



# *Executive Committee Meeting Notice*

**Thursday, March 30, 2023 ♦ 10:45 a.m.**

**Midlands Technical College – Harbison Campus (in person)**

**7300 College Street, Irmo, SC 29063**

**Continuing Education Center, Room 113 and Zoom Meeting (Virtual)**

**<https://us02web.zoom.us/j/81277193468?pwd=TUpiQmc5M0RUek5pcGw5QnlqVjlRUT09>**

**Meeting ID: 812 7719 3468 ♦ Passcode: 298999 ♦ Dial-In Number (929) 205-6099**

**DATE: March 23, 2023**

**TO: CMCOG Executive Board Members:**

Vina Abrams, Newberry County  
Will Brennan, City of Columbia  
Todd Cullum, Lexington County  
Smokey Davis, Lexington County  
Darrell Hudson, Lexington County  
Paul Livingston, Richland County  
Steve MacDougall, Immediate Past Chairman  
Walt McLeod, Newberry County  
John McMeekin, Town of Winnsboro  
Chakisse Newton, Richland County  
Elise Partin, City of Cayce

**FROM: Foster Senn, CMCOG Board Chair**

**SUBJECT: *Executive Committee Meeting – March 30, 2023 at 10:45 A.M***

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Please be advised that the next meeting of the Executive Committee of Central Midlands Council of Governments will be held on **Thursday, March 30, 2023 at Midlands Technical College Harbison Campus, Continuing Education Center, Room 113. See attached map of the campus for additional information.**

The meeting will start promptly at 10:45 A.M., so please connect to the call early so we can start the meeting on time.

Please remember if we do not hear from you, we expect that you will be attending the meeting.

Enclosures

*Serving Local Governments in South Carolina's Midlands*

236 Stoneridge Drive, Columbia, SC 29210 ♦ (803) 376-5390 ♦ FAX (803) 376-5394 ♦ Web Site: <http://www.centralmidlands.org>

# BUILDING LOCATION MAP HARBISON CAMPUS

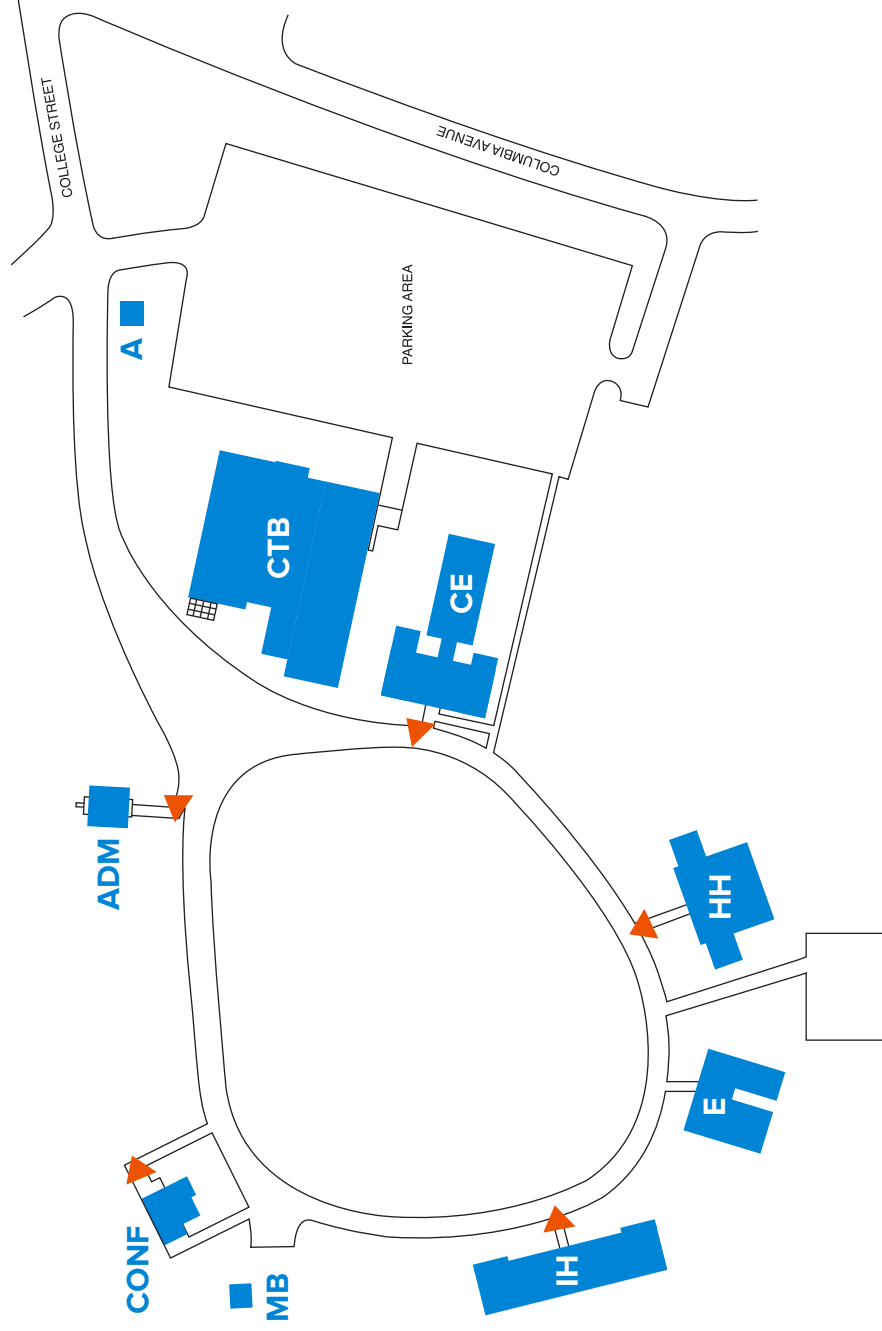


7300 College Street  
Irmo, SC 29063

## Building Legend Harbison Campus

- A - Guard Station
- ADM - Administration
- CONF - Conference Center
- IH - Irmo Hall
- E - Storage
- HH - Harbison Hall
- CE - Continuing Education Center
- MB - Maintenance Building
- CTB - Classroom and Theatre Building

▲ Curb access ramps for students with disabilities



# Central Midlands Council of Governments

## February 2023 Dashboard

Income	Expenses	Revenue Over/(Under) Expense	Accounts Receivable	Accounts Payable
6,420,759	6,015,094	405,665	1,788,449	1,157,880
% of Income Budget	% of Expenses Budget	Bank Balance	Prior Month Bank Bal.	Staff Birthdays-February
43%	40%	386,835	694,286	Jason Kent - Planning
		vs. previous month -44.3%	vs. previous month -44.7%	vs. previous month 46.5%



**Executive Committee Meeting**

**Thursday, March 30, 2023 ♦ 10:45 a.m.**

**Midlands Technical College – Harbison Campus (in person)**

**7300 College Street, Irmo, SC 29063**

**Continuing Education Center, Room 113 and Zoom Meeting (Virtual)**

**<https://us02web.zoom.us/j/81277193468?pwd=TUpiQmc5M0RUek5pcGw5QnlqVjlRUT09>**

**Meeting ID: 812 7719 3468 ♦ Passcode: 298999 ♦ Dial-In Number (929) 205-6099**

**OVERALL AGENDA**

ACTION	<b>A. <u>Call to Order and Introductions</u></b>	<b>Foster Senn, Chair</b>
	1. Determination of a Quorum	
	2. Approve Order and Contents of the Overall Agenda	
	3. <b>** Executive Session **</b> - Hiring Process for the New Executive Director	
	<b>B. <u>Consent Agenda</u></b>	
	1. Approval of the February 23, 2023 Executive Committee Meeting Minutes ( <i>Attachment 1</i> )	
	2. *2045 LRTP Amendment – 2022 STAMP System Performance Report ( <i>Enclosure 2</i> )	
	3. *2020 – 2027 TIP Amendment – Julius Felder Phase III Sidewalk Project ( <i>Enclosure 3</i> )	
	4. *2020 – 2027 TIP Amendment – Corley Mill Road Feasibility Study ( <i>Enclosure 4</i> )	
	5. *2020 – 2027 TIP Amendments – Urban and Rural Guideshare Increase ( <i>Enclosure 5</i> )	
INFORMATION	6. 2045 LRTP Amendment – Setting the Safety Performance Measures ( <i>Enclosure 6</i> )	
	7. 2020 – 2027 TIP Amendment – US 76 Feasibility Study ( <i>Enclosure 7</i> )	
	8. 2020 – 2027 TIP Amendment – Road Improvement Projects Feasibility Studies ( <i>Enclosure 8</i> )	
	<b>C. <u>Regular Agenda</u></b>	
	1. Hiring Process for the New Executive Director ( <i>Enclosure 9</i> )	<b>Foster Senn</b>
	<b>D. <u>Announcements / Committee or Staff Reports / Correspondences</u></b>	
	1. Executive Director’s Report	<b>Rebecca Vance</b>
	<b>E. <u>Old/New Business</u></b>	
	<b>F. <u>Other Business</u></b>	
	<b>G. <u>Adjourn</u></b>	

**REMINDER: The next Executive Committee Meeting will be held on Thursday, April 27, 2023**

**Note: Full Agenda packets can be found on the CMCOG website at [www.cmcog.org](http://www.cmcog.org).**

**\*Denotes item is an Metropolitan Planning Organization (MPO) Urbanized Area Request**





**Executive Committee Meeting of the  
Central Midlands Council of Governments  
Thursday, February 23, 2023 ♦ 11:15 a.m. ♦ Midlands Technical College  
Harbison Campus – 7300 College Street, Irmo, SC 29063  
Continuing Education Center, Room 113 and via Zoom (Virtual)  
Meeting ID: 874 0361 2581 ♦ Passcode: 704276 ♦ Dial-In Number (929) 205-6099**

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**Executive Committee Members Present:**

Vina Abrams, Newberry County  
Will Brennan, Columbia City Council  
Todd Cullum, Lexington County Council  
Smokey Davis, Lexington County  
Darrell Hudson, Lexington County Council  
Paul Livingston, Richland County Council  
Steve MacDougall, Town of Lexington  
Walt McLeod, Newberry County  
John McMeekin, Mayor, Town of Winnsboro  
Chakisse Newton, Richland County Council  
Elise Partin, City of Cayce, Mayor  
Foster Senn, **CHAIR**, Town of Newberry Mayor

**Staff Members Present:**

Fretoria Addison, LTC Ombudsman Volunteer Coordinator/Information Support Specialist  
Anna Harmon, Director, Long-Term Care Ombudsman Program  
Missi Labbe, Financial Director  
Ben Mauldin, Executive Director  
Reginald Simmons, Deputy Executive Director/Transportation Director  
Gregory Sprouse, Director, Planning and Research Development  
Candice Holloway, Area Agency on Aging Director

**A. CALL TO ORDER AND INTRODUCTIONS**

- A1.** Chairman Foster Senn called the meeting to order at 11:33 a.m. on February 23, 2023. Chairman Senn stated that a quorum was present at the time meeting was called to order.

**A2. APPROVE ORDER AND CONTENTS FOR THE OVERALL AGENDA**

**MOTION, approved**

**Walton McLeod moved for approval, seconded by Todd Cullum to approve the Order and Contents of the Overall Agenda. The motion was approved unanimously.**

**B. CONSENT AGENDA**

- B1.** Approval of the January 26, 2023 Executive Committee Meeting Minutes.

**MOTION, approved**

**John McMeekin moved for approval, seconded by Todd Cullum to approve Consent Agenda. The motion was approved unanimously.**

**C. REGULAR AGENDA**

**C1. CMCOG Area Agency on Aging Area Plan**

Candice Holloway requested approval to adopt the 2023 – 2025 CMCOG Area Agency on Aging Area Plan. The Central Midlands Council of Governments, Area Agency Aging Area Plan outlines the actions that will take place over the next two years, 2023-2025. The Area Plan is designed to report the status of older adults in the areas of service, the structure of the AAA's priorities based on the results of the needs assessment, and to set the aging agenda for proper planning in specific service areas to improve the aging experience in the home and community.

A brief discussion took place after the presentation.

**MOTION, approved**

**Steve MacDougall moved for approval, seconded by Smokey Davis to adopt the CMCOG Area Agency on Aging Area Plan. The motion was approved unanimously.**

**C2. \*2045 LRTP Amendment – 2022 STAMP System Performance Report**

Reginald Simmons requested approval to amend the 2045 Long Range Transportation Plan to include the 2022 SCDOT STAMP System Performance Report. The term STAMP stands for Strategic 10-Year Asset Management Plan. This report is created on a biennial basis in conjunction with the submittal of performance measures and the progress made towards those targets. Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act.

Mr. Simmons indicated that at the full board meeting, SCDOT will provide an overview of the STAMP System Performance Report.

A brief discussion took place after the presentation.

**MOTION, approved**

**Paul Livingston moved for approval, seconded by Todd Cullum to amend the 2045 LRTP to add the 2022 STAMP System Performance Report. The motion was approved unanimously.**

**C3. \*2020 – 2027 TIP Amendment – Julius Felder Phase III Sidewalk Project**

Reginald Simmons requested approval to amend the 2020 – 2027 TIP to add \$333K to the Julius Felder Phase III Sidewalk Project. The City of Cayce has been developing a sidewalk project along Julius Felder Road over the past 10 years. This sidewalk has been developed through several phases. Currently, the city is working on Phase III which is from Hemlock Street to Frink Street. The original cost of this project was estimated to be \$196,176. Due to increased right of way and construction cost, additional funding is needed.

**MOTION, approved**

**Walt McLeod moved for approval, seconded by Steve MacDougall to amend the 2020 – 2027 TIP to add \$333K to the Julius Felder Phase III Sidewalk Project. The motion was approved unanimously.**

**C4. \*2020 – 2027 TIP Amendment – Corley Mill Road Feasibility Study**

Reginald Simmons requested approval to amend the 2020 – 2027 TIP to add \$250K to conduct a feasibility analysis for the Corley Mill Road Corridor. The Central Midlands Council of Governments and Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the CMCOG region and the Columbia urbanized area through the plan horizon year of 2045. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Based on this plan, a feasibility study has been requested for the Corley Mill Road Corridor. This analysis will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis.

The study will be conducted from North Lake Drive (SC 6) to Sunset Blvd (US 378).

**MOTION, approved**

**Todd Cullum moved for approval, seconded by Darrell Hudson to amend the 2020 – 2027 TIP to add \$250K to conduct a feasibility study for the Corley Mill Road Corridor. The motion was approved unanimously.**

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

**D1. South Carolina Brownfields Environmental Site Testing (SC BEST) Program**

Gregory Sprouse gave presentation and brief overview of the South Carolina Brownfields Site Testing (SC BEST) Program. The SC BEST program was created to fund environmental assessments of brownfield sites across the state. CRCOG will serve as the Program Administrator and has allocated funding to each of the ten SC Councils of Governments to conduct eligible site testing within their respective regions. CMCOG partners that know of potential brownfield projects in their communities should contact Gregory Sprouse, Director of Research, Planning, and Development to discuss program eligibility. Gregory Sprouse can be reached at [gsprouse@centralmidlands.org](mailto:gsprouse@centralmidlands.org) or (803) 744-5158.

**D2. Executive Directors Report**

Ben Mauldin gave the following report:

SC Broadband Initiative has launched a program. Get Connected SC is designed to identify the areas of greatest need in our state, invest in broadband infrastructure to those areas and provide support services to make that transformation possible for every home, business and community organization in South Carolina, according to Get Connected SC. The initiative is part of a nationwide effort to improve broadband access. For more information, please visit [getconnectedsc.org](http://getconnectedsc.org).

2023 SC BIKEWALKTRAILS Summit - The SC Bike Walk Trails Summit will be hosted by the Palmetto Cycling Coalition and SC Trails Coalition **June 8-9, 2023**, in Newberry, SC. The target audience is professionals in planning, engineering, community, economic, and trail development, tourism; leadership among communities and various levels of boards, commissions, and elected offices. Continuing education credits are in development.

COATS MPO recently released the Transportation Alternatives Call for Projects which will be due on March 22<sup>nd</sup>.

**E. OLD / NEW BUSINESS**

There were no old/new business.

**F. OTHER BUSINESS**

None.

**G. Adjourn**

There being no further business, the meeting adjourned at 11:54 p.m.



# *CMCOG Meeting Notice*

**Thursday, March 30, 2023 ♦ 12:00 P.M.**

**Midlands Technical College – Harbison Campus (in person)**

**7300 College Street, Irmo, SC 29063**

**Continuing Education Center, Room 113 and Zoom Meeting (Virtual)**

**<https://us02web.zoom.us/j/82716964682?pwd=NEQvbXVRSkZ4dEdyV2J3eVo1NmRGQT09>**

**Meeting ID: 827 1696 4682 ♦ Passcode: 070340 ♦ Dial-In Number (929) 205-6099**

**DATE: March 23, 2023**

**TO: CMCOG Board of Directors**

**FROM: Foster Senn, CMCOG Board Chair**

**SUBJECT: CMCOG Board Meeting – March 30, 2023 at 12:00 P.M.**

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Please be advised that the next meeting of the Central Midlands Council of Governments Board of Directors will be held on **Thursday, March 30, 2023 at Midlands Technical College Harbison Campus, Continuing Education Center, Room 113. See attached map of the campus for additional information.**

**You may also join by Zoom (please join the meeting 10 minutes prior to the 12:00 P.M.).**

The meeting will start promptly at 12:00 P.M., so please arrive on time. We need a quorum to conduct business, so it is very important for you to plan to attend each meeting. The meeting packet has been mailed and emailed to you.

I thank you for your time and service to the Central Midlands Council of Governments.

Enclosures



**Board of Directors Meeting**

**Thursday, March 30, 2023 ♦ 12:00 p.m.**

**Midlands Technical College – Harbison Campus (in person)**

**7300 College Street, Irmo, SC 29063**

**Continuing Education Center, Room 113 and Zoom Meeting (Virtual)**

**<https://us02web.zoom.us/j/82716964682?pwd=NEQvbXVRSkZ4dEdyV2J3eVo1NmRGQT09>**

**Meeting ID: 827 1696 4682 ♦ Passcode: 070340 ♦ Dial-In Number (929) 205-6099**

**OVERALL AGENDA**

<b>ACTION</b>	<b>A. <u>Call to Order and Introductions</u></b>	<b>Foster Senn, Chair</b>
	1. Determination of a Quorum	
	2. Approve Order and Contents of the Overall Agenda	
	3. Invocation	
	4. Introduction of Guests	
	5. Chairman's Introduction	<b>Foster Senn</b>
	• Good News from CMCOG – Around the Region	<b>Rebecca Vance</b>
	<b>B. <u>Consent Agenda</u></b>	
	1. Approval of the February 23, 2023 Board Meeting Minutes ( <i>Enclosure 1</i> )	
	2. *2045 LRTP Amendment – 2022 STAMP System Performance Report ( <i>Enclosure 2</i> )	
<b>INFORMATION</b>	3. *2020 – 2027 TIP Amendment – Julius Felder Phase III Sidewalk Project ( <i>Enclosure 3</i> )	
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	8. 2020 – 2027 TIP Amendment – Road Improvement Projects Feasibility Studies ( <i>Enclosure 8</i> )	
	<b>C. <u>Regular Agenda</u></b>	
	1. Hiring Process for the New Executive Director ( <i>Enclosure 9</i> )	<b>Foster Senn</b>
	<b>D. <u>Announcements / Committee or Staff Reports / Correspondences</u></b>	
	1. What makes an effective COG by Ron Mitchum who is Executive Director of the Berkeley-Charleston-Dorchester Council of Governments?	<b>Ron Mitchum</b>
	2. Executive Director's Report	<b>Rebecca Vance</b>
	<b>E. <u>Old/New Business</u></b>	
	<b>F. <u>Other Business</u></b>	
	<b>G. <u>Adjourn</u></b>	

**REMINDER: The next CMCOG Board Meeting will be held on Thursday, April 27, 2023**

**Note: Full Agenda packets can be found on the CMCOG website at [www.cmco.org](http://www.cmco.org).**

\*Denotes item is an Metropolitan Planning Organization (MPO) Urbanized Area Request



**Board of Directors Meeting of the  
Central Midlands Council of Governments**

**Thursday, February 23, 2023 ♦ 12:00 p.m. ♦ Midlands Technical College**

**Harbison Campus – 7300 College Street, Irmo, SC 29063**

**Continuing Education Center, Room 113 and Zoom Meeting (Virtual)**

**Meeting ID: 857 4765 9748 ♦ Passcode: 351765 ♦ Dial-In Number (929) 205-6099**

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**BOARD MEMBERS PRESENT:**

Vina Abrams, Newberry County  
Todd Beasley, Richland County  
***Will Brennan, Vice-Chair, Columbia City Council***  
Larry Brigham, Lexington County Council  
Davis Busby, Lexington County  
Kelly Busch, Town of Irmo  
John Carrigg, Lexington County  
Brian Carter, City of West Columbia  
Kyle Crager, Fairfield County  
Rebecca Connally, Lexington County  
Glen Conwell, Lexington County Council  
Todd Cullum, Lexington County Council  
Smokey Davis, Lexington County  
William “Rusty” DePass, City of Columbia  
Howard Duvall, City of Columbia  
T. Wayne Gilbert, Richland County  
Shaun Greenwood, City of Forest Acres  
Bob Hall, Batesburg-Leesville  
Darrell Hudson, Lexington County Council  
Robert Liming, City of Columbia  
Paul Livingston, Richland County Council  
Steve MacDougall, Town of Lexington, Mayor  
Annie McDaniel, Fairfield County Del.  
Walt McLeod, Newberry County  
John McMeekin, Mayor, Town of Winnsboro  
Joe Mergo, Lexington County  
Chakisse Newton, Richland County Council  
Elise Partin, City of Cayce, Mayor  
Ron Rhames, President, MTC  
***Foster Senn, Chair, Mayor, City of Newberry***  
William Simon, Richland County  
Charli Wessinger, Lexington County Council

**GUESTS PRESENT:**

Freeman Belser, Esq.  
Bill Jordan, AECOM  
Joey Riddle, AECOM  
Brent Rewis, SCDOT  
Tony Magwood, SCDOT  
Erin Porter, SCDOT  
Darren Leadbetter, SCDOT  
Joey McIntyre, SCDOT  
Robert Dickinson, SCDOT  
Tracy Hegler, Cayce  
Angie Connor, Fairfield County Council on Aging  
Lynn Stockman, Newberry County Council on Aging  
Roland Bart, Guest

**STAFF MEMBERS PRESENT:**

Fretria Addison, LTC Ombudsman Volunteer  
Coordinator/Information Support Specialist  
Tammy Beagan, Workforce  
Anna Harmon, Director, LTCOP  
Candice Holloway, Director, Area Agency on Aging  
Jessica Kelly, LTC Ombudsman Investigator  
Jason Kent, GIS Manager  
Missi Labbe, Finance Director  
Ben Mauldin, Executive Director  
Reginald Simmons, Deputy Executive Director/  
Transportation Director  
Ed “Rocky” Simmons, CDBG Planner  
Gregory Sprouse, Director, Planning, Research

**A1. CALL TO ORDER**

Chairman Foster Senn called the meeting to order at 12:05 p.m. on February 23, 2023.

**A2. Approve Order and Contents of the Overall Agenda**

Chairman Senn stated that a quorum was present at the time meeting was called to order.

**MOTION, approved**

**Steve MacDougall moved for approval, seconded by Darrell Hudson to approve the Order and Contents of the Overall Agenda. The motion was approved unanimously.**

**A3. Invocation**

The invocation was given by Smokey Davis.

**A4. Introduction of Guests**

Chairman Senn welcomed and introduced our guests for today's meeting.

**A5. Chairman's Introduction**

- **Good News from CMCOG – Around the Region and Regional Spotlight**

Chairman Foster Senn and Ben Mauldin mentioned good news from around the region to include:

- Senior Resources launched a new Senior Walking Club in January with great attendance from more than 20 seniors. The program was featured on WIS-TV and guest celebrity, USC Athletic Director Ray Tanner, helped kick off the first meeting. Seniors meet twice a week.
- US Aging has selected Senior Resource's partnership with Lizard's Thicket to be featured in the engaged Social Engagement Innovations Hub.
- RADAC member, MaryGail Douglas and Senior Resources' Executive Director, Andrew Boozer, have been selected to serve on the South Carolina Institute of Medicine and Public Health and the SC Department of Aging task force to combat Social Isolation in Older Adults.
- The LTC Ombudsman have noticed an increase in improper discharges. When families and residents make contact with the LTC Ombudsman Program, we are able to provide advocacy, make sure the notice include proper info that is within Federal guidelines, make sure proper placement is found and also assist residents/families in filing an appeal with the SC DHHS.
- Midland's workforce board staff and contractors will attend training sessions: (1) SC Works Partner group – Feb. 23<sup>rd</sup>, sensitivity training for working with our diverse population of customers and a presentation from MTC on the Healthcare pre-apprenticeship opportunity. (2) Midlands Business Service Team – Feb. 24<sup>th</sup> – will learn about two new projects to help fill the employment pipeline (SC Student Loan Corporation BOLD program and BDV Solutions assistance with EB-3 Unskilled Visa employees).
- Winnsboro, SC has a new Interim Police Chief Kevin Lawrence who has hired 11 new officers and is excited about the new cameras that has been installed around the town of Winnsboro.
- USC, Lexington Medical Center to break ground on new nurse training building.



- Dr. Rhames signed an agreement where Midlands Technical College will partner with Clemson that will allow MTC architecture students to graduate and transfer to Clemson with “advance standing.”
- Takosushi coming to Lexington, second business announced for site of nixed beer garden.
- Gallman High School has received over two million dollars to build a community center called Gallman Place.
- A new bridge, bringing back the fountain, and more seating coming to Finlay Park in latest redesign.
- Irmo advances to lower state championship in Sports in the Midlands.

**B. CONSENT AGENDA**

**B1.** Approval of the January 26, 2023 Board Meeting Minutes.

**MOTION, approved**

**Steve MacDougall moved for approval, seconded by Robert Liming to approve Consent Agenda. The motion was approved unanimously.**

**C. REGULAR AGENDA**

**C1. CMCOG Area Agency on Aging Area Plan**

Candice Holloway requested approval to adopt the 2023 – 2025 CMCOG Area Agency on Aging Area Plan. The Central Midlands Council of Governments, Area Agency Aging Area Plan outlines the actions that will take place over the next two years, 2023 – 2025. The Area Plan is designed to report the status of older adults in the areas of service, the structure of the AAA’s priorities based on the results of the needs assessment, and to set the aging agenda for proper planning in specific service areas to improve the aging experience in the home and community.

The Area Agencies on Aging across the nation are required to submit an Area Plan every four years, but this has changed due to the on-going changes within the aging and disabled population. It was decided to put forth a two-year area plan to identify the current needs and changes in the Central Midlands area, and the creation of new programs, as this population continues to grow and needs increase. The Central Midlands AAA/ADRC is composed of four counties; Richland, Lexington, Newberry, and Fairfield County.

Central Midlands AAA/ADRC will continue to focus on the key factors identified in the Older American’s Act, which are to aid the: rural, minority, those with the greatest need, and socioeconomic status, limited English proficiency, and older individuals at risk of institutional placement.

This plan includes the current core programs and supportive services identified in the OAA and offered by Central Midland AAA staff, and volunteers. This plan will also pinpoint the needed services and resources identified in the conducted needs assessment in 2022. COVID-19 opened the door to the gaps in service areas and identified a new subset of residents who were not aware of the services and resources provided through the AAA.

A brief discussion took place after the presentation.

**MOTION, approved**

**Paul Livingston moved for approval, seconded by Chakisse Newton to adopt the CMCOG Area Agency on Aging Area Plan. The motion was approved unanimously.**

**C2. \*2045 LRTP Amendment – 2022 STAMP System Performance Report**

Reginald Simmons requested approval to amend the 2045 Long Range Transportation Plan to add the 2022 STAMP System Performance Report. Erin Porter from SCDOT gave presentation and overview regarding the 2022 STAMP System Performance Report. The SCDOT Office of Planning has completed the 2022 STAMP System Performance Report that reflects SCDOT's progress towards statewide performance measures that are included in the Strategic 10-Year Asset Management Plan (STAMP). This report is created on a biennial basis in conjunction with the submittal of performance measures and the progress made towards those targets. For the 2022 System Performance Report, the agency has wrapped up the first performance period (2018-2021), and has set baseline, 2-year and 4-year targets for the second performance period (2022-2025). This report is part of federal regulatory requirement 23 CFR 450.324 (f) (3-4).

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the Congestion Mitigation Air Quality (CMAQ) Program. The requirements and targets of these measures and tools to calculate them are summarized in this report.

A brief discussion took place after the presentation.

**MOTION, approved**

**Walt McLeod moved for approval, seconded by Steve MacDougall to amend the 2045 LRTP to add the 2022 STAMP System Performance Report. The motion was approved unanimously.**

**C3. \*2020 – 2027 TIP Amendment – Julius Felder Phase III Sidewalk Project**

Reginald Simmons requested approval to amend the 2020 – 2027 TIP to add \$333K to the Julius Felder Phase III Sidewalk Project. The City of Cayce has been developing a sidewalk project along Julius Felder Road over the past 10 years. This sidewalk has been developed through several phases. Currently, the city is working on Phase III which is from Hemlock Street to Frink Street. The original cost of this project was estimated to be \$196,176. Due to increased right of way and construction cost, additional funding is needed.

**MOTION, approved**

**Smokey Davis moved for approval, seconded by Will Brennan to amend the 2020 – 2027 TIP to add \$333K to the Julius Felder Phase III Sidewalk Project. The motion was approved unanimously.**

**C4. \*2020 – 2027 TIP Amendment – Corley Mill Road Feasibility Study**

Reginald Simmons requested approval to amend the 2020 – 2027 TIP to add \$250K to conduct a feasibility analysis for the Corley Mill Road Corridor. The Central Midlands Council of Governments and Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the CMCOG region and the Columbia urbanized area through the plan horizon year of 2045. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Based on this plan, a feasibility study has been requested for the Corley Mill Road Corridor. This analysis will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis.

The study will be conducted from North Lake Drive (SC 6) to Sunset Blvd (US 378).

**MOTION, approved**

**Darrell Hudson moved for approval, seconded by Smokey Davis to amend the 2020 – 2027 TIP to add \$250K for the Corley Mill Road Feasibility Study. The motion was approved unanimously.**

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

**D1. South Carolina Brownfields Environmental Site Testing (SC BEST) Program**

Gregory Sprouse gave presentation and brief overview of the South Carolina Brownfields Site Testing (SC BEST) Program. The SC BEST program was created to fund environmental assessments of brownfield sites across the state. CRCOG will serve as the Program Administrator and has allocated funding to each of the ten SC Councils of Governments to conduct eligible site testing within their respective regions. CMCOG partners that know of potential brownfield projects in their communities should contact Gregory Sprouse, Director of Research, Planning, and Development to discuss program eligibility. Gregory Sprouse can be reached at [gsprouse@centralmidlands.org](mailto:gsprouse@centralmidlands.org) or (803) 744-5158.

**D2. Interstate 77 Bridge Deck Rehabilitation Project**

Tony Magwood from SCDOT gave presentation and overview regarding Interstate 77 Bridge Deck Rehabilitation Project. The South Carolina Department of Transportation (SCDOT) proposes to rehabilitate a total of fourteen (14) bridge decks on I-77 from I-26 (MM 0) to Bluff Road (MM 5). Eight (8) Northbound bridges and six (6) Southbound bridges will be rehabilitated.

The project will utilize hydro-demolition to remove unsound concrete and the bridge decks will be overlaid with new concrete to provide a new riding surface. The bridges in each direction will be completed under

two separate close and detour operations where I-77 will be closed for a period of nine (9) consecutive days for each direction.

A brief discussion took place after the presentation.

### **D3. Executive Directors Report**

Ben Mauldin gave the following report:

SC Broadband Initiative has launched a program. Get Connected SC is designed to identify the areas of greatest need in our state, invest in broadband infrastructure to those areas and provide support services to make that transformation possible for every home, business and community organization in South Carolina, according to Get Connected SC. The initiative is part of a nationwide effort to improve broadband access. For more information, please visit [getconnectedsc.org](http://getconnectedsc.org).

2023 SC BIKEWALKTRAILS Summit - The SC Bike Walk Trails Summit will be hosted by the Palmetto Cycling Coalition and SC Trails Coalition **June 8-9, 2023**, in Newberry, SC. The target audience is professionals in planning, engineering, community, economic, and trail development, tourism; leadership among communities and various levels of boards, commissions, and elected offices. Continuing education credits are in development.

COATS MPO recently released the Transportation Alternatives call for projects which will be due on March 22<sup>nd</sup>.

### **E. OLD / NEW BUSINESS**

Chairman Senn stated that he was contacted on Feb. 3<sup>rd</sup> by SC Department on Aging regarding our Annual Aging Report Card. Freeman Belser, CMCOG's Attorney explained that there are several and multiple areas that need improvement. Fiscal monitoring report which looks at how the money is tracked and there are five (5) areas of non-compliance that will need to be addressed. Corrective actions are due for the five (5) areas in question that will be due to the SCDOA to ensure the performance goals to get the monies allocated where they should be in hopes that Central Midlands AAA is in compliance and that they meet those expectations. A special called meeting may be necessary to discuss more details. More information will be forthcoming.

A brief discussion took place at this time.

### **F. OTHER BUSINESS**

None.

**G.     Adjourn**

There being no further business, the meeting adjourned at 1:28 pm.

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Benjamin J. Mauldin, Secretary-Treasurer

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Foster Senn, Chairman



Approved by the CMCOG Board/MPO Policy Committee on February 23<sup>rd</sup>.

Public comment period ended on March 22<sup>nd</sup>.

No Public Comments Received

## Memorandum

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

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** February 16, 2023

**SUBJECT:** 2045 LRTP Amendment: 2022 STAMP System Performance Report

### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2045 Long Range Transportation Plan to add the 2022 STAMP System Performance Report.

### BACKGROUND

The SCDOT – Office of Planning has completed the 2022 STAMP System Performance Report that reflects SCDOT's progress towards statewide performance measures that are included in the Strategic 10-Year Asset Management Plan (STAMP). This report is created on a biennial basis in conjunction with the submittal of performance measures and the progress made towards those targets. For the 2022 System Performance Report, the agency has wrapped up the first performance period (2018-2021), and has set baseline, 2-year and 4-year targets for the second performance period (2022-2025). This report is part of federal regulatory requirement 23 CFR 450.324 (f) (3-4).

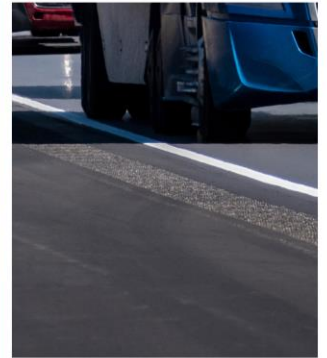
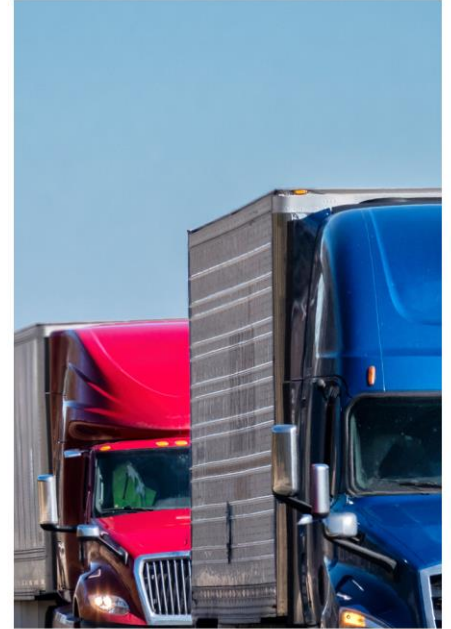
Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the Congestion Mitigation Air Quality (CMAQ) Program. The requirements and targets of these measures and tools to calculate them are summarized in this report.

### ATTACHMENT

2022 STAMP System Performance Report



# STAMP SYSTEM PERFORMANCE REPORT 2022



Date: February 1, 2023  
CFR 450.324(f)(3-4)

## South Carolina Department of Transportation STAMP System Performance Report 2022

*Full Performance Period Progress (FPP) Results of the 1<sup>st</sup> Performance Period (2018-2021) and  
Baseline Performance Period (BPP) of the 2<sup>nd</sup> Performance Period (2022-2025)*

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the Congestion Mitigation Air Quality (CMAQ) Program. The requirements and targets of these measures and tools to calculate them are summarized in this report.

This System Performance Report presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets. These performance measures are a part of SCDOT's Strategic Ten-Year Asset Management Plan (STAMP). SCDOT's STAMP has been developed in a collaborative effort with South Carolina's Division Office of the Federal Highway Administration (FHWA). The plan has been designed to not only satisfy federal rulemaking, but to transcend these requirements by setting performance estimates for **all** state maintained roads and bridges. By clearly identifying the needs of South Carolina's transportation infrastructure, the STAMP has provided SCDOT a platform to communicate existing infrastructure conditions and project constrained performance targets for SCDOT's physical assets over the next decade. The STAMP is an all-inclusive document that houses the Strategic Plan, Ten-Year Plan (2018-2027), Asset Management Plan (2022-2032) and Performance Measures. The timelines and horizons are illustrated below in Figure 1.

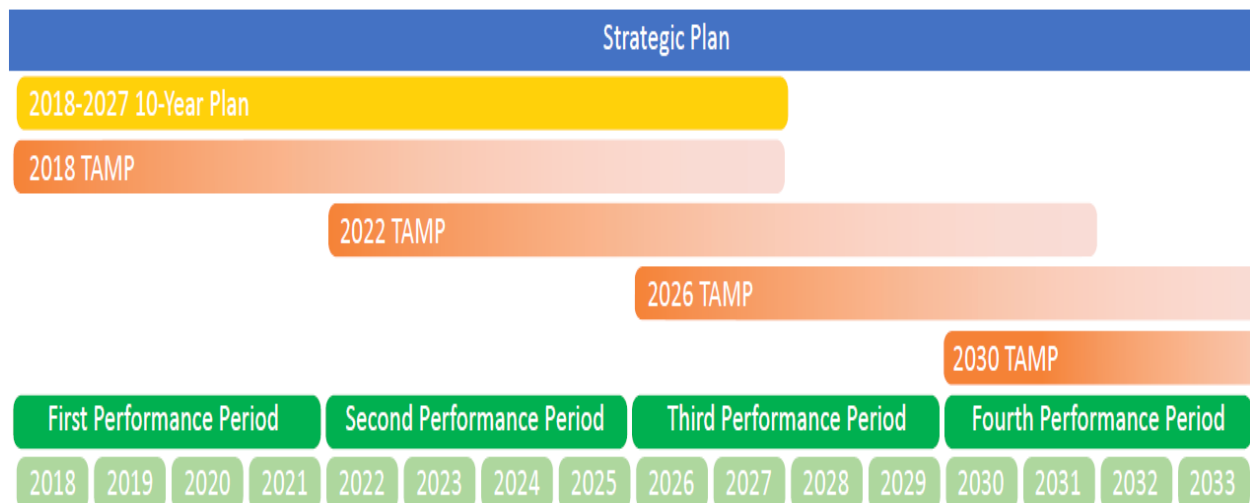


Figure 1. STAMP Timelines and Horizons



In 2017, The General Assembly passed legislation (the South Carolina Infrastructure and Economic Development reform Act (Act 40)) to increase the State gas tax by (12) twelve cents by phasing in the increase at (2) two cents per year for (6) six years. These funds are deposited into a new trust fund called the Infrastructure Maintenance Trust Fund (IMTF). In addition to state funding, SCDOT has received an increase of federal funding through the Infrastructure Investment and Jobs Act (IIJA) and recurring matching state funds. These new revenues, coupled with other Federal and State funds and one-time appropriations, form the financial foundation of SCDOT's Ten-Year Plan and performance targets. For the first time in 30 years, the South Carolina Department of Transportation has been provided with an increased and sustainable revenue stream. The additional funding gives the agency the opportunity to make gradual, but real and significant strides toward bringing the highway system back from three decades of neglect.

The SCDOT's Strategic Plan forms the guiding principles of the agency's Investment Strategies, focusing on the maintenance, preservation and safety of the existing transportation infrastructure, directing investments of highway systems and priority networks, integrating risk-based prioritization, improving safety, advancing lifecycle cost in investment programming and enhancing mobility. The three major goals of the Strategic Plan are:

### **SCDOT Strategic Plan Goals**



**Improve Safety Programs and Outcomes in Our High Risk Areas**



**Maintain and Preserve Our Existing Transportation Infrastructure**



**Improve Program Delivery to Increase the Efficiency and Reliability of Our Road and Bridge Network**

Figure 2. Strategic Plan Goals

The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) surface transportation legislation established National Goals and a performance and outcome based program. As part of the program federally established performance measures are set and those targets shall be monitored for progress. There is alignment between SCDOT's Strategic Plan Goals and the MAP-21 National Goals. The MAP-21 National Goals are as follows:

#### **MAP-21 National Goals**

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

These goals provide clear asset management performance based direction to support the effective movement of people and goods. Specifically, transportation asset management focuses on preservation of existing infrastructure with a more cost-effective and efficient approach. SCDOT also utilizes transportation asset management principles to address mobility by planning for future demands on the system. These actions facilitate safe and efficient movement of citizens, goods and services, thereby, enhancing performance of state and national commerce.

This System Performance Report details the federally required (MAP-21/FAST Act) performance measures for a State DOT. The following sections detail the performance measures, baseline and targets and the progress towards those targets based on the most recent Full Performance Period (FPP) that was submitted December 16, 2022, which is based on the first performance period (January 2018 – December 2021) and the Baseline Performance Period (BPP) submitted December 16, 2022, which is based on the second performance period (January 2022 - December 2025).

## Highway Safety / PM-1

Effective April 14, 2016, FHWA established the highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). Safety performance targets are developed in coordination with the South Carolina Department of Public Safety (SCDPS) and reported annually to FHWA in the state's Highway Safety Improvement Program (HSIP) Annual Report and to the National Highway Traffic Safety Administration (NHTSA) in the state's Highway Safety Plan (HSP) developed by SCDPS. The performance measures are:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of combined non-motorized fatalities and non-motorized serious injuries

The most recently assessed safety targets were for the five-year rolling average from 2016 to 2020. South Carolina's statewide safety performance targets for this time period are included in Table 1, along with actual performance and the state's baseline data for the (5) five year rolling average from 2014 to 2018. A state is said to have met or made significant progress toward meeting its safety performance targets when at least (4) four of the (5) five targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **As shown in Table 1 below, South Carolina met or performed better than baseline for 2 of the 5 safety targets.** SCDOT continues to implement proven countermeasures addressing the engineering emphasis areas identified in the State's Strategic Highway Safety Plan (SHSP). For more information regarding the recently updated SHSP, please visit our website here: [https://www.scdot.org/performance/pdf/reports/BR1\\_SC\\_SHSP\\_Dec20\\_rotated.pdf](https://www.scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf). In response to the increasing number of non-motorized user fatalities, SCDOT has developed the state's first Pedestrian and Bicycle Safety Action Plan (PBSAP). It is available here: <https://www.scdot.org/projects/pdf/SC%20Pedestrian%20and%20Bicycle%20Safety%20Action%20Plan.pdf>. For a national perspective on state's setting and achieving safety performance targets, please visit FHWA's website [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/).

Table 1. South Carolina 2016-2020 Safety Performance Target Assessment						
PERFORMANCE MEASURE	2016-2020 TARGET	2016-2020 OUTCOME	2014-2018 BASELINE	MET TARGET	BETTER THAN BASELINE	MET /MADE SIGNIFICANT PROGRESS
Number of Traffic Fatalities	1,011.0	1,023.0	969.4	No	No	No
Rate of Traffic Fatalities	1.819	1.836	1.802	No	No	
Number of Traffic Serious Injuries	2,781.0	2,888.2	2,938.8	No	Yes	
Rate of Traffic Serious Injuries	4.979	5.180	5.584	No	Yes	
Number of Non-motorized Traffic Fatalities and Serious Injuries	380.0	438.8	393.2	No	No	

Table 2 and 3 below provides a historical look at the results of the department's Safety Performance Target Assessment for 2015-2019 and 2014-2018. **During the 2015-2019 assessment, South Carolina met 1 of the 5 safety targets.**

Table 2. South Carolina 2015-2019 Safety Performance Target Assessment						
Performance Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target	Better than Baseline	Met or Made Significant Progress
Number of Traffic Fatalities	988.0	1005.0	915.6	No	No	No
Rate of Traffic Fatalities	1.790	1.818	1.752	No	No	
Number of Traffic Serious Injuries	2986.0	2986.6	3108.2	No	Yes	
Rate of Traffic Serious Injuries	5.420	5.412	5.986	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	380.0	414.2	382.6	No	No	

**South Carolina met 4 of the 5 safety targets in 2014-2018.** During this time period, SCDOT began implementing the state's Rural Road Safety Program, specifically targeting roadway departure collisions on rural roads.

Table 3. South Carolina 2014-2018 Safety Performance Target Assessment						
Performance Measure	2014-2018 Target	2014-2018 Actual	2012-2016 Baseline	Met Target	Better than Baseline	Met or Made Significant Progress
Number of Traffic Fatalities	970.0	969.6	890.4	Yes	N/A	YES
Rate of Traffic Fatalities	1.810	1.804	1.748	Yes	N/A	
Number of Traffic Serious Injuries	3067.0	2988.4	3195.4	Yes	N/A	
Rate of Traffic Serious Injuries	5.708	5.590	6.304	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	371.3	389.8	378.8	No	No	

**Pavement and Bridge Condition / PM-2 – First Performance Period (2018-2021)**

Pavement and bridge performance measures are assessed and reported over a (4) four-year period with the first period beginning on January 1, 2018 and ending December 31, 2021. SCDOT reported baseline targets to FHWA on October 1, 2018. Mid-point (2) two-year performance targets were reported on October 1, 2020, and represented expected pavement and bridge conditions at the end of calendar year 2019. Final (4) four-year performance targets were reported on December 16, 2022, and represent expected pavement and bridge condition at the end of calendar year 2021. MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets for the first performance period are listed in Table 4.

1. Percent of Interstate pavements in good condition – (4) four-year target
2. Percent of Interstate pavements in poor condition – (4) four-year target
3. Percent of non-Interstate NHS pavements in good condition – (2) two and (4) four year targets
4. Percent of non-Interstate NHS pavements in poor condition – (2) two and (4) four year targets
5. Percent of NHS bridges by deck area in good condition – (2) two and (4) four year targets
6. Percent of NHS bridges by deck area in poor condition – (2) two and (4) four year targets

Table 4 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the STAMP that are key to aligning with SCDOT's internal and external efforts towards achievable results. The Ten-Year Plan is underway to address infrastructure needs across the state which was initiated in 2017. The plan has seen progress, most notably in the pavement performance measures. At the update of the 2021 Annual Report [https://www.scdot.org/performance/pdf/reports/SCDOT\\_Annual\\_Report\\_2021.pdf?v=2](https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2) the agency is on target with approximately 82.5 miles of interstate widening completed or advancing to construction. Widening projects are currently completed on I-20 and under construction on I-85, and I-26 and are expected to be completed within the next performance period. System to system interchange improvement projects that are moving forward include I-26/526, I-26/I-95 and I-26/I-126/I-20. The system to system interchange improvement at I-85/I-385 has been completed and is operational. To date approximately 5,800 lane miles of paving have been completed along with 274 bridges that are completed or under contract.

SCDOT made significant progress from the baseline statewide Percentage of Pavements on the Interstate in Good Condition of 63.2% to the actual 4-year performance condition of 75.8%. SCDOT also improved from the baseline statewide Percentage of Pavements on the Interstate in Poor Condition of 1.2% to the actual 4-year performance condition of 0.2%. The percentage of good pavements on the Interstate System will only continue to improve over the next performance period as the agency works towards a State of Good Repair (SOGR) and additional interstate work is completed in accordance with the asset management principles in the STAMP. Note that pavement metrics are reported in the federal metric of Full Distress + International Roughness Index (IRI) only for the 2<sup>nd</sup> Performance Period.

Significant progress has been made from the baseline statewide Percentage of Pavements on the Non-Interstate NHS System in Good Condition of 21.1% to the actual 4-year performance condition of 38.8%. SCDOT also improved from the baseline statewide Percentage of Pavements on the Non-Interstate NHS System in Poor Condition of 4.6% to the actual 4-year performance condition of 1.6%. Over the last 5-years the agency has spent over \$419 million on paving the Non-Interstate NHS in addition to the 100% state funded \$50 million annual program to address Rural Road Safety that improves select Non-Interstate NHS roadways. The percentage of good pavements on the Non-Interstate NHS System will only continue

to improve over the next performance period as the agency works towards a SOGR and additional paving is completed in accordance with the asset management principles in the STAMP.

SCDOT's Bridge Program was completely restructured in the middle of SFY 2022, focusing on regional mobility throughout the State. Changes to the program are detailed in the 2022 STAMP update. The Load Rating Program was completed in 2021, and based on those results the agency has implemented a balanced approach to bridge preservation, rehab and replacement. The agency presented new priorities and a new list of prioritized bridges that blended the original bridge list with the State's most pressing needs to Commission on December of 2021.

SCDOT did not meet the 4-year target for statewide Percentage of deck area of Bridges on the NHS classified as in Good Condition of 42.7% to the actual 4-year performance condition of 38.5%. The agency did meet the 4-year target of statewide Percentage of deck area of Bridges on the NHS classified as in Poor Condition of 6.0% to the actual 4-year performance condition of 4.3%. In the near term although the percent good target was not met the agency has boosted the funding to the bridge program by \$69 million and has balanced the approach to bridge preservation, rehabilitation and replacement projects. Additional funding has been strategically aligned with the STAMP to achieve asset management objectives and rebuild and improve the bridge network as the agency works towards a SOGR. The agency is well below the minimum threshold of 10% for the percentage of deck are of bridges on the NHS as classified in poor condition.

Table 4. SCDOT Pavement and Bridge Performance Measures (1 <sup>st</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition (Federal Metric)	NA	63.2%	NA	75.8%	71.0%
Percentage of Pavements on the Interstate System in Poor Condition (Federal Metric)	NA	1.2%	NA	0.2%	3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (IRI)	50.4%	54.3%	NA	56.9%	NA
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Federal Metric)	NA	27.4%	14.9%	38.8%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (IRI)	8.6%	8.4%	NA	7.7%	NA
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Federal Metric)	NA	3.9%	4.3%	1.6%	4.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	38.5%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	4.3%	6.0%

## **Pavement and Bridge Condition / PM-2 – Second Performance Period (2022-2025)**

The second year performance period began January 1, 2022 and ends December 31, 2025, with additional (4) four-year performance periods to follow (See Figure 1). The new 2 and 4-year targets for the 2<sup>nd</sup> performance period for pavements and bridges are listed in Table 5 below.

The pavement targets were developed from historical performance trends and planned investments. The targets below are all reported in the federal metric of Full Distress + IRI which varies from the SCDOT metric of Pavement Quality Index (PQI). The trendlines derived to project targets were validated using project and budget data. The 75<sup>th</sup> percentile value was determined and used as the basis for establishing targets. With the expansive amount of Interstate work taking place and replacement of Open Graded Friction Course (OGFC) during the 2<sup>nd</sup> performance period, the working group recommended the targets below. For the Non-Interstate NHS System the agency used the same methodology described above but noted that the agency delegates the District Offices within each county of South Carolina to propose resurfacing projects causing the amount of Non-Interstate NHS versus Non-NHS projects to fluctuate from year to year.

Bridge targets were established using historical National Bridge Inventory (NBI) data and planned investments. The model was used to forecast a trendline and incorporated any projects that were let, forecasted to let and planned capital projects that would “move the needle” on bridge condition. The established targets took into consideration on-going inspections of NHS bridge condition and underwater inspections that would shift bridge condition categories. The group also expressed concern over effects of rising inflation costs for bridge letting over the 2<sup>nd</sup> performance period. Gathering all available data the agency established the targets below in Table 5 for bridges over the next performance period.

<b>Table 5. SCDOT Pavement and Bridge Performance Measures (2<sup>nd</sup> Performance Period)</b>					
<b>Performance Measure</b>	<b>Baseline</b>	<b>2-Year Condition/ Performance</b>	<b>2-Year Target</b>	<b>4-Year Condition/ Performance</b>	<b>4-Year Target</b>
<b>Percentage of Pavements on the Interstate System in Good Condition (Federal Metric)</b>	75.8%		77.0%		78.0%
<b>Percentage of Pavements on the Interstate System in Poor Condition (Federal Metric)</b>	0.2%		2.5%		2.5%
<b>Percentage of Pavements of the Non-Interstate NHS in Good Condition (Federal Metric)</b>	38.8%		36.0%		38.0%
<b>Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Federal Metric)</b>	1.6%		10.0%		10.0%
<b>Percentage of NHS Bridges Classified as in Good Condition</b>	38.5%		35.0%		34.0%
<b>Percentage of NHS Bridges Classified as in Poor Condition</b>	4.3%		6.0%		6.0%



## **System Performance, and Freight Movement / PM-3 - First Performance Period (2018-2021)**

FHWA established measures to assess the performance and reliability of the National Highway System and freight movement on the interstate. These measures became effective on May 20, 2017, and are as follows:

### **System Performance Measures**

1. Percent of person-miles on the Interstate system that are reliable – (2) two-year and (4) four-year targets
2. Percent of person-miles on the non-Interstate NHS that are reliable – (4) four-year targets
  - Performance measure assesses the reliability of travel time on the Interstate or non-Interstate NHS through the Level of Travel Time Reliability (LOTTR). It is ratio of longer travel times (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile) over four time periods (AM peak, Mid-day, PM Peak, and weekends) which covers 6AM to 8PM each day. The ratio is expressed as a percentage of the person miles traveled that are reliable through the sum of the number of reliable person miles traveled divided by the sum of total person miles traveled.

### **Freight Movement Performance Measures**

3. Truck Travel Time Reliability (TTTR) – (2) two-year and (4) four-year targets
  - Performance measure is a ratio generated by dividing the longer travel time (95<sup>th</sup> percentile) by a normal travel time (50<sup>th</sup> percentile) for each segment of the interstate over five time periods throughout weekdays and weekends (AM Peak, Mid-day, PM peak, weekend and overnight). This performance measure covers all hours of the day. The TTTR's of Interstate segments are then used to create the TTTR index for the entire system using a weighted aggregate calculation for the worst performing times of each segment.

Table 6 displays the results of the performance measures and targets for system performance. The 4-year condition of 95.9% outperformed the 4-year target of 90.0% for the Percent of Person Miles Traveled on the Interstate that are Reliable. The number of Vehicle Miles Traveled (VMT) has an inverse relationship with reliability. The VMT share of unreliable TMC decreased from the baseline year due to the effects of COVID pandemic contributing to the difference in actual and target 4-year values. Over the first performance period over 82.5 miles of Interstate have been improved. Interstate capacity widening projects on I-85, I-26 and I-20 are currently under construction or completed in addition to preservation and rehabilitation projects that contributed towards progress towards the 4-year target. There are consistently unreliable sections on the Interstate System in South Carolina that are responsible for making 4.1% of the Interstate's unreliable, the majority of which are located in 3 MPO's: Charleston (CHATS), Greenville-Pickens (GPATS) and Columbia (COATS). Addressing these unreliable sections and pinch points of System to System Interchanges in these areas has been a top priority for the agency and is being completed through the management of the STAMP.



Table 6. System Performance Measures, and Freight (1 <sup>st</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	95.9%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	91.4%	NA	NA	95.0%	81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	1.31	1.45

Table 6 also displays the (4) four-year performance measure for Truck Travel Time Reliability (TTTR) at 1.31, which outperformed the target of 1.45. The SCDOT has made addressing congestion at freight bottlenecks a priority to improve operational efficiency and accommodate future traffic volumes. Some of the bottleneck areas with projects currently under construction and/or in planning stages include:

- **I-20:** The I-77 and Clemson Road interchanges are the respective bottleneck points along I-20 during the AM peak hour and PM peak hour. **This Corridor and Interchange improvement Project is complete and operational.**
- **I-77:** The primary bottleneck point along I-77 southbound is approaching the Forest Drive interchange in the Columbia area every Thursday in the AM peak hour, due to weekly graduation ceremonies of Fort Jackson. **This Corridor Improvement Project is complete and operational.**
- **I-26:** In the Columbia area, bottleneck points during the PM peak hours are located at the Broad River Road (Exit 101). Capacity improvements are needed from Exit 101 to east of the Saluda River (Exit 85). **Corridor improvements are currently underway to address these issues and estimated to be complete in 2024.**
- **I-26:** In the Columbia area, the I-20 interchange is the primary bottleneck points during the AM peak hour and the I-126, I-20 and St. Andrews Road interchanges are the primary bottleneck points during the PM peak hour. **As part of the 5-phase Carolina Crossroads Project, corridor and interchange improvement projects have begun and all phases are currently scheduled for completion by 2029.**
- **I-26:** In the Charleston area, the U.S. 52 Connector/Ashley Phosphate Road interchange and the merge to I-526 are the primary bottleneck points during the AM peak hour and the I-526 and Ashley Phosphate Road interchanges are the primary bottleneck points during the PM peak hour. **Planning activities for the Ashley Phosphate Road Safety Improvements Project are currently underway for these areas. ROW acquisition is estimated to begin in Fall 2022 with construction start estimated for 2023.**
- **I-526:** During the PM peak hour, the primary bottleneck along I-526 eastbound is the I-26 interchange and the primary bottleneck points along I-526 westbound are the I-26 interchange,

the merge from Leeds Avenue, and the Paul Cantrell Boulevard interchange. **Preliminary activities are underway on I-526 East & West interchange and corridor improvements. Phase 1 construction estimated to start 2023.**

- **I-85**: Corridor improvements necessary to alleviate traffic congestion, improve safety, and increase capacity. Widening and rehabilitation of the existing Interstate 85 beginning at mile marker 96 and continuing to the North Carolina state line. **Corridor Improvements are currently in construction.**
- **I-85**: The Woodruff Road/I-385 interchange is the primary bottleneck for both directions of I-85 during both the AM and PM peak hours. **Preliminary activities are underway for the Woodruff Road Congestion Relief Project. Estimated construction start is to be determined.**
- **I-385**: The primary bottleneck along I-385 is the interchange with I-85. **This interchange improvement project (as part of the 85/385 Gateway project) is complete and operational.**

In October 2018, the SCDOT Commission approved the Rural Interstate Freight Mobility Improvement Program (RIFMIP). This interstate widening program specifically targets rural sections of South Carolina's interstate system with a focus on freight safety and mobility. These projects can be found on the SCDOT website under "Interstate Capacity" <https://www.scdot.org/inside/planning-project-prioritization-list.aspx>. This program is in addition to the interstate widening projects planned for urban areas of the state.

- **I-26**: between Columbia and Charleston (MM-125 to MM-194). **Corridor Improvement Project construction between mile marker 184 and 194 near Charleston began in 2022. Preliminary activities for the remaining Corridor Improvement Project are underway. Construction estimated to begin in 2023.**
- **I-26 at I-95 Interchange**: in Dorchester and Orangeburg Counties (MM-172-182 and MM 69-86). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2023.**
- **I-95**: in the Lowcountry from the Georgia State Line (MM-0 to MM-33). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2024.**
- **I-85**: in the Upstate from the Georgia State Line (MM-0 to MM-19). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2035.**
- **I-77**: in the Catawba Region (MM-65 to MM-77). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2035.**

The RIFMIP was recently re-examined in 2022 based on new Transearch data and other data that was available to initiate planning to align with an updated 2050 horizon. Three additional segments were identified for future projects which include:

- **I-95**: from US-17 (Ridgeland North) / Exit 33 to I-26 / Exit 86
- **I-95**: from the North Carolina State Line (MM 198.76) to Exit 170 (SC-327)

- **I-26:** from I-385 / Exit 51 to SC-202 / Exit 85

### **System Performance, and Freight Movement / PM-3 - Second Performance Period (2022-2025)**

For the 2<sup>nd</sup> Performance Period (2022-2025) the following targets were set in Table 7 below. To calculate travel time reliability the System Performance Group in the Planning Office observed historical trends and created scenarios to model the future impact that construction projects would have on the effected segments. *Due to the impacts of COVID-19 the years of 2020 and 2021 were excluded from the data set.* The baseline numbers below reflects the impacts of COVID-19 and the expectation is for a return to normal patterns of congestion which will negatively impact the performance measures.

Similar to Travel Time Reliability, Truck Travel Time Reliability (TTTR) was also effected by COVID-19 patterns. The expectation is for normal congestion patterns to return which will negatively impact the performance measures for TTTR. The established targets were adjusted to the 97<sup>th</sup> percentile to accommodate for the construction impact of interstate projects within the appropriate time frames.

Table 7. System Performance Measures, and Freight (2 <sup>nd</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	95.9%		89.1%		89.1%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	95.0%		85.0%		85.0%
Truck Travel Time Reliability Index (TTTR)	1.31		1.45		1.45

### **Congestion Mitigation & Air Quality Improvement Program / PM-3**

Congestion Mitigation and Air Quality Improvement Program (CMAQ) measures apply to MPOs that are within the boundaries of each U.S. Census Bureau-designated Urbanized Area (UZA) that contains a NHS road, has a population of more than one million, and contains any part of nonattainment or maintenance area for emissions. If applicable the FHWA has established measures, which became effective on May 20, 2017 to assess the following performance measures.

1. CMAQ Only - Annual hours of peak hour excessive delay per capita (PHED) – (4) four-year targets
  - Peak Hour Excessive Delay (PHED) is a measurement of traffic congestion and is expressed as annual hours of peak hour excessive delay per capita. The threshold for excessive delay is based on travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals on National Highway System (NHS) roads. Peak travel hours are defined as 6:00 to 10:00 a.m. on weekday mornings; the weekday afternoon period is 3:00 to 7:00 p.m. or 4:00 to 8:00 p.m. The total excessive delay metric is weighted by vehicle volumes and occupancy. Thus, PHED is a measure of person-hours of delay experienced on NHS roads on an annual basis.
2. CMAQ Only - Percent of non-single occupant vehicle travel (Non-SOV) – (2) two-year and (4) four-year targets
  - Non-Single Occupancy Vehicle (Non-SOV) Travel measures the percent of vehicle travel that occurs with more than one occupant in the vehicle.
3. CMAQ Only - Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction) – (2) two-year and (4) four-year targets
  - The On-Road Emissions Reduction measure represents the cumulative two-year and four-year emission reductions in kg/day for CMAQ funded projects within the boundaries of the planning area.

Table 8 provides the System Performance Congestion Mitigation and Air Quality Improvement Program. The SCDOT worked in conjunction with NCDOT and the relative MPO to develop the (2) two-year and (4) four-year targets with NCDOT taking the lead on data gathering and analysis due to most of the UZA being located in North Carolina. Trend lines in data have changed with the uncertainty involved with COVID-19 and reduced travel and social distancing practices that have affected travel behavior through the remainder of the performance period. Due to this uncertainty the (4) four-year target was elected to stay at 34.0 annual hours of Peak Hour Excessive Delay (PHED) even though the (2) two-year performance target was reduced.

To develop the Non-Single Occupancy Vehicle (SOV) travel target a conservative approach was taken based on a trend analysis that was completed. Data used for the measure was developed from the commuting to work data from the American Community Survey. The data fluctuates slightly above 21.0%. The (2) two-year performance was slightly above the (2) two-year target, but in line with the trending data that was expected.

Total Emission reduction for Nitrous Oxide (NOx) and for Volatile Organic Compounds (VOC) performance measures were less than the expected (2) two-year target due to changes in project delivery schedules and a series of challenges encountered by the project management team. Six (6) of the eight (8) CMAQ projects in the 2020 CMAQ Performance Plan were completed with two projects expected to be completed in the next performance period.

Table 8. System Performance Congestion Mitigation & Air Quality Improvement Program (1 <sup>st</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	NA	14.8	NA	9.8	34.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	21.7%	21.6%	21.0%	25.6%	21.0%
Total Emission Reductions: NOx	18.800	8.290	58.670	8.290	58.730
Total Emission Reductions: VOC	22.430	11.010	40.820	11.010	46.262

### Congestion Mitigation & Air Quality Improvement Program / PM-3

Table 9 represents the CMAQ Program for the 2<sup>nd</sup> Performance Period (January 2022 – December 2025). The unified PHED and Non-SOV targets were set in conjunction with NCDOT and represent continued uncertainty about the lingering effects from the COVID pandemic.

Total Emission reductions for Nitrous Oxide (NOx) and Volatile Organic Compounds (VOC) represent the estimated reductions benefit resulting from the CMAQ projects authorized for funding in the 2022-2025 performance period. These benefits are highly dependent on the project type and project delivery schedules.

Table 9. System Performance Congestion Mitigation & Air Quality Improvement Program (2 <sup>nd</sup> Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	9.8		34.0		34.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	25.6%		21.0%		21.0%
Total Emission Reductions: NOx	8.290		58.670		58.963
Total Emission Reductions: VOC	11.010		40.820		41.894



Mayor  
Elise Partin

Mayor Pro-Tem  
James E. Jenkins

Council Members  
Phil Carter  
Tim James  
Hunter Sox

City Manager  
Tracy Hegler

Deputy City Manager  
Jim Crosland  
Assistant City Manager  
Michael Conley

## Enclosure 3

Tracy Hegler, AICP  
City Manager  
City of Cayce  
1800 12<sup>th</sup> Street  
Cayce, SC 20933

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

February 9, 2022

Public comment period ended on March 22nd.

Reginald Simmons  
CMCOG  
236 Stoneridge Drive  
Columbia, SC 29210

No Public Comments Received

Re: UPDATED - Request for Additional Funding - Julius Felder Sidewalk Project Completion

The City of Cayce is in the process of completing COATS project P038442 – Julius Felder Street phase III sidewalk project (from Hemlock to Frink Street). This project was estimated to cost to be paid for by a TAP award \$156,941.00 and \$39,235.00 City match.

Right of way costs and increased construction costs far exceed the original award. Estimated Right of Way costs are \$200,000.00 with a 10% contingency. Additionally, construction costs have risen since the 2019 application. Thus, the City of Cayce is requesting additional funding to complete this project as scoped. The breakdown is as follows based on updated estimates from SCDOT on February 7, 2023:

Right of way	\$200,000.00
Construction Costs	\$330,000.00
Minus Existing TAP Funding	(\$114,253.97)

Total Additional Needs	\$415,706.43
Minus City Match	(\$83,149.20)

**New Request Total                      \$332,596.82**

Thank you for your time and assistance with this request.

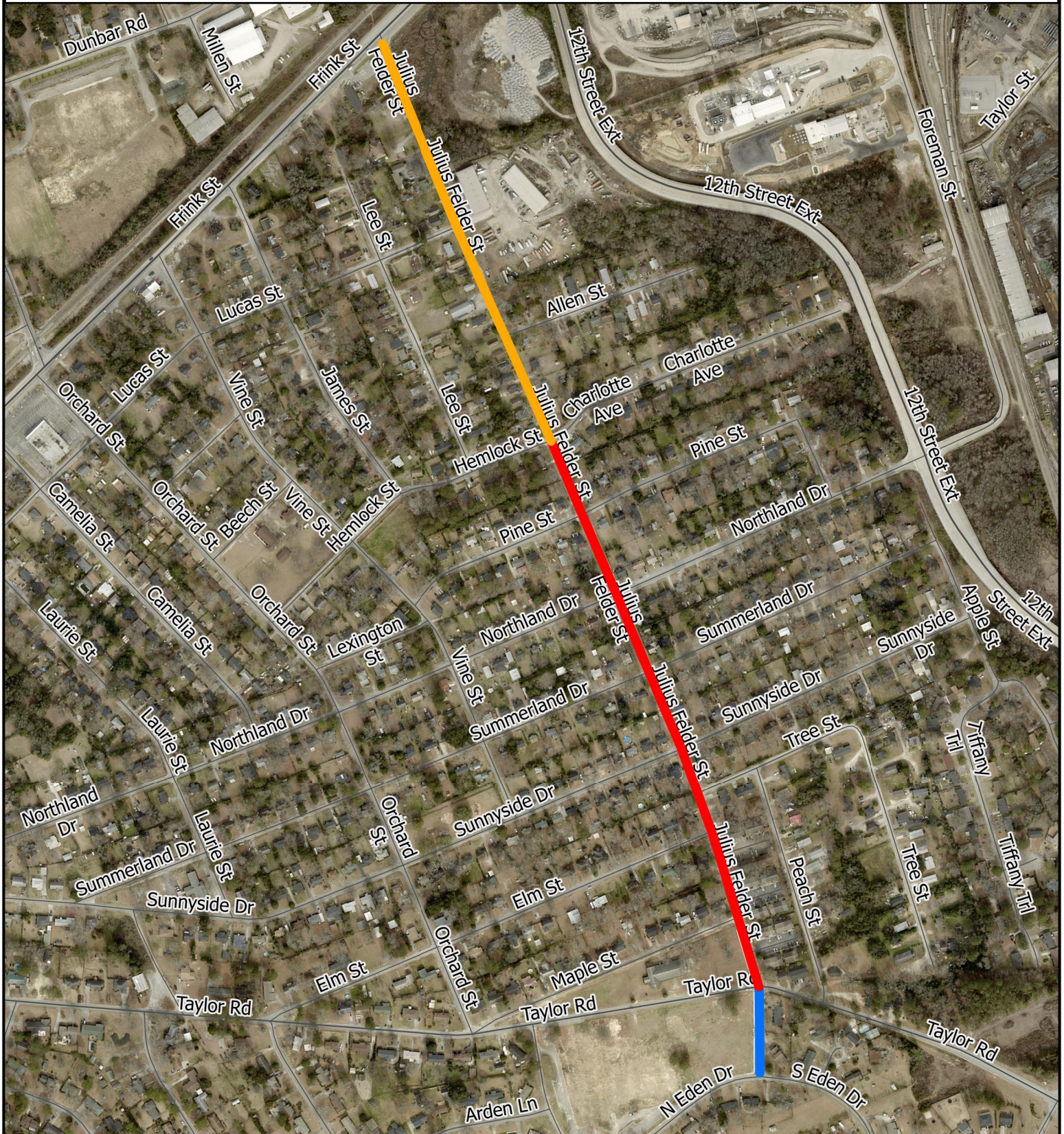
Sincerely,

Tracy Hegler, AICP  
City Manager



# Cayce Sidewalk Map

Phases 1, Phase 2 and Phase 3



## Legend

### Sidewalks

- Phase 1
- Phase 2
- Phase 3

### Roads

- Arterial
- Collector
- Local
- Limited Access Highway
- Local Connector



GIS Data DISCLAIMER: The City of Cayce disclaims all warranties and assumes no liabilities for any errors, omissions, or inaccuracies in the information provided regardless of how caused, or any decision made or action taken or not taken by any person in reliance upon any information or data furnished hereunder. Some features may not be fully geo-referenced and vetted, and as such may not be positioned at their exact geographical coordinates. Portions of the data on these maps were provided by Lexington County. For a complete copy of the Lexington County data disclaimer, please visit the following site: <https://lex-co.sc.gov/departments/planning-gis/gis-disclaimer>.

Sources: The data on this map was provided by the following sources: The City of Cayce Utilities Department, South Carolina, Lexington County GIS, South Carolina.

Created by the City of Cayce 02/07/2023



0 350 700 Feet





Approved by the CMCOG Board/MPO  
Policy Committee on February 23<sup>rd</sup>.

Public comment period ended on  
March 22<sup>nd</sup>.

No Public Comments Received

## Memorandum

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

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** February 16, 2023

**SUBJECT:** Feasibility Study: Corley Mill Road Corridor

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 Transportation Improvement Program to add \$250K to conduct a feasibility analysis for the Corley Mill Road Corridor.

### BACKGROUND

The Central Midlands Council of Governments and Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the CMCOG region and the Columbia urbanized area through the plan horizon year of 2045. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

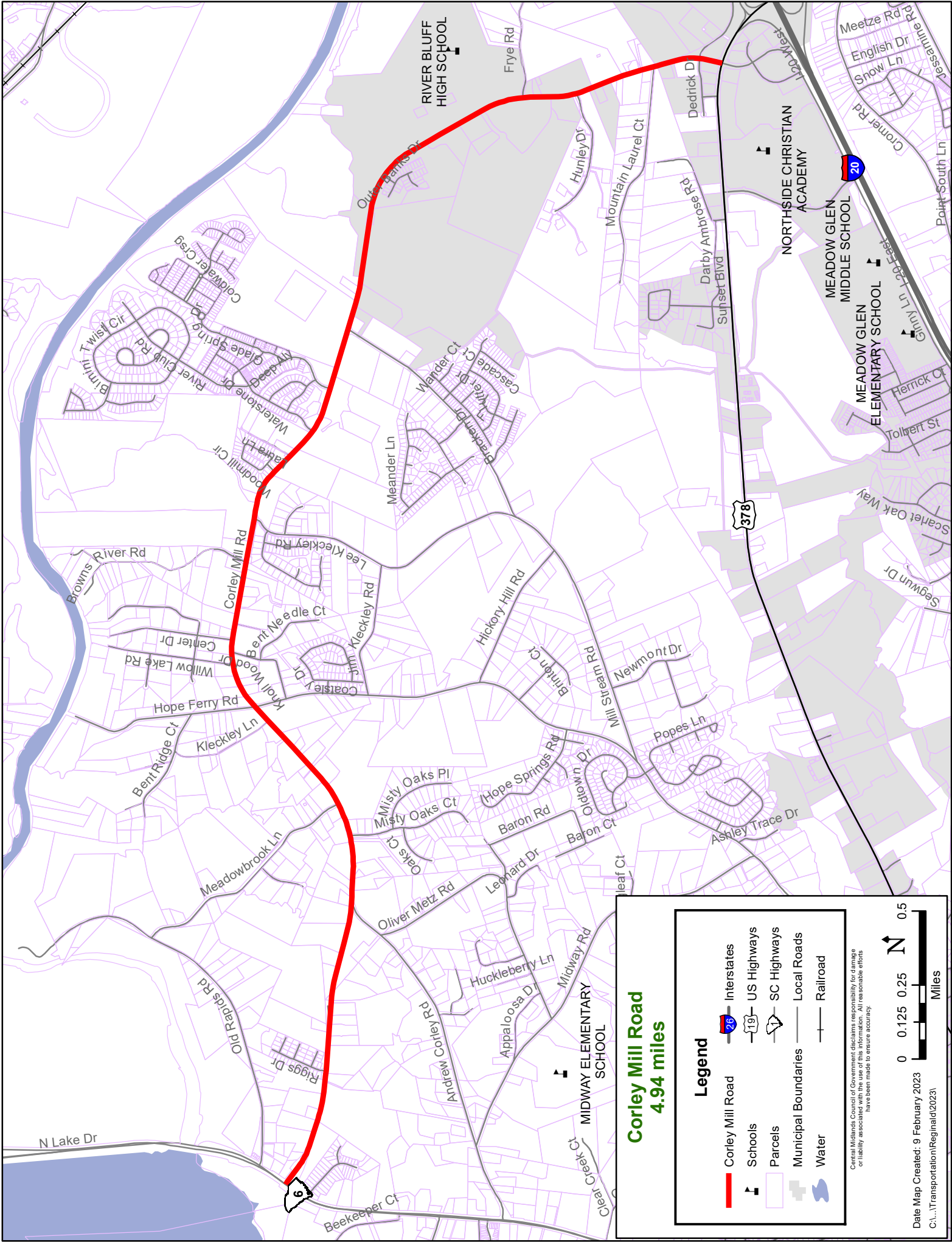
Based on this plan, a feasibility study has been requested for the Corley Mill Road Corridor. This analysis will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis.

The study will be conducted from North Lake Drive (SC 6) to Sunset Blvd (US 378)

### ATTACHMENT

Study Area Map



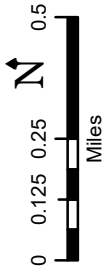


**Corley Mill Road**  
**4.94 miles**

**Legend**

- Corley Mill Road
- Schools
- Parcels
- Municipal Boundaries
- Water
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad

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



Date Map Created: 9 February 2023  
C:\...Transportation\Regional\2023\

**MEMORANDUM**

**Enclosure 5**

**TO:** MPO and COG Directors  
**FROM:** Christy A. Hall, P.E., Secretary of Transportation  
**DATE:** October 12, 2022  
**SUBJECT:** Increased Guideshare Allocation for FFY 2023

As you recall, last year the South Carolina Department of Transportation (SCDOT) Commission approved increasing the Regional Mobility Program funding level by \$100 million over a four year period. Additionally, the Commission established a minimum funding level within the program in order to ensure that any MPO or COG would be able to implement larger capital projects. Last year, we began the ramp up by increasing the Regional Mobility Program by approximately \$25 million and established a minimum funding level of \$4 million.

In anticipation of the start of a new federal fiscal year, we presented and the Commission approved, a continued ramp up of the Regional Mobility Program funding level to a new total of \$188 million (≈\$50 million over baseline). We also increased the minimum funding level of each entity up to \$5 million. Since the census data is still lagging, we utilized the previously approved (2010 population figure-based) funding distribution formula for \$40 million of the increase and approximately \$11 million to bring each region up to the \$5 million minimum.

We currently expect to receive information on expanded areas of urbanization based on the 2020 census information in December 2022. For this reason, the current allocation used the 2010 census figures, and we request that you plan and program future projects based on the FFY 2023 baseline funding numbers illustrated in the enclosure. **Please understand that these numbers may modify for future years beyond FFY 2023.** As we work through this process, we will keep you informed and communicate any future guideshare allocations modifications.

If you have any questions, please do not hesitate to reach out to SCDOT Director of Planning Machael Peterson at (803) 737- 1618.

Enclosure

ec: Justin P. Powell, Chief of Staff  
Leland D. Colvin, P.E., Deputy Secretary for Engineering  
Madeleine Hendry, Acting Deputy Secretary for Finance and Administration  
Brent L. Rewis, P.E., Deputy Secretary for Intermodal Planning  
Machael M. Peterson, Director of Planning



## Regional Mobility Program FFY 2023 Allocation

Allocate \$40M over original Baseline using Current Formula and an additional \$11M (+/-) to bring everyone up to a \$5M minimum

COG	2021 Guideshare (Baseline)	2022 Guideshare (1st Increase)	2023 Guideshare Component by formula	Additional allocation to bring up to \$5M Minimum	TOTAL 2023 Guideshare	Year over Year Increase	Total Increase Over Baseline
Applachian	\$7,579,497	\$8,690,986	\$9,802,475		\$9,802,475	\$1,111,489	\$2,222,978
BCD	\$2,181,422	\$4,000,000	\$2,821,208	\$2,178,792	\$5,000,000	\$1,000,000	\$2,818,578
Catawba	\$4,903,284	\$5,622,322	\$6,341,360		\$6,341,360	\$719,038	\$1,438,076
Central Midlands	\$2,883,809	\$4,000,000	\$3,729,597	\$1,270,403	\$5,000,000	\$1,000,000	\$2,116,191
Lowcountry	\$2,688,118	\$4,000,000	\$3,476,512	\$1,523,488	\$5,000,000	\$1,000,000	\$2,311,882
Lower Savannah	\$5,489,253	\$6,294,220	\$7,099,187		\$7,099,187	\$804,967	\$1,609,934
Pee Dee	\$6,622,076	\$7,593,165	\$8,564,254		\$8,564,254	\$971,089	\$1,942,178
Santee Lynches	\$3,208,717	\$4,000,000	\$4,149,796	\$850,204	\$5,000,000	\$1,000,000	\$1,791,283
Upper Savannah	\$6,263,156	\$7,181,611	\$8,100,067		\$8,100,067	\$918,455	\$1,836,911
Waccamaw	\$3,187,564	\$4,000,000	\$4,122,440	\$877,560	\$5,000,000	\$1,000,000	\$1,812,436
<b>Sub-Total</b>	<b>\$45,006,896</b>	<b>\$55,382,305</b>	<b>\$58,206,896</b>	<b>\$6,700,448</b>	<b>\$64,907,344</b>	<b>\$9,525,039</b>	<b>\$19,900,448</b>
MPO	2021 Guideshare (Baseline)	2022 Guideshare (1st Increase)	2023 Guideshare Component by formula	Additional allocation to bring up to \$5M Minimum	TOTAL 2023 Guideshare	Year over Year Increase	Total Increase Over Baseline
ANATS	\$2,815,237	\$4,000,000	\$3,614,460	\$1,385,540	\$5,000,000	\$1,000,000	\$2,184,763
ARTS (TMA)	\$3,593,769	\$4,103,890	\$4,614,011	\$385,989	\$5,000,000	\$896,110	\$1,406,231
CHATS (TMA)	\$19,026,279	\$21,726,983	\$24,427,686		\$24,427,686	\$2,700,704	\$5,401,407
COATS (TMA)	\$19,199,741	\$21,925,067	\$24,650,393		\$24,650,393	\$2,725,326	\$5,450,652
FLATS	\$3,107,082	\$4,000,000	\$3,989,158	\$1,010,842	\$5,000,000	\$1,000,000	\$1,892,918
GPATS (TMA)	\$18,077,921	\$20,644,009	\$23,210,097		\$23,210,097	\$2,566,088	\$5,132,176
GSATS (TMA)	\$7,599,944	\$8,678,725	\$9,757,507		\$9,757,507	\$1,078,781	\$2,157,563
LATS	\$4,625,288	\$5,281,829	\$5,938,370		\$5,938,370	\$656,541	\$1,313,082
RFATS (TMA)	\$6,035,144	\$6,891,808	\$7,748,473		\$7,748,473	\$856,664	\$1,713,329
SPATS	\$6,376,359	\$7,281,457	\$8,186,556		\$8,186,556	\$905,098	\$1,810,197
SUATS	\$2,536,368	\$4,000,000	\$3,256,422	\$1,743,578	\$5,000,000	\$1,000,000	\$2,463,632
<b>Sub-Total</b>	<b>\$92,993,132</b>	<b>\$108,533,768</b>	<b>\$119,393,132</b>	<b>\$4,525,949</b>	<b>\$123,919,081</b>	<b>\$15,385,312</b>	<b>\$30,925,949</b>



December 9, 2022

Ms. Christina Lewis  
Transportation Planner  
South Carolina Department of Transportation  
955 Park Street, Room 516  
Columbia, SC 29202

Approved by the CMCOG Board/MPO  
Policy Committee on December 8<sup>th</sup>.

Public comment period ended on  
March 22<sup>nd</sup>.

No Public Comments Received

**RE: Acceptance of 2019 – 2023 SCDOT Safety Performance Measures**

Dear Ms. Lewis:

The Columbia Area Transportation Study Metropolitan Planning Organization approved and adopted an amendment to the agency's 2045 Long Range Transportation Plan on December 8, 2022, incorporating the SCDOT Performance Measures and Targets.

For the 2023 performance period, the Columbia Area Transportation Study Metropolitan Planning Organization has elected to accept and support the State of South Carolina DOT targets for the PM1 Safety Performance Measures as described below:

**Performance Measure 2019 – 2023 Statewide Targets**

Total Number of Fatalities	1,119
Fatality Rate per 100 Million Vehicle Miles Traveled	1.940
Total Number of Serious Injuries	2,868
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.960
Total Number of Non-motorized Fatalities and Serious Injuries	485

The amended 2045 Long Range Transportation Plan is available for viewing on our website at [www.centralmidlands.org](http://www.centralmidlands.org). If you have any questions or need any additional information, please do not hesitate to contact me at 803-744-5133 or by email at [rsimmons@centralmidlands.org](mailto:rsimmons@centralmidlands.org). Thank you for your interest in this matter.

Sincerely,

Reginald Simmons  
Deputy Executive Director/Transportation Director





## RESOLUTION

### RESOLUTION AUTHORIZING THE COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION TO ADOPT THE SAFETY PERFORMANCE MANAGEMENT TARGETS AS APPROVED BY THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

**WHEREAS**, Federal regulations require that the Long Range Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and,

**WHEREAS**, the South Carolina Department of Transportation in coordination with the Federal Highway Administration has reviewed the requirement to adopt the following 2019 - 2023 Safety Performance Management Targets by August 31, 2022; and,

#### Performance Measures 2019 – 2023 Statewide Targets

Total Number of Fatalities	1,119
Fatality Rate per 100 Million Vehicle Miles Traveled	1.940
Total Number of Serious Injuries	2,868
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.960
Total Number of Non-motorized Fatalities and Serious Injuries	485

**WHEREAS**, the adoption the Safety Performance Management Targets by the South Carolina Department of Transportation begins a 180-day time period for metropolitan planning organizations to evaluate and set regionally specific targets or accept and support the state's targets; and,

**WHEREAS**, the Policy Committee of the Columbia Area Transportation Study Metropolitan Planning Organization in coordination with the Federal Highway Administration and the South Carolina Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the metropolitan transportation planning process; and,

**WHEREAS**, the Transportation Subcommittee at its meeting on November 10, 2022 recommended that MPO Policy Committee support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

**WHEREAS**, the Technical Committee at its meeting on October 25, 2022 recommended that MPO Policy Committee support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,

**NOW, THEREFORE BE IT RESOLVED BY THE COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION:**

1. The Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee concurs with the recommendation of the Transportation Subcommittee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.
2. The Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee concurs with the recommendation of the Technical Advisory Committee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.

**CERTIFICATION**

**THE UNDERSIGNED** is the duly qualified Chairman of Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at an open meeting of the Central Midlands Council of Governments held on December 8, 2022.

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Foster Senn, MPO Chairman  
Columbia Area Transportation Study  
Metropolitan Planning Organization

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Reginald Simmons, MPO Director  
Columbia Area Transportation Study  
Metropolitan Planning Organization

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Witness

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Witness



December 9, 2022

Ms. Christina Lewis  
Statewide Planning Manager  
South Carolina Department of Transportation  
955 Park Street, Room 516  
Columbia, SC 29202

Approved by the CMCOG Board/MPO  
Policy Committee on December 8<sup>th</sup>.

Public comment period ended on  
March 22<sup>nd</sup>.

No Public Comments Received

**RE: Acceptance of 2019 – 2023 SCDOT Safety Performance Measures**

Dear Ms. Lewis:

The Board of Directors of the Central Midlands Council of Governments approved and adopted an amendment to the agency's 2045 Long Range Transportation Plan on December 8, 2022 incorporating the SCDOT Performance Measures and Targets.

For the 2023 performance period, the Central Midlands Council of Governments Board of Directors has elected to accept and support the State of South Carolina DOT targets for the PM1 Safety Performance Measures as described below:

**Performance Measure 2019 – 2023 Statewide Targets**

Total Number of Fatalities	1,119
Fatality Rate per 100 Million Vehicle Miles Traveled	1.940
Total Number of Serious Injuries	2,868
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.960
Total Number of Non-motorized Fatalities and Serious Injuries	485

The amended 2045 Long Range Transportation Plan is available for viewing on our website at [www.centralmidlands.org](http://www.centralmidlands.org). If you have any questions or need any additional information, please do not hesitate to contact me at 803-744-5133 or by email at [rsimmons@centralmidlands.org](mailto:rsimmons@centralmidlands.org). Thank you for your interest in this matter.

Sincerely,

Reginald Simmons  
Deputy Executive Director/Transportation Director



## RESOLUTION

### RESOLUTION AUTHORIZING THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS TO ADOPT THE SAFETY PERFORMANCE MANAGEMENT TARGETS AS APPROVED BY THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

**WHEREAS**, Federal regulations require that the Long Range Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and,

**WHEREAS**, the South Carolina Department of Transportation in coordination with the Federal Highway Administration has reviewed the requirement to adopt the following 2019 - 2023 Safety Performance Management Targets by August 31, 2022; and,

#### Performance Measures 2019 – 2023 Statewide Targets

Total Number of Fatalities	1119
Fatality Rate per 100 Million Vehicle Miles Traveled	1.940
Total Number of Serious Injuries	2,868
Serious Injury Rate per 100 Million Vehicle Miles Traveled	4.960
Total Number of Non-motorized Fatalities and Serious Injuries	485

**WHEREAS**, the adoption the Safety Performance Management Targets by the South Carolina Department of Transportation begins a 180-day time period for councils of governments to evaluate and set regionally specific targets or accept and support the state's targets; and,

**WHEREAS**, the Central Midlands Council of Governments Board of Directors in coordination with the Federal Highway Administration and the South Carolina Department of Transportation has reviewed the requirement to adopt Safety Performance Management Targets for use in the transportation planning process; and,

**WHEREAS**, the Rural Transportation Committee at its meeting on September 8, 2022 recommended approval to support the Safety Performance Management Targets approved by the South Carolina Department of Transportation; and,



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

1. The Central Midlands Council of Governments Board of Directors concurs with the recommendation of the Rural Transportation Committee to support the Safety Performance Management Targets as approved by the South Carolina Department of Transportation.

**CERTIFICATION**

**THE UNDERSIGNED** is the duly qualified Chairman of Central Midlands Council of Governments Board of Directors, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at an open meeting of the Central Midlands Council of Governments held on December 8, 2022.

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Foster Senn, Chairman  
Central Midlands Council of Governments

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Rebecca Vance, Interim Executive Director  
Central Midlands Council of Governments

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Witness

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Witness



Approved by the CMCOG Board/MPO Policy Committee on January 26<sup>th</sup>.

Public comment period ended on March 22<sup>nd</sup>.

No Public Comments Received

## Memorandum

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

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** January 19, 2023

**SUBJECT:** Feasibility Study: US 76 Corridor

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 Transportation Improvement Program to add \$100K to conduct a feasibility analysis for the US 76 Corridor.

### BACKGROUND

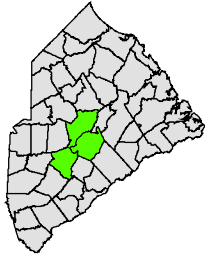
The Central Midlands Council of Governments and Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the CMCOG region and the Columbia urbanized area through the plan horizon year of 2045. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Based on this plan, a feasibility study has been requested for the US 76 corridor. This analysis will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis.

The following segment has been identified for the feasibility analysis:

- US 76 – From Lindler Field Road (Little Mountain) to the Lexington County Line

# SC 6 and US 76/ US 176 Corridors



### Legend

Corridor

F - 4.55

G - 20.16

Municipal Boundaries

Interstates

US Highways

SC Highways

Local Roads

Water

County Boundary

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

Prepared By:  
Central Midlands Council of Governments  
236 Stoneridge Drive  
Columbia, SC 29210  
Phone: (803) 376-5390

Date Map Created: 21 October 2022  
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Corridor	Road Name	Start Stop	Miles
F	SC 6	from Bush River Road to US 76	4.55
G	US 76/176	from Lindler Field Road to Harbison Blvd	20.16



Approved by the CMCOG Board/MPO Policy Committee on January 26<sup>th</sup>.

Public comment period ended on March 22<sup>nd</sup>.

No Public Comments Received

## **Memorandum**

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

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** January 19, 2023

**SUBJECT:** Road Improvement Feasibility Studies

### **REQUESTED ACTION**

The Central Midlands Council of Governments staff requests approval to amend the 2020 – 2027 Transportation Improvement Program to add \$700K to conduct feasibility studies for several road improvement projects.

### **BACKGROUND**

In order to avoid potential items that could stop a transportation project for being fully developed, the South Carolina Department of Transportation (SCDOT) developed a process called the Advanced Project Planning Report (APPR). The intention of this report was to conduct a preliminary evaluation within the study area of a proposed project to identify the potential benefits, impacts and areas of concern to the human and natural environment. SCDOT has since upgraded this effort to the newly developed feasibility report which will be more detailed than the APPRs but will serve the same focus as identifying potential showstoppers to a project.

The Central Midlands Council of Governments and Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the CMCOG region and the Columbia urbanized area through the plan horizon year of 2045. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Based on this plan, a feasibility study has been requested for several rural road improvement corridors. This analysis will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis.

The following projects have been identified for the feasibility analysis:

- A. Church Street (US 321) - From Burton Gunter Road to SC 692 – \$125K
- B. Kendall Road – From Boundary Street to Nance Street – \$150K
- C. Pine Street (SC 302) - From Fish Hatchery Road to Cedar Creek Road – \$250K
- D. E. 5th Street/Redmond Mill Road (SC 692) - From Church Street (US 321) to Calhoun Road – \$175K

### **ATTACHMENT**

Project Location Maps

# Road Improvement Feasibility Study

## Church Street (US 321)



### Legend

- Projects
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Water
- Municipal Boundaries
- County Boundary

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Date Map Created: 10 January 2023

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








# Road Improvement Feasibility Study

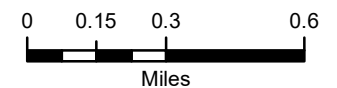
## Kendall Road



### Legend

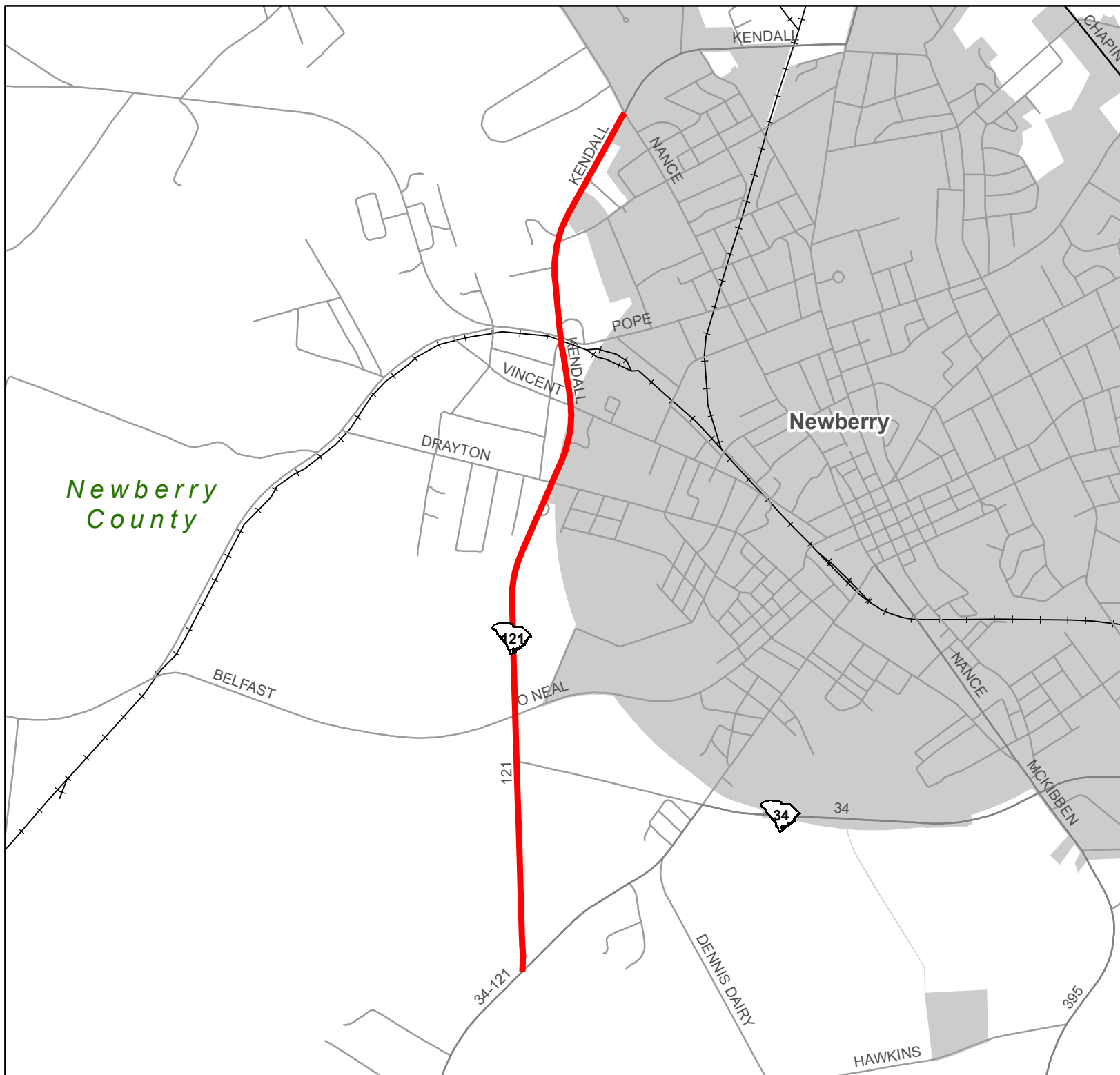
- Projects
-  Interstates
-  US Highways
-  SC Highways
-  Local Roads
-  Railroad
-  Water
-  Municipal Boundaries
-  County Boundary

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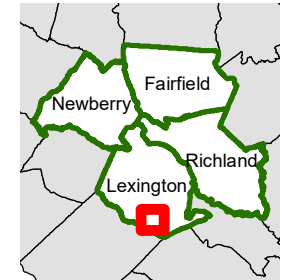
Date Map Created: 10 January 2023

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# Road Improvement Feasibility Study

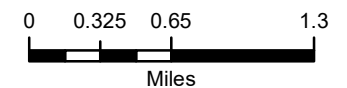
Pine Street (SC 302)



## Legend

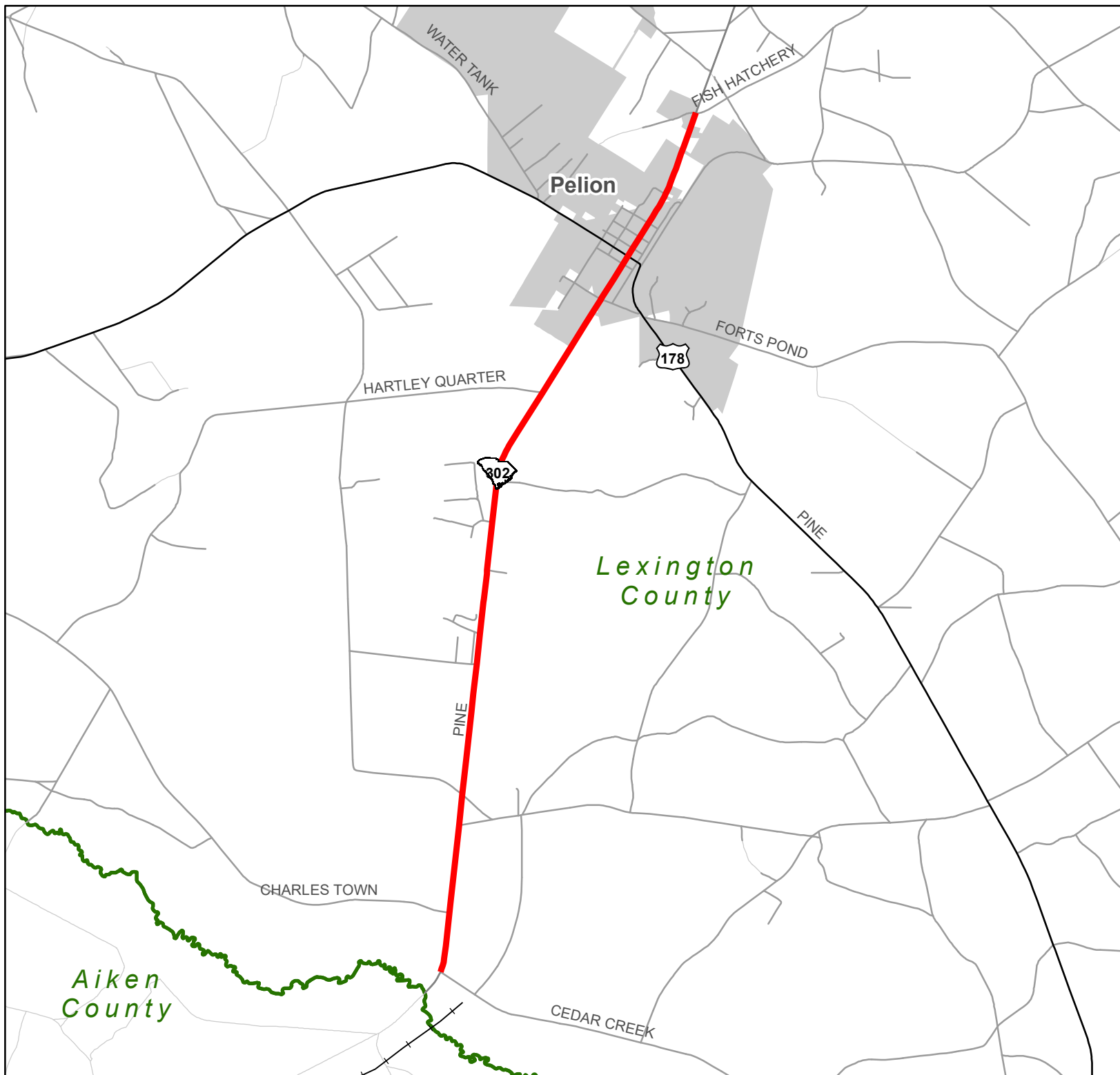
- Projects
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Water
- Municipal Boundaries
- County Boundary

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Date Map Created: 10 January 2023

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# Road Improvement Feasibility Study

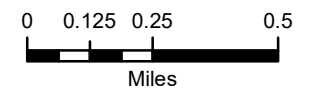
E. 5th Street/  
Redmond Mill Road  
SC 692



## Legend

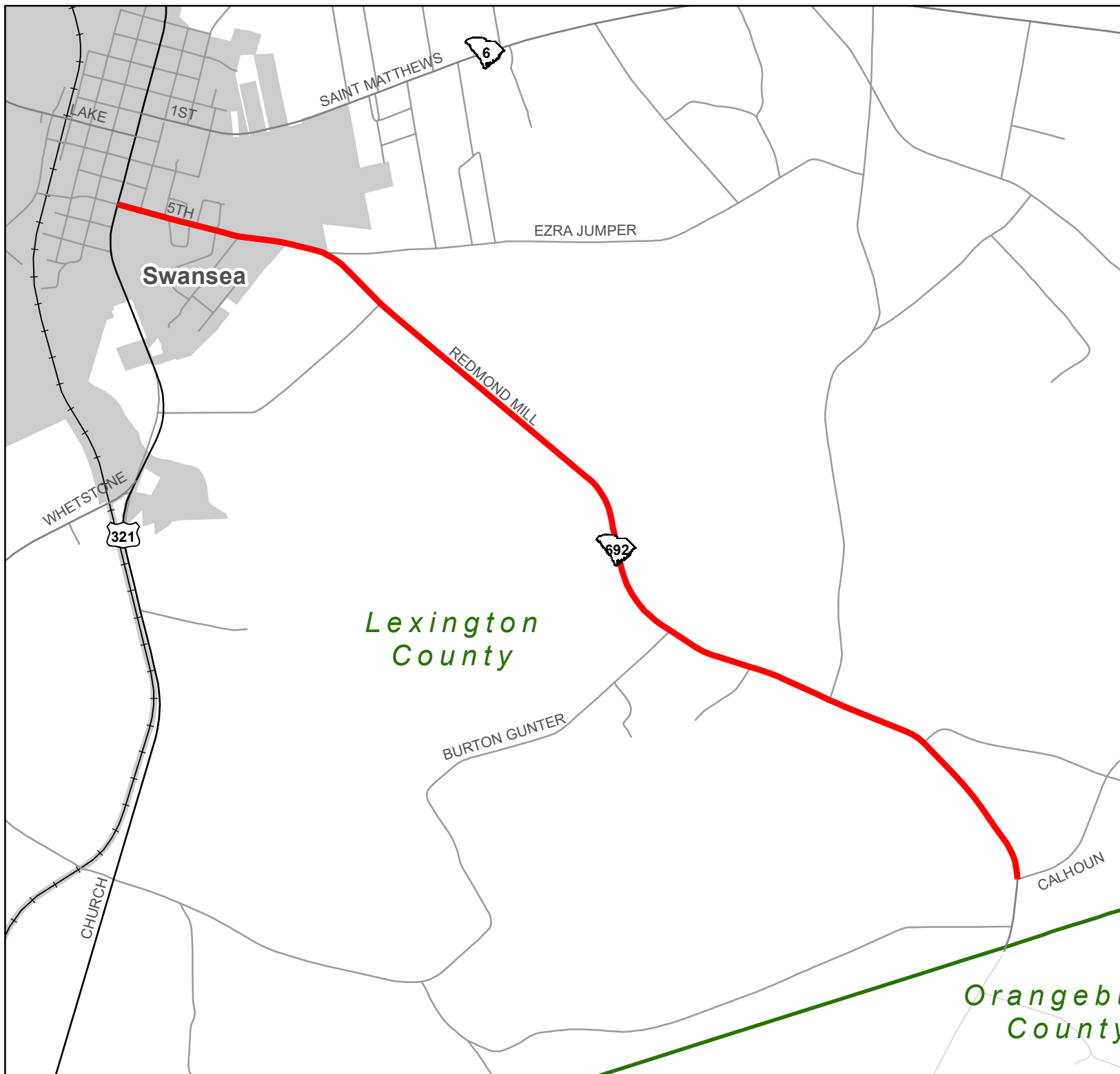
- Projects
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Date Map Created: 10 January 2023

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**DATE: 3/22/23**

**TO: CMCOG Board Members**

**FROM: Rebecca Vance, Interim Executive Director**

**SUBJECT: Proposed Hiring Process for Executive Director**

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Below is the proposed timeline for the advertising, interviewing and hiring of a new Executive Director. Please let me know if you have any questions or concerns.

March 30, 2023	Board approval to move forward
March 31, 2023	Advertisement posted
April 21, 2023	Applications due
April 24, 2023	Information for qualified applicants sent to Executive Committee
May 1, 2023	Top 5-7 candidates due from each Executive Committee member
May 2, 2023	Executive Committee meeting will be held at lunch via Zoom to discuss and determine candidates to be interviewed
Week of May 8, 2023	Interviews conducted by Search Committee
May 18, 2023	Reception from 5:30-8:30 for Board Members to meet top candidates – Location TBD
June 1, 2023	Hiring recommendation from Executive Committee to Full Board



## **CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS EXECUTIVE DIRECTOR JOB DESCRIPTION**

### **GENERAL PURPOSE:**

The Executive Director of the Central Midlands Council of Governments (CMCOG) is appointed by and serves at the pleasure of the Board of Directors of CMCOG. The Executive Director is responsible for the implementation of executive level administration, daily operations, supervision of all staff, fiscal management, and public relations on behalf CMCOG and for the benefit of its member organizations. The Executive Director will implement the policies and directives of the CMCOG Board of Directors through effective and efficient administration of the various departments of the CMCOG; providing enhanced communication between various echelons of the organization, the Board and the public; representation of the CMCOG at the Federal, State, or local level; to provide highly responsible and responsive administrative support to the Board and Executive Committee and performance of other related duties as deemed necessary.

### **KEY CHALLENGE AND OBJECTIVE:**

The core challenge for the Executive Director of the CMCOG is to understand the shared concerns of member organizations and to build consensus around activities that can be jointly pursued in the future and to ensure the legitimate value of the existing programs for the benefit of the entire four-county region.

Additionally, it is incumbent upon the Executive Director to learn the varied programs, advocate for the programs, expand the programs and seek additional grant opportunities for the benefit of the four-county region as a whole and individually as appropriate.

### **ESSENTIAL DUTIES AND RESPONSIBILITIES:**

#### **ADMINISTRATION:**

- Direct, manage and implement the goals, programs, policies and priorities established and approved by the CMCOG Board.
- Assist the CMCOG Board in determining strategic long-term plans and annual goals for the organization.
- Facilitate and develop the preparation and presentation of the annual CMCOG budget



for adoption by the CMCOG Board and coordinate and implement the administration of the final adopted budget.

- Prepare Bi-monthly fiscal reports, policy reviews, or other studies as required and make presentations or have the appropriate staff make presentations to the Board regarding the status of implementation or action versus the stated or directed goals and objectives of such policies or programs.
- Coordinate the preparation of the CMCOG meeting agendas and evaluate requested agenda items; inform the CMCOG Board of pertinent items on agendas that require particular attention or concern; provide background information on matters being presented to them.
- Represent the CMCOG in meetings with representatives from other jurisdictions, private industry, and members of the public to respond to inquiries, resolve problems, negotiate agreements, and study potential changes which impact the CMCOG Region.
- Respond to citizen complaints directly by gathering facts, determining solutions, or referring to appropriate staff for corrective action.
- Maintain a public organizational presence in the press and communities and ensure ongoing, open, and informative communications with the membership.
- Implement and monitor system of financial controls and reporting required for fiscal accountability to the Board, grantor agencies and other appropriate State and Federal offices.
- Responsible for supervision and management of annual audit and related issues such as identification and resolution of shared expenses.
- Negotiate contracts, agreements and present options on a variety of administrative, fiscal and special projects; analyze and prepare recommendations on special contract requests; monitor the administration of terms and conditions of all contracts or agreements with the CMCOG and upon knowledge of any violation thereof, report the same to the CMCOG Board.

#### **MANAGEMENT:**

- Provide leadership and direction to CMCOG Department Chiefs to facilitate achievement of the CMCOG goals and objectives; continuously monitor and evaluate the efficiency and effectiveness of CMCOG service delivery methods and procedures.
- Supervise the activities of the department; assess and monitor workload, monitor expenditures of annual budgets and monitor internal reporting relationships; coordinate department activities with other departments and agencies as needed;



identify opportunities for improvement and direct the implementation of changes.

- Coordinate and facilitate regularly scheduled meetings with CMCOG Department Chiefs, to identify and resolve issues, act on opportunities, and assign projects and programmatic areas of responsibility.
- Promote a collaborative working environment, provide opportunities for board and staff development and identify and encourage opportunities for staff and board interaction.
- Assume full management responsibility for all assigned services and activities of the CMCOG organization including but not limited to; all Human Resources processes and procedures including the responsibility for development and implementation of personnel policies and compensation schedules; and the responsibility for hiring supervision, evaluation, compensation, coordination, development, and discipline of staff.
- Maintain a close working relationship with each member jurisdiction, keeping members involved and informed on the programs and activities of the organization and on issues of regional concern.
- Responsible for membership relations including training, orientation and development of newboard members.
- Assess member needs on an annual basis to identify opportunities for intergovernmental cooperation, and report to members on the availability of resources and convey this information to staff and the Council.
- Advise Council and staff on issues of legislative activity, regional cooperation and related policy and programmatic opportunities and considerations, participate and interface with the legislative process as directed by the Board.
- Coordinate with other external organizations such as SC Department of Transportation, SC Department of Employment and Workforce, SC Department on Aging, etc. as needed to coordinate CMCOG programs, activities, and resources.
- Function as a liaison between the CMCOG Board, Elected Officials, staff and the public to disseminate information, directives, and policies on behalf of the CMCOG Board.
- Perform other job-related duties and responsibilities as needed and or assigned by the CMCOG Board.



## **MINIMUM REQUIREMENTS:**

### **Education and Experience**

Bachelor's degree in Public Administration, Business Administration or a closely related field and a minimum of 5-10 years senior level management experience; experience in the public sector is encouraged. A master's degree is preferred however, related experience and/or training or combination of experience, training and education will be appropriately considered.

### **Profile of the Traits of the Ideal Candidate:**

- High emotional intelligence with the ability to build internal and external relationships with finesse to advance the mission of the agency.
- Must be able to drive innovation; explore new potential service delivery models and organizational adjustments to remain effective and relevant.
- Collaborative, cooperative and focused on establishing teamwork and diversity. Collaboration and cooperation are essential to our rural four-county area.
- Must continually seek to understand the commonalities as well as the difference between member governments to explore ways to advance the member governments individually and as a collective body.
- Must be a highly organized individual who the ability to manage multiple projects at one time, in addition to understanding the disparate rules that apply to each grant program.
- Must possess high cognitive flexibility to adapt to an evolving environment.
- Must be an engaging individual as you will have to engage with local, state and federal elected officials in addition to the public at large as the face of the agency.
- Continual learner
- Must be a proactive problem solver.

### **Desired Knowledge, Skills and Abilities:**

- Knowledge of operations, services and activities of governments including concepts of administrative relationships with counties, cities or towns.
- Knowledge of principles and practices of public administration.
- Knowledge of the principles of employment practices such as supervision, training, performance evaluations.
- Knowledge of the rules and regulations governing public meetings.
- Knowledge of pertinent Federal, State, and local codes, laws, and regulations.
- Excellent verbal and written communication skills.



- Computer skills: Advanced proficiency using Microsoft Office X Suite of programs.
- Office Equipment: Ability to operate standard office equipment including telephones, calculators, copiers, fax machines, cell phone, etc.
- Ability to respond to inquiries or complaints from and to establish and maintain positive working relationships with Boards, the business community, consultants, developers, governmental agencies, and the general public.
- Ability to work with mathematical concepts such as probability and statistical theory; apply concepts such as fractions, percentages, ratios, and proportions to practical situations.
- Ability to read, analyze, and interpret common scientific and technical journals, financial reports, and legal documents.
- Ability to define problems, collect data, establish facts, and formulate conclusions.

**Other Requirements:**

- Valid South Carolina Driver's License
- Must pass background check

**Criteria For Evaluation:**

The CMCOG Council will complete an annual evaluation in October each year for the Executive Director. Annual performance goals are established in the formal review process and reflect the requirements of this position as described above and will also include initiative, motivation, research, analysis, communication and supervision skills, attitude, mature judgment, flexibility, ability to perform under pressure and meet deadlines, coordination with staff, council and membership, and growth in capabilities, skills and technical ability to effectively complete duties and responsibilities.

**Pay Info:**

The salary for the position will be competitive and is negotiable based on the candidate's qualifications and experience.

**Benefits:**

The CMCOG offers a competitive benefits package that includes participation in PEBA State Retirement and Health Insurance.



**Position Hours:**

8:30 a.m. to 5 p.m., Monday through Friday - hours may also vary

**How to Apply:**

Submit cover letter, resume, and references to Rebecca Vance by email ([rvance@centralmidlands.org](mailto:rvance@centralmidlands.org)) or by mail/hand delivery (CMCOG, Attn: Rebecca Vance, 236 Stoneridge Drive Columbia, SC 29210).

**Deadline:**

Applications should be submitted by April 15, 2023, but may continue to be accepted beyond that date as needed to ensure an adequate pool of qualified candidates.

**This description is not intended and should not be construed, to be an exhaustive list of all responsibilities, skills, efforts, or working conditions associated with this job. It is intended to reflect the principal job elements essential for making compensation decisions.**

CMCOG is an Equal Opportunity Employer and does not discriminate on the basis of age, disability, gender/sex, race, color, religion, national origin, veterans' status, or genetic information.