like to thank all CMCOG staff members for all of their hard work, not only in helping plan but also for attending and working at the conference. Special thanks to Dr. Gaddy for serving
as the 2018 SCARC president and moderating and to Jessica Foster for serving as the overall event planner.

We would also like to thank the CMCOG Board members that were able to attend and for their support.

2. AWARDS AND HONORS

Honorable Mentions: CMCOG received Honorable Mentions for the following projects at the 2018 SCARC Annual Conference in November: Healthy Insights Community Food Gatherings and West Metro Bike and Pedestrian Master Plan.

3. CDBG FALL FUNDING CYCLE

The Town of Eastover was awarded $267,158 to demolish and clear the site of the former Eastover Elementary School located on a 15-acre tract along Vanboklen Street. The ~22,000 square foot dilapidated and vacant structure has deteriorated beyond the potential for rehabilitation and adaptive reuse. Because the blighted building is located in a residential neighborhood, it continues to be detrimental to the health and safety of nearby residents. The site is adjacent to the 67 Unit Lewis Scott Court Community Apartments operated by the Columbia Housing Authority. Once cleared the site could be used for much needed open space or additional affordable housing units serving this LMI community. The site is owned by the Town. Richland County provided $100,000 matching funds for this project.

4. HAPPY HOLLIDAYS: The CMCOG staff held their annual Christmas luncheon on December 11th. Special thanks to the Holiday Party Committee – Jessica Foster, Malia Ropel, Jason Kent, Candice Holloway, Myra Hamilton and Guillermo Espinosa.

We also want to wish all the Central Midlands Board Members and CMCOG member governments Happy Holiday’s and Happy New Year! Thank you for your continued support.
Memorandum

TO: CMCOG Board of Directors
DATE: December 7, 2018
SUBJECT: Crossroads: Change in Rural America

Crossroads: Change in Rural America is a traveling Smithsonian exhibit that offers small towns a chance to look at their own paths and to highlight the changes that affected their fortunes over the past century. The exhibition will prompt discussions about what happened when America’s rural population became a minority of the country’s population and the ripple effects that occurred.

We are pleased to announce that this traveling exhibit will be coming to two Midlands communities this winter and spring. From December 15 to February 3 the exhibit will be in Newberry, SC and will be hosted by the Newberry Opera House. From February 9 to March 24 the exhibit will be in Hopkins, SC and will be hosted at the Harriet Barber House by Southeast Rural Community Outreach.

Christina Galardi, a resident of Newberry and a member of the Newberry Joint Planning Commission will provide a brief introduction to the traveling exhibit. An invitation to the Newberry exhibit is enclosed in the board packet.

For more information: https://schumanities.org/projects/crossroads-change-in-rural-america/