



## Memorandum

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

**FROM:** Paul Livingston, Chairperson

**DATE:** May 2, 2024

**SUBJECT:** **Next Meeting: May 9, 2024**

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Please be advised that the business of the CMCOG Transportation Subcommittee will be conducted on **Thursday, May 9<sup>th</sup>, at 12:00 p.m.** in the CMCOG Virtual Conference Room. Enclosed, please find an agenda and support materials for your review.

**Please note that this meeting will be held virtually using a Zoom platform. The phone number can be found on the attached agenda.**

**Please be advised that in order for the Subcommittee to conduct business, a quorum of three (3) out of the six (6) local governments or appointed members must be present. Delays in conducting business may result in delays to the flow of funding to CMCOG for carrying out transportation planning activities, so please don't forget to mark your calendars.**

If you have any questions or need any additional information, please do not hesitate to contact Reginald Simmons of the CMCOG staff. Reginald can be reached at 803-744-5133 or by email at [rsimmons@centralmidlands.org](mailto:rsimmons@centralmidlands.org). Thank you for your time, dedication, and service as I look forward to seeing each of you on **May 9<sup>th</sup>**.

Enclosures

AGENDA

TRANSPORTATION SUBCOMMITTEE

THURSDAY, MAY 9, 2024

MEETING TIME: 12:00 PM TO 1:00 PM

Meeting ID: 895 3887 8268 ♦ Passcode: 382016 ♦ Dial-In Number (646) 558 8656

OVERALL AGENDA

- 1. Welcome, Introductions, and Call to Order ..... Paul Livingston
- 2. Invocation.....Open
- 3. Determination of a Quorum ..... Entire Group

**ACTION** → 4. Approval of the March 14, 2024 Meeting Minutes ..... Entire Group  
(Enclosure 1)

**ACTION** → 5. TIP Amendment – FY 2021 Sections 5307 & 5310 ARP Funds for CMRTA...R. Simmons  
In accordance with federal guidance, CMCOG is the designated recipient of Sections 5307 & 5310 funds. CMCOG has transferred federal funds under the FY 2021 Sections 5307 & 5310 ARP Program to CMRTA for future programming. CMRTA has completed their programming and submitted their projects for inclusion in the 2023-2033 TIP. (Enclosure 2)

**ACTION** → 6. TIP Amendment – FY 2021 Section 5339 Funds for CMRTA .....R. Simmons  
In accordance with federal guidance, CMCOG is the designated recipient of Section 5339 funds. CMCOG has transferred federal funds under the FY 2021 Section 5339 Program to CMRTA for future programming. CMRTA has completed their programming and submitted their projects for inclusion in the 2023-2033 TIP. (Enclosure 3)

**ACTION** → 7. TIP Amendment – FY 2020 Section 5307 Funds for CMRTA .....R. Simmons  
In accordance with federal guidance, CMCOG is the designated recipient of Section 5307 funds. CMCOG has transferred federal funds under the FY 2020 Section 5307 Program to CMRTA for future programming. CMRTA has completed their programming and submitted their projects for inclusion in the 2023-2033 TIP. (Enclosure 4)

**ACTION** → 8. FY 2024 CMRTA TAM Plan.....R. Simmons  
Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan. CMRTA is a Tier II agency which means that they are a direct recipient of Section 5310 and/or 5307 Funds. Staff will request the adoption of the FY 2024 CMRTA Transit Asset Management Plan. (Enclosure 5)

**ACTION** → 9. Title VI Plan Update.....R. Simmons  
Under federal requirements, every three (3) years CMCOG must update its Title VI Plan. Staff has completed this update using the most current census data. Staff will present this plan for approval. (Enclosure 6)

**ACTION**

→ 10. **2023 – 2033 TIP Amendment – Assembly Street Phase 2.....R. Simmons**  
CMCOG in partnership with the City of Columbia will propose to add funding to the Assembly Street Phase 2 project. This project features pedestrian safety, ADA compliance, and enhancements along the Assembly Street corridor from Pendleton Street to Lady Street. In addition to the enhancements, the project will evaluate undergrounding of utilities and installation of traffic signal poles and mast arms throughout the project corridor. This is a continuation of the Assembly Street Phase I project, which spanned from Blossom Street to Pendleton Street. (Enclosure 7)

11. **Old/New Business.....R. Simmons**

12. **Public Comments ..... Open**

13. **Adjourn..... Paul Livingston**

**MEETING SUMMARY**

Transportation Subcommittee

March 14, 2024

<u>Organization</u>	<u>Members Present</u>	<u>Others Attending</u>
Richland County:	Paul Livingston (Chair)	
Lexington County:	Charli Wessinger Todd Cullum	Holland Leger
City of Cayce:	Elise Partin	
Forest Acres:	Haskell Kibler	
City of Columbia	Will Brennan	
ABLESC	Brittany Terry	
CMRTA:	Maurice Pearl	Michelle Ransom
SCDOT:		Joey McIntyre David Gray Samantha Carr Guillermo Espinosa Jim Walden
Kimley Horn:		Jonathan Guy Joe Robertson
CMCOG Staff:		Reginald Simmons Britt Poole Roland Bart

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

Paul Livingston welcomed everyone and called the meeting to order at 12:00 p.m.

**2. Invocation**

Chari Wessinger gave the invocation.

**3. Determination of a Quorum**

It was determined that a quorum was present.

**4. Approval of the January 11, 2024 Meeting Minutes**

*A motion was made by Todd Cullum to approve the minutes of January 11, 2024. The motion was seconded by Will Brennan. All were in favor and the minutes were approved.*

**5. Update on the Regional Bike-Ped Accommodations Master Plan**

Guillermo Espinosa of SCDOT provided an overall of this project. The South Carolina Department of Transportation (SCDOT) is seeking to establish a process to promote, prioritize, coordinate, and determine the need and feasibility of walking, biking, and transit accommodations (first-mile/last-mile) for all users of the state-owned highway system in South Carolina. Conducive to implementing the agency's Complete Streets policy (SCDOT Departmental Directive #28), in support of the agency's Regional Mobility Program (RMP), and in accordance with Federal Highways (FHWA) Code of Federal Regulations 23, this process will establish program management and project prioritization criteria applicable to the state-owned roadway system at the variety of administrative scales that impact transportation planning in the state.

For this pilot the SCDOT is interested in establishing a corridor development planning framework that facilitates cross-jurisdictional network connectivity and serves as a guide for the funding, construction, maintenance, and operations of bicycle-pedestrian accommodations. This will be facilitated through a comprehensive, data-driven analysis process in support of the multimodal goals of the RMP, and validated in coordination with local stakeholders representative of the needs of non-motorized road users. An analysis of the current bicycle-pedestrian network, and the transportation network connectivity needs of Vulnerable Road Users (VRU) is envisioned as a foundational step in determining the right-sizing of accommodations within a cost-constrained project funding program. A gap analysis sensitive to roadway attributes will support an engineering feasibility analysis for those portions of the state-owned network which can support continuous routes of bicycle-pedestrian accommodations.

SCDOT is developing this pilot Regional Bicycle-Pedestrian Accommodation Master Plan (RBAMP) in collaboration with COATS Metropolitan Planning Organizations (MPO) and the Central Midlands Council of Governments.

There was a brief discussion.

*This item was accepted as information.*

## **6. Update on the Columbia East Traffic Improvement Area Plan**

Joe Robertson of Kimley-Horn provided an overview of the Columbia East Traffic Improvement Area Plan. The Columbia East Traffic Improvement Area Plan will develop a comprehensive land use and transportation plan to accommodate existing and future development in the southeastern portion of the City of Columbia generally located around the Garners Ferry Road at I-77 interchange area. The Plan will evaluate existing land uses and potential transportation alternatives to address the long-term, multimodal transportation improvements required to accommodate a potentially significant level of development within and adjacent to the Project area.

The study area encompasses nearly 11,000 acres in southeast Columbia and Richland County. The primary focus of this transportation study is the Garners Ferry Road (US 76) corridor from Fort Jackson Boulevard to Trotter Road. Staff requested an update on this project and provided the following information to the Subcommittee:

- To-date the analysis has shown that several existing intersections are failing or close to failing with a level of service D or F.
- Over 1,800 crashes have occurred between 2020 & 2022. Injuries occurred in over 400 crashes with approximately 79% being rear-end or angle crashes.
- Over 2,500 single family homes and nearly 1,000 multi-family units have been approved or planned in the area.
- Future traffic analysis shows significant failures at multiple intersections along the garner ferry corridor.
- Survey results reveals traffic as the number one issue.
- The survey results areas of focus include:
  - Safety improvements
  - Access Management
  - Improved crossing locations
  - Bus Shelters for bus stops
  - Interstate Improvements
- The next steps include:
  - Development of Draft Improvements

- Develop Purpose and Need Statements
- Development of Alternatives and Recommendations
- Stakeholder Coordination
- City Council and MPO Committee Presentations

There was a brief discussion.

*This item was accepted as information.*

## **7. Update on the Congestion Management Plan**

Jonathan Guy of Kimley Horn provided an overview of the Congestion Management Plan Update. In partnership with SCDOT, CMCOG and the COATS MPO is in the process of updating its CMP. A Congestion Management Process (CMP) is a “living” document that systematically identifies and assesses strategies for tackling recurring and non-recurring traffic congestion issues for people and goods while improving transportation system reliability and addressing travel-related safety concerns. CMPs work in tandem with long-range transportation plans, transportation improvement programs, and unified planning work programs through a continuous feedback loop to match strategies with funding and advance them to implementation. The purpose of this current update is to include the assessment of the interstate system. This assessment will identify mitigation strategies that will address congestion along these corridors which may include the recommendation of new interchanges.

Mr. Simmons referred to a letter that was provided by Lexington County which requested for a list of proposed Interstate Interchanges be included in the 2045 LRTP. Mr. Simmons noted that the CMP update will provide such a list and which can be included once the CMP update has been completed. The other option would be to use the recently approved Interstate System Access Change process to develop a list that could be considered for the 2045 LRTP. Mr. Simmons ask the subcommittee to consider developing a 2045 LRTP Interstate Interchange list through the CMP.

There was a brief discussion.

**MOTION, approved**

*At this time a motion was made by Elise Partin to use the Congestion Management Plan Update to provide an Interchange Improvement List for the 2045 LRTP. The motion was seconded by Todd Cullum. All were in favor and the motion was approved.*

## **8. 2024 & 2025 UPWP Amendment – Forest Acres Intersections**

CMCOG in partnership with SCDOT, its member governments, and the COMET will implement an Intersection Control Evaluation Process. This is a data-driven, performance-based framework and approach used to objectively screen alternatives and identify an optimal geometric and control solution for an intersection. The Intersection Evaluation Process has four steps as part of its analysis which include:

- Scoping Alternatives
- Safety Analysis

- Operational Analysis
- Multimodal Considerations

CMCOG in coordination with SCDOT will use the Intersection Control and Evaluation Process to analyze the Forest Drive @ Beltline Blvd and Forest Drive @ Trenholm Road intersections. A portion of the \$250K budget will be used to conduct this analysis. Coordination with other SCDOT programs such as Regional Mobility, Carbon Reduction as well as working with the City of Forest Acres and the public will be included throughout this process.

**MOTION, approved**

*At this time a motion was made by Elise Partin to amend the 2024 & 2025 UPWP to add the Forest Acres Intersections to the Intersection Control Evaluation Process. The motion was seconded by Haskell Kibler. All were in favor and the motion was approved.*

**9. Old/New Business**

There was a brief discussion on committee membership and attendance.

**10. Public Comments**

There were none.

**11. Adjourn**

The meeting was adjourned at 1:00 p.m.





**Memorandum**

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**TO:** All Members of the CMCOG **Transportation Subcommittee**  
**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director  
**DATE:** May 2, 2024  
**SUBJECT:** TIP Amendment – Sections 5307 & 5310 ARP Projects for CMRTA

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**REQUESTED ACTION**

The Central Midlands Council of Governments’ staff requests a recommendation of approval to amend the 2023 – 2033 TIP to add the following Sections 5307 & 5310 ARP project requests from the CMRTA.

**BACKGROUND**

The American Rescue Plan (ARP) allocated \$30.45 billion to the Federal Transit Administration (FTA) to support state, local, territory, and tribal government transportation systems. The funds helped cover the operating expenses of transit agencies to respond to the coronavirus public health emergency. The funds also supported existing programs such as the urbanized and rural transit formula programs to offset lost revenue.

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

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

- Section 5307 American Rescue Plan (ARP) Funds      FY 2021      \$7,418,402
- Section 5310 American Rescue Plan (ARP) Funds      FY 2021      \$76,308

The CMRTA is preparing grant applications for the Sections 5307 & 5310 ARP funds for their capital and operating needs. Attached, please find a list of the projects they are requesting with this funding.

**ATTACHMENT**

- Section 5307 ARP Project Requests
- Section 5310 ARP Project Requests

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**ENCLOSURE 2 - CMRTA FY 2021 SECTION 5307 AMERICAN RESCUE PLAN PROJECTS**

<u>Grant #</u>	<u>Line Item #</u>	<u>Line Item Description</u>	<u>Percentage Federal/Local</u>	<u>Federal Amount Available</u>	<u>Local Match</u>	<u>Total</u>	<u>Estimated begin Date</u>	<u>Estimated End Date</u>	<u>Comments</u>	<u>Project Information</u>
<b>New Grant (FY 2021 Apportionment)</b>		Marketing	100	\$ 25,000.00	\$ -	\$ 25,000.00			Marketing of healthcare related campaigns	
<b>ARP (5307)</b>	11.42.07	ADP Hardware	100	\$ 240,402.00	\$ -	\$ 240,402.00			Misc. ADP hardware, Centralized storage for bus video footage	
American Rescue Plan Funds		Misc. Bus Station Equip	100	\$ 400,000.00	\$ -	\$ 400,000.00			5 ticket vending technology @ approx. \$70k each	
	11.42.08	ADP Software	100	\$ 640,000.00	\$ -	\$ 640,000.00			Includes 1 time software purchase (approx \$42k) for ticket vending machines, annual software maintenance costs for TripSpark, Software licenses and implementation services for paratransit eligibility certification process, Centralized storage for bus video footage	
For Capital and Operational funding of Urbanized Areas	11.92.02	Bus Shelters	100	\$ 113,000.00	\$ -	\$ 113,000.00			Purchase/Installation of bus shelters	
	11.12.02	Purchase replacement 35' buses	100	\$ 612,400.00		\$ 612,400.00			1.3 35-foot replacement vehicles to replace propane (\$450,000 each)	
	11.42.06	Bus: Support Equip and Facilities	100	\$ 350,000.00		\$ 350,000.00			Additional funds for purchase & installation of bus wash (with \$75k in grant SC-2019-008)	
<b>\$7,418,402</b>	11.32.07	Security	100	\$ 450,000.00		\$ 450,000.00			Cameras and DVRs for vehicles and/or facilities (At least 1% (\$74,184) of federal funding amount)	
	11.42.10	Acquire - Mobile Fare Coll Equip	100	\$ 1,775,000.00	\$ -	\$ 1,775,000.00			Would upgrade existing fareboxes to include validators and to allow for all technology as well as make the entire fleet the same. Genfare Link includes Account Based, Rider Portal/eFare (Online) + Organization (Card Based). Also includes Garage Data System, Network Manager, and Probe Lanes.	
	11.42.06	Shop Equipment	100	\$ 250,000.00		\$ 250,000.00			For purchase/installation of misc. shop equipment including hose reel maintenance, 2 portable lifts, upgrade to existing lifts, additional fans for maintenance shop, Replacement Pressure Washer @ \$16,800, Replacement Shop Doors 2 @ \$15,500.	
	44.26.14	Planning	100	\$ 50,000.00		\$ 50,000.00			Route Scheduling Study	
All costs in this section are the balances from the overages in the initial Low/No grant.	11.12.01	Buy Replacement 40-Ft Buses (HFC)	100	\$ 1,471,000.00		\$ 1,471,000.00			Balance for Hydrogen buses from Low/No	\$ 1,470,994.00
	11.12.02	Buy Replacement 35-Ft Buses (BEB)	100	\$ 698,000.00		\$ 698,000.00			Balance for Electric buses from Low/No	\$ 697,181.00
		Tools	100	\$ 45,000.00		\$ 45,000.00			Balance of tools cost associated with Low/No	\$ 41,389.00
	11.42.07	ADP Hardware	100	\$ 5,000.00		\$ 5,000.00			Computer Laptop and associated TNET Link, Cable Kit, PPE-ARC Flash. Low/No Balance	\$ 4,805.69
	44.26.14	Planning	100	\$ 75,000.00		\$ 75,000.00			Balance of Hydrogen Fuel Station Planning for Low/No	\$ 72,633.00
	11.79.00	Proj. Admin/Technical Assistance	100	\$ 20,000.00		\$ 20,000.00			Balance of planning costs for Low/No	\$ 20,000.00
	11.43.05	Construct - Hydrogen Station	100	\$ 195,000.00		\$ 195,000.00			Balance for Construction of Hydrogen Station - Low/No	\$ 191,840.00
	11.42.20	Acquire - Hydrogen Station	100	\$ 3,600.00		\$ 3,600.00			Balance for Hydrogen Station - Low/No	\$ 3,564.00
		<b>Grand Total:</b>		<b>\$ 7,418,402.00</b>	<b>\$ -</b>	<b>\$ 7,418,402.00</b>	<b>Balance:</b>	<b>\$ 0</b>		

**ENCLOSURE 2 - CMRTA FY 2021 SECTION 5310 AMERICAN RESCUE PLAN PROJECTS**

<u>Grant #</u>	<u>Line Item #</u>	<u>Line Item Description</u>	<u>Percentage Federal/Local</u>	<u>Federal Amount Available</u>	<u>Local Match</u>	<u>Total</u>	<u>Estimated Begin Date</u>	<u>Estimated End Date</u>	<u>Comments</u>	<u>Project Information</u>
New Grant (FY 2021 Apportionment)	11.12.04	<30-ft Replacement Paratransit Vehicle(s)	100	\$ 76,308.00	\$ -	\$ 76,308.00			Portion of 1.25 Replacement DART vehicles at \$115k each (along with CRRSA 5310)	$(\$76,308 + 76,307) - \$115,000 = \$37,615$
ARP (5310)										$\$37,615 / \$115,000 = .33$
American Rescue Plan Funds										VIN's to be replaced: C03966, C03961 (25%)
For Enhanced Mobility for Seniors and Individuals with Disabilities Programs										
\$76,308										
		<b>Grand Total:</b>		\$ 76,308.00	\$ -	\$ 76,308.00	<i>Balance:</i>	\$ 0.30		



**Memorandum**

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**TO:** All Members of the CMCOG Transportation Subcommittee  
**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director  
**DATE:** May 2, 2024  
**SUBJECT:** TIP Amendment – Section 5339 Projects for CMRTA

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**REQUESTED ACTION**

The Central Midlands Council of Governments’ staff requests a recommendation of approval to amend the 2023 – 2033 TIP to add the following Section 5339 project requests from the CMRTA.

**BACKGROUND**

The Bus and Bus Facilities Program (also called “Section 5339”) is a federally-funded capital grant program initiated within the Moving Ahead for Progress in the 21st Century (MAP-21) authorization bill, and continued in the FAST Act (Fixing America’s Surface Transportation) that provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

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

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

- Section 5339 Bus and Bus Facilities Program Funds      FY 2021      \$586,728

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

**ATTACHMENT**

Section 5339 Project Requests

**ENCLOSURE 3 - CMRTA FY 2021 SECTION 5339 PROJECTS**

<u>Grant #</u>	<u>Line Item #</u>	<u>Line Item Description</u>	<u>Percentage Federal/Local</u>	<u>Federal Amount Available</u>	<u>Local Match</u>	<u>Total</u>	<u>Estimated Begin Date</u>	<u>Estimated End Date</u>	<u>Comments</u>	<u>Project Information</u>
New Grant (FY 2021 Apportionment)	11.12.14	Purchase Replacement Cutaways	85/15	\$ 586,728.00	\$ 146,682.00	\$ 733,410.00			Purchase of up to 5 replacement cutaway vehicles for paratransit services.	
5339										
		<b>Grand Total:</b>		\$ 586,728.00	\$ 146,682.00	\$ 733,410.00	<i>(Estimated amount remaining to be allocated - FEDERAL)</i>	\$ -		



**Memorandum**

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**TO:** All Members of the CMCOG **Transportation Subcommittee**  
**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director  
**DATE:** May 2, 2024  
**SUBJECT:** TIP Amendment – Section 5307 Large Urban Projects for CMRTA

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**REQUESTED ACTION**

The Central Midlands Council of Governments’ staff requests a recommendation of approval to amend the 2023 – 2033 TIP to add the following Section 5307 project requests from the CMRTA.

**BACKGROUND**

The Urbanized Area Formula Funding Program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more. The Central Midlands Council of Governments has been designated by the governor as the recipient for Section 5307 Program funds for the Columbia Urbanized Area.

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

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

- Section 5307 Large Urban Program Funds      FY 2020      \$5,399,495.45

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

**ATTACHMENT**

Section 5307 Large Urban Project Requests

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**ENCLOSURE 4 - CMRTA FY 2020 SECTION 5307 PROJECTS**

<u>Grant #</u>	<u>Line Item #</u>	<u>Line Item Description</u>	<u>Percentage Federal/Local</u>	<u>Federal Amount Available</u>	<u>Local Match</u>	<u>Total</u>	<u>Estimated Begin Date</u>	<u>Estimated End Date</u>	<u>Comments</u>	<u>Project Description</u>
New Grant (FY 2020 Apportionment)	11.42.10	Acquire - Mobile Fare Collection	80/20	\$ 4,000.00	\$ 1,000.00	\$ 5,000.00			Additional Printing Encoding Machine for fare media, E-Fare Validators	
5307	11.14.04	Cutaway Replacements	85/15	\$ 595,000.00	\$ 105,000.00	\$ 700,000.00			6 Replacement DART vehicles at \$116k each	(See also ARP 5310, CRRSSA and FY2021 5307)
(APPLICATION IN PROGRESS)	11.33.10	Shelter & Amenities Installation	80/20	\$ 279,750.00	\$ 69,937.50	\$ 349,687.50			Shelters and/or Lucius Road Super Stop completion.	
	11.42.07	ADP Hardware	80/20	\$ 410,000.00	\$ 102,500.00	\$ 512,500.00			Hardware including Scanner, 2 tablets, 8 PC's, etc. Upgrade the small conference room with an HDMI (digital video) capable projector, add microphones, and integrate with existing speakers to facilitate virtual conferences.	
	11.42.20	Acquisition of Misc. Equipment	80/20	\$ 58,000.00	\$ 14,500.00	\$ 72,500.00			Stationery Wheelchair Tie-Down for training purposes, Scooter for tie-down training purposes, training-related equipment	
	30.09.03	Operating	50/50	\$ 50,000.00	\$ -	\$ 50,000.00			Incentive program for operators, maintenance staff, customer service staff and/or supervisors to improve safety and reduce costs.	<i>(2 CFR § 200.430(f))Incentive compensation.</i> Incentive compensation to employees based on cost reduction, or efficient performance, suggestion awards, safety awards, etc., is allowable to the extent that the overall compensation is determined to be reasonable and such costs are paid or accrued pursuant to an agreement entered into in good faith between the non-Federal entity and the employees before the services were rendered, or pursuant to an established plan followed by the non-Federal entity so consistently as to imply, in effect, an agreement to make such payment.
	11.42.08	ADP Software	80/20	\$ 240,121.00	\$ 60,030.25	\$ 300,151.25			Software for Scanner, Software licenses and implementation services to enhance paratransit eligibility certification process	
	11.42.20	Misc. Equipment	80/20	\$ 34,000.00	\$ 8,500.00	\$ 42,500.00			2 Golf carts for use at Administration Facility (driver relief at SuperStop, ease of movement throughout property for maintenance, etc.)	
	11.12.02	Purchase Replacement 35-Ft Buses	85/15	\$ 3,728,624.45	\$ 657,992.55	\$ 4,386,617.00			Purchase of 7+ buses (Need 8) @ approx \$578,000 each (wrap, bike racks, clever DR700, etc.) to replace 2010 New Flyers.	
\$5,399,496										
		<b>Grand Total:</b>		\$ 5,399,495.45	\$ 1,019,460.30	\$ 6,418,955.75			(Amount remaining to be allocated - FEDERAL)	\$ 0.55



## Memorandum

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

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

**DATE:** May 2, 2024

**SUBJECT:** FY 2024 CMRTA Transit Asset Management Plan (TAM)

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to adopt the CMRTA FY 2024 Transit Asset Management Plan.

### BACKGROUND

The COMET serves the Central Midlands Area, which includes the Columbia, South Carolina Urbanized Area. The cities, towns and counties served includes Columbia, Cayce, West Columbia, Forest Acres, Springdale, Eastover, Chapin, Batesburg-Leesville, Lexington and unincorporated areas of Richland and Lexington counties; with fixed route and paratransit services. The COMET is committed to providing safe, dependable, affordable, and accessible public transit service to the heart of the Midlands Area.

The population service area of The COMET is 646,895. The COMET is the recipient of Federal Transit Administration Section 5307 Urbanized Area Formula Grants and depends on other federal, local funds and passenger fares to currently operate. The COMET also receives funds and gets approval of the Transit Asset Management (TAM) Plan from the Central Midlands Regional Council of Governments.

RATP Dev USA, Inc presently operates The COMET fixed route, flex route and ADA paratransit services. The COMET operates approximately 175,000 vehicle hours on the fixed route system, 15,000 revenue hours on the flex route system and 35,000 revenue hours on the flex route and paratransit system.

Transit services are provided throughout Richland and Lexington Counties on 35 fixed routes, five (5) rural flex routes, and an ADA complementary paratransit service. Transit services are provided throughout 1,225 square miles within Richland and Lexington Counties currently. The COMET operates a "turn-key" operations and maintenance contract with the contractor having the responsibility to provide for all transit operations and maintenance personnel, maintenance parts and insurance. The COMET provides all assets, equipment, fuel, facility, and facility utilities.

### ATTACHMENT

CMRTA TAM Plan Summary



**TAM Plan Name:** TAM Plan 2024  
**TAM Plan Type:** Tier II  
**Agency Name:** Central Midlands Regional Transportation Authority  
**Account Executive Name:** Maurice Pearl  
**Last Modified Date:** 02/08/2024

## Introduction

### Brief Overview

The COMET serves the Central Midlands Area, which includes the Columbia, South Carolina Urbanized Area. The cities, towns and counties served includes Columbia, Cayce, West Columbia, Forest Acres, Springdale, Eastover, Chapin, Batesburg-Leesville, Lexington and unincorporated areas of Richland and Lexington counties; with fixed route and paratransit services. The COMET is committed to providing safe, dependable, affordable, and accessible public transit service to the heart of the Midlands Area. The population service area of The COMET is 646,895. The COMET is the recipient of Federal Transit Administration Section 5307 Urbanized Area Formula Grants and depends on other federal, local funds and passenger fares to currently operate. The COMET also receives funds and gets approval of the Transit Asset Management (TAM) Plan from the Central Midlands Regional Council of Governments. RATP Dev USA, Inc presently operates The COMET fixed route, flex route and ADA paratransit services. The COMET operates approximately 175,000 vehicle hours on the fixed route system, 15,000 revenue hours on the flex route system and 35,000 revenue hours on the flex route and paratransit system. Transit services is provided throughout Richland and Lexington Counties on 35 fixed routes, five (5) rural flex routes, and an ADA complementary paratransit services. Transit services are provided throughout 1,225 square miles within Richland and Lexington Counties currently. The COMET operates a “turn-key” operations and maintenance contract with the contractor having the responsibility to provide for all transit operations and maintenance personnel, maintenance parts and insurance. The COMET provides all assets, equipment, fuel, facility, and facility utilities.

### Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target
Central Midlands Regional Transportation Authority	Equipment	Other Rubber Tire Vehicles	20%					
Central Midlands Regional Transportation Authority	Equipment	Non Revenue/Service Automobile		0%				
Central Midlands Regional Transportation Authority	Equipment	Other Rubber Tire Vehicles		22%				
Central Midlands Regional Transportation Authority	Facilities	Administration		0%				
Central Midlands Regional Transportation Authority	Facilities	Maintenance	0%	0%				
Central Midlands Regional Transportation Authority	Facilities	Passenger Facilities	0%					
Central Midlands Regional Transportation Authority	Facilities	Administrative / Maintenance Facilities	33%					
Central Midlands Regional Transportation Authority	Facilities	Maintenance		0%				
Central Midlands Regional Transportation Authority	Facilities	Passenger Facilities		0%				

Central Midlands Regional Transportation Authority	Revenue Vehicles	BU - Bus		33%				
Central Midlands Regional Transportation Authority	Revenue Vehicles	CU - Cutaway Bus		100%				
Central Midlands Regional Transportation Authority	Revenue Vehicles	MV - Mini-van		100%				
Central Midlands Regional Transportation Authority	Revenue Vehicles	BU - Bus	20%					
Central Midlands Regional Transportation Authority	Revenue Vehicles	CU - Cutaway	28%					
Central Midlands Regional Transportation Authority	Revenue Vehicles	MV - Minivan	0%					

## Capital Asset Inventory

### Asset Inventory Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value
<b>Revenue Vehicles</b>	<b>97</b>	<b>7.8</b>	<b>37,534</b>	<b>\$325,670.10</b>	<b>\$31,590,000.00</b>
BU - Bus	51	7.2	20,059	\$500,000.00	\$25,500,000.00
CU - Cutaway Bus	42	8.1	53,274	\$145,000.00	\$6,090,000.00
MV - Mini-van	2	9.0	60,459	\$0.00	\$0.00
TB - Trolleybus	2	15.0	129,664	\$0.00	\$0.00
<b>Equipment</b>	<b>12</b>	<b>7.0</b>	<b>N/A</b>	<b>\$21,397.42</b>	<b>\$256,769.00</b>
Non Revenue/Service Automobile	7	5.4	N/A	\$14,786.14	\$103,503.00
Other Rubber Tire Vehicles	5	9.2	N/A	\$30,653.20	\$153,266.00
<b>Facilities</b>	<b>4</b>	<b>19.0</b>	<b>N/A</b>	<b>\$0.00</b>	<b>\$0.00</b>
Maintenance	3	16.0	N/A	\$0.00	\$0.00
Passenger Facilities	1	28.0	N/A	\$0.00	\$0.00

## Condition Assessment

### Asset Condition Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Replacement Cost/Value	Total Replacement Cost/Value	% At or Exceeds ULB	% of Track Miles in Slow Zone	Number of Facilities less than 3 on TERM scale
<b>Revenue Vehicles</b>	<b>97</b>	<b>7.8</b>	<b>37,534</b>	<b>\$325,670.10</b>	<b>\$31,590,000.00</b>	<b>30%</b>	<b>N/A</b>	<b>N/A</b>
BU - Bus	51	7.2	20,059	\$500,000.00	\$25,500,000.00	16%	N/A	N/A
CU - Cutaway Bus	42	8.1	53,274	\$145,000.00	\$6,090,000.00	45%	N/A	N/A
MV - Mini-van	2	9.0	60,459	\$0.00	\$0.00	0%	N/A	N/A
TB - Trolleybus	2	15.0	129,664	\$0.00	\$0.00	100%	N/A	N/A
<b>Equipment</b>	<b>12</b>	<b>7.0</b>	<b>N/A</b>	<b>\$21,397.42</b>	<b>\$256,769.00</b>	<b>75%</b>	<b>N/A</b>	<b>N/A</b>

Non Revenue/Service Automobile	7	5.4	N/A	\$14,786.14	\$103,503.00	86%	N/A	N/A
Other Rubber Tire Vehicles	5	9.2	N/A	\$30,653.20	\$153,266.00	60%	N/A	N/A
<b>Facilities</b>	<b>4</b>	<b>19.0</b>	<b>N/A</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
Maintenance	3	16.0	N/A	\$0.00	\$0.00	N/A	N/A	1
Passenger Facilities	1	28.0	N/A	\$0.00	\$0.00	N/A	N/A	0

## Decision Support

### Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Fleet replacement spreadsheet	An automated spreadsheet to calculate required fleet purchase for each year for next 10 years. Utilizing the fleet replacement spreadsheet, we are able to access the need for replacement and plan accordingly.

## Investment Prioritization

Utilizing the fleet replacement spreadsheet, we are able to access the need for replacement and plan accordingly. The COMET shall perform an investment prioritization analysis, in order to determine what capital investments are needed, how much (and when), in order to maintain state of good repair (SGR) and rate and rank SGR programs and projects in order of implementation priority. The investment prioritization analysis helps The COMET in making more informed investment decisions to improve our capital assets and define when an asset needs overhaul or replacement.

### Proposed Investments

Project Name	Project Year	Asset Category	Asset Class	Cost	Priority	Updated Date
2 battery electric revenue vehicles 2 hydrogen electric revenue vehicles	2024	Revenue Vehicles	BU - Bus	\$4,558,219.00	Medium	



## Memorandum

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

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

**DATE:** May 2, 2024

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

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests a recommendation of approval to adopt the COATS MPO Title VI/Environmental Justice Plan.

### PROGRAM DESCRIPTION

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

Federal Transit Administration (FTA) has issued FTA Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" describing how to comply with Title VI regulations. The COATS Title VI Program has been developed based on this guidance.

### ATTACHMENT

Title VI Resolution



## RESOLUTION

### **A RESOLUTION APPROVING THE TITLE VI PROGRAM & PLAN PURSUANT TO THE CIVIL RIGHTS ACT OF 1964; APPROVING THE ASSOCIATED LIMITED ENGLISH PROFICIENCY PLAN; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE SAID POLICY ON BEHALF OF THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS**

**WHEREAS**, the Central Midlands Council of Governments is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Columbia Urbanized Planning Area which includes all or parts of six counties; and

**WHEREAS**, to fund its many work activities, CMCOG receives direct or pass-through federal funding from agencies such as the US Department of Transportation (Federal Highway Administration and Federal Transit Administration); the US Department of Health & Human Services (US DHHS); and the US Department of Labor; and

**WHEREAS**, as a recipient of federal funds, CMCOG is required to comply with the requirements of Title VI of the Civil Rights Act of 1964 which prohibits discrimination based on race, color and national origin, specifically 42 USC 2000d, which states that: No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance; and

**WHEREAS**, CMCOG must also comply with the additional protections set forth in Presidential Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) and Presidential Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency); and

**WHEREAS**, in 2009, CMCOG did develop a Title VI Plan, and in May 2012, CMCOG did develop and adopt a Limited English Proficiency Plan and provided an overall plan update in 2015, 2017, and 2020; and

**WHEREAS**, as required by the Federal Transit Administration, CMCOG has expanded the Title VI Program & Plan to include all necessary elements; and

**WHEREAS**, the 2024 Title VI Program & Plan has been reviewed and approved through the Columbia Area Transportation Study Metropolitan Planning Organization.

**NOW, THEREFORE, BE IT RESOLVED** that the Central Midlands Council of Governments certifies compliance with policies, procedures and plans with regard to Title VI of the Civil Rights Act of 1964 (as amended) and additional Assurances as required and hereby adopts its 2024 Title VI Program & Plan; and

*Serving Local Governments in South Carolina's Midlands*

**BE IT FURTHER RESOLVED** that the Central Midlands Council of Governments directs staff to begin efforts immediately to implement the provisions of the 2024 Title VI Program & Plan.

**THE UNDERSIGNED** is the duly qualified Executive Director of Central Midlands Council of Governments, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at a meeting of the Central Midlands Council of Governments held on May 23, 2024.

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Will Brennan, Chairman  
Central Midlands Council of Governments

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D. Britt Poole, Executive Director  
Central Midlands Council of Governments

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Witness

\_\_\_\_\_  
Witness



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**We Are Columbia**

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Engineering Department  
1136 Washington Street, Columbia, SC 29201 • Phone: 803-545-3400

April 11, 2024

Mr. Reginald Simmons  
Central Midlands Council of Governments  
236 Stoneridge Drive  
Columbia, SC 29210

RE: Assembly Street Phase 2

Dear Mr. Simmons-

In follow up to a discussion at our recent meeting, the City is requesting funding support in the amount of \$10,000,000 for the referenced vehicular and pedestrian safety improvements project stretching along Assembly Street from Pendleton Street to Lady Street. This project is the next phase of the Assembly Street Improvement project that the City and COG worked on alongside SCDOT and USC many years ago. The project aims to improve public safety and create a pedestrian-friendly atmosphere to improve the connection between Main Street, the SC Statehouse and the Vista Entertainment District.

The total project budget is \$16M. The City has secured \$3M to date and has a pending request in to the State for additional funding. If the requested \$10M is provided by the COG, the City is confident additional funds will be secured to adhere to the match requirement of the COG funding.

Thirty percent complete construction plans have been developed along the corridor with public outreach beginning this fall. Final construction plans are expected by fall of 2025 with a contractor on board by spring of 2026. The construction time is expected to take 24 months with completion in Spring of 2028. This project timeline will be adjusted if required funding is not made available.

Please let us know if you have any questions or would like to meet to discuss further.

Sincerely,

Dana Higgins, P.E.  
Director of Engineering

cc: Teresa Wilson, City Manager  
Jeff Palen, Assistant City Manager  
Clint Shealy, PE, Assistant City Manager  
Missy Gentry, PE Assistant City Manager

## SC Statehouse Entranceway Project (Assembly Street Phase 2)

**Project Description:** This project features pedestrian safety, ADA compliance, and enhancements along the Assembly Street corridor from Pendleton Street to Lady Street. In addition to the enhancements, the project will evaluate undergrounding of utilities and installation of traffic signal poles and mast arms throughout the project corridor. This is a continuation of the Assembly Street Phase I project, which spanned from Blossom Street to Pendleton Street.

- Objectives:** This project aims to improve public safety and create a pedestrian-friendly atmosphere to improve the connection between Main Street, the SC Statehouse and the Vista Entertainment District. Some additional project highlights include, but are not limited to:
- Revitalizing the existing sidewalks
  - Removing median parking
  - Eliminating mid-block pedestrian crossings
  - Installing pedestrian bump-outs to reduce crossing lengths
  - Installing decorative crosswalks
  - Installing updated lighting and landscaping throughout
  - Undergrounding existing utilities
  - Creating visual continuity through the Main Street and Vista Entertainment Districts
  - Increasing pedestrian traffic between Main Street, the Vista, and the SC Statehouse Grounds
  - Reduce rear-end and side-swipe collisions along Assembly Street

**Project Type:** Pedestrian Safety, ADA Compliance, Enhancement, and Roads Infrastructure Improvement

**Council District:** 2

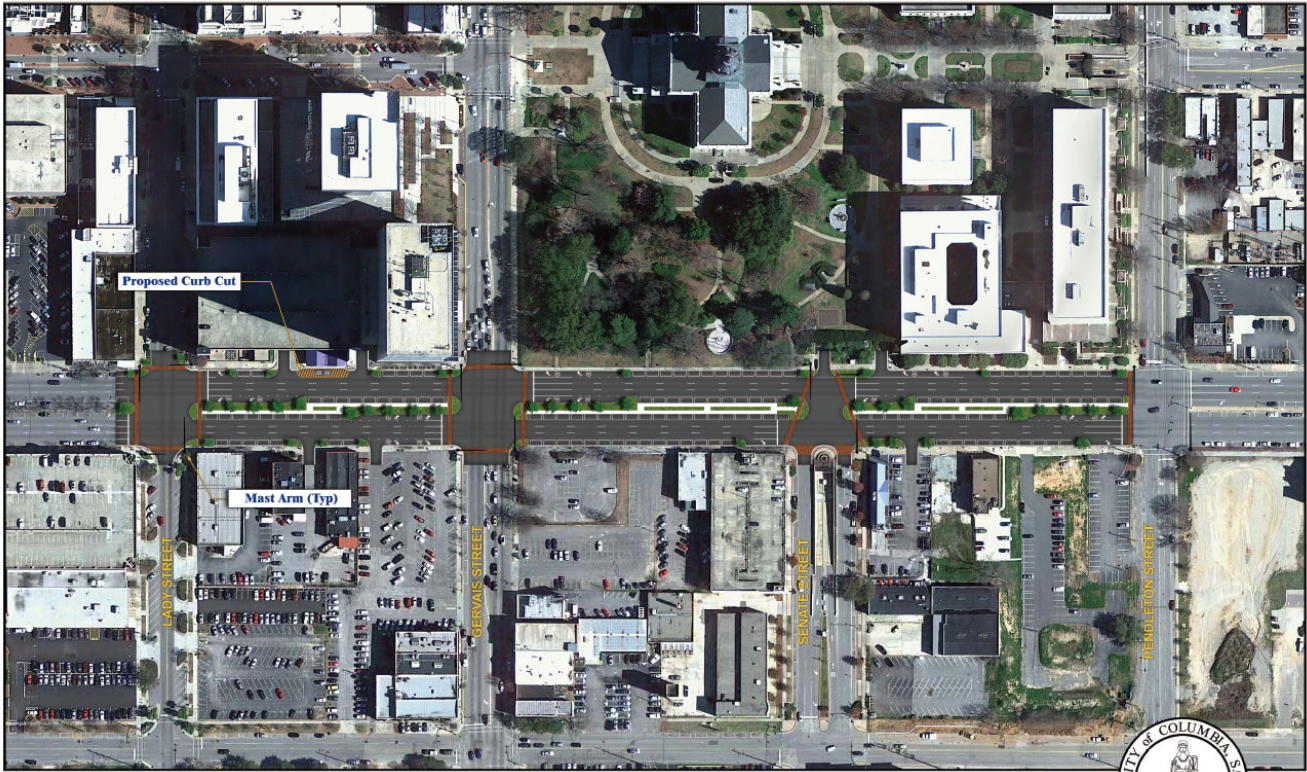
**Project Funding:** This is a Local Public Agency (LPA) project funded through a grant administered by SCDOT. Currently the anticipated total cost is approximately \$16 Million. The current total secured budget is \$3 Million. This includes \$609,000 secured from the Richland County Transportation Committee (CTC). The remaining secured funding is \$2,400,000, coming from SCDOT’s GuideShare program. Options will be considered to proceed with selected blocks of these improvements if the full project funding cannot be secured.

**Current Project Status:** The project team, led by Mead & Hunt, has currently completed data collection and field surveys for the project corridor. Geometric design criteria, proposed roadway typical sections, and the *Existing Conditions and Parking Study* have been submitted and approved. Next steps include coordination with SCDOT, development of the Preliminary Plans (30% Design Field Review Plans), and completion of the Preliminary Utility Report.



Figure 1: Rendering of the proposed typical section and aesthetic enhancements





**Assembly Street Corridor from Pendleton Street to Lady Street Conceptual Rendering**

Figure 2: Rendering of proposed improvements between Pendleton Street and Lady Street



Figure 3: Existing and Proposed Typical Sections