



Board of Directors Meeting of the
Central Midlands Council of Governments

Thursday, March 25, 2021 ♦ 12:00 p.m. ♦ CMCOG Conference Room (Virtual Meeting)

OVERALL AGENDA

ACTION

A. Call to Order and Introductions

Steve MacDougall,
Chair

1. Determination of a Quorum
2. Approve Order and Contents of the Overall Agenda
3. Invocation
4. Introduction of New Board Member:
Derrek Pugh, Richland County Council
Darrell Hudson, Lexington County Council

B. Consent Agenda

1. Approval of the February 25, 2021 Board Meeting Minutes (*Enclosure 1*)

C. Regular Agenda

1. Lower Saluda Greenway Feasibility Study (*Enclosure 2*)
2. TIP Amendment – SCDOT COVID Funds (*Enclosure 3*)
3. TIP Amendment – CMRTA Intermodal Station (*Enclosure 4*)
4. TIP Amendment – FTA Programs and Apportionments (*Enclosure 5*)

Reginald Simmons
Reginald Simmons
Reginald Simmons
Reginald Simmons

D. Announcements / Committee or Staff Reports / Correspondences

1. Area Agency on Aging Program Update
2. Executive Director's Report

Candice Holloway
Benjamin Mauldin

E. Old/New Business

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board Meeting will be held on **Thursday, April 22, 2021** in the CMCOG Conference Room

Note: Full Agenda packets can be found on the CMCOG website at www.cmcog.org.



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

Thursday, February 25, 2020 ♦ 12:00 p.m. ♦ CMCOG Conference Room via Virtual Platform

BOARD MEMBERS PRESENT:

Vina Abrams, Newberry County
John Andoh, The Comet
Charles Appleby, Richland County
Moses Bell, Fairfield County Council
John Baxter, Richland County
Todd Beasley, Richland County
Erin Bergeson, Lexington County
Susan Brill, Richland County
Julian Burns, Kershaw County Council Chair
Kyle Crager, Fairfield County
Glenn Conwell, Lexington County Council
Todd Cullum, Lexington County Council
William DePass, City of Columbia
Cheryl English, Richland County Council
Doug Fabel, Richland County
Shaun Greenwood, City of Forest Acres
Sloan Griffin, Blythewood Town Council
Bob Hall, Batesburg-Leesville Town Council
Robert Liming, City of Columbia
Paul Livingston, Richland County Council
Steve MacDougall, Town of Lexington Mayor
Joe Mergo, Lexington County
Chakisse Newton, Richland County Council
Elise Partin, Mayor, City of Cayce
Jeffrey Salters, Lexington County
Foster Senn, Mayor, City of Newberry
Charles Simpkins, Lexington County
Debbie Summers, Lexington County Council

GUESTS PRESENT:

Michelle Dickerson, City of West Columbia
Nicole Burroughs, Town of Chapin
Brian Carter, City of West Cola. Administrator
Darren Ledbetter – SCDOT
Joey McIntyre – SCDOT
Michelle Ransom - The COMET
Christina Lewis-SCDOT
Michael Slapnik-Scott and Co.
Dr. Jane Kelly-SCDHEC

STAFF MEMBERS PRESENT:

Jessica Foster, Operations Coordinator
Guillermo Espinosa, Senior Planner
Petula Hendley, Financial Management/
Supportive Services Director
Chanell Jackson, Finance Director
Ben Mauldin, Executive Director
Reginald Simmons, Deputy Executive
Director/Transportation Director
Gregory Sprouse, Planning Director

A. CALL TO ORDER

Chairman Steve MacDougall called the meeting to order at 12:00 p.m. on February 25, 2021.

1. Determination of Quorum

Chairman MacDougall declared the presence of a quorum.

2. Approve Order and Contents of the Overall Agenda

3. Invocation

Vina Abrams gave the Invocation.

4. Introduction of New Board Members:

Moses Bell, Fairfield County Council

Erin Bergeson, Lexington County

Joe Mergo, Lexington County

Cheryl English, Richland County Council

Jessica Mackey, Richland County Council

B. CONSENT AGENDA

1. Approval of the January 28, 2021 Board Meeting Minutes, approved
2. CMCOG-COATS MPO Public Participation Plan , approved

MOTION, approved

Robert Liming moved, seconded by John Andoh, to approve the consent agenda. The motion was approved.

C. Regular Agenda

C1. Briefing on the Financial and Compliance Report for FY2020

Chanell Jackson introduced Michael Slapnik of Scott & Company. Mr. Slapnik presented and discussed the Scott & company Report on Audit of Financial Statements as of and for the year ended June 30, 2020. He highlighted various sections from each report. He stated that CMCOG received an unmodified opinion. Which is the highest opinion that can be received.

MOTION, approved

Bob Liming moved, seconded by Paul Livingston, to approve the Briefing on the Financial and Compliance Report for FY 2020. The motion was approved.

C2. SCDOT Rural Transportation Survey

Reginald Simmons presented the SCDOT Rural Survey. The South Carolina Department of Transportation's (SCDOT) Planning Office is conducting a survey to review and document the effectiveness of the agency's consultation process with rural (non-metropolitan) officials in the statewide transportation planning process. The survey will be used as a tool to measure the effectiveness and overall satisfaction of the 10 Council of Governments as partners of SCDOT in the planning and programming of transportation improvements in rural areas. In this regard, we are asking the COGs to ensure that each member of your Board receives and completes the 8-question survey

MOTION, approved

Bob Liming moved, seconded by Susan Brill, for the SCDOT Rural Transportation Survey. The motion was approved.

D. Announcements

D1. COVID-19 Presentation

Dr. Jane Kelly of SC DHEC gave a presentation on COVID-19.

D2. Midlands Workforce Development Program Update

Chris White gave an update on the Midlands Workforce Development Program.

D3. Executive Directors Report

Ben Mauldin gave the following report:

- WIOA had a Program had a good Financial Monitoring.
- SCCOGS is trying to decide whether to have the Annual SCARC meeting. A survey will be emailed to Board Members. Please respond so a decision can be made.

E. OLD / NEW BUSINESS

Bob Liming brought forth a motion to send a Resolution of Condolences to William Leidenger's wife.

The Motion was seconded by Rusty Depass and was approved unanimously.

F. OTHER BUSINESS

No other business was brought forth.

G. ADJOURN

There being no further business, the meeting adjourned at approximately 12:56 p.m.

The Board of Directors of the Central Midlands Council of Governments approved these minutes at its March 25, 2021 meeting.

Benjamin J. Mauldin, Secretary-Treasurer

Steve MacDougall, Chairperson

MARCH 2021

OVERVIEW

The Central Midlands Council of Governments (CMCOG) in cooperation with the Irmo Chapin Recreation Commission (ICRC) undertook the Lower Saluda Greenway Feasibility Study.

As the formal documentation of the Lower Saluda Greenway Feasibility Study, the Feasibility Report:

- Defines the greenway's mission, purpose, and need;
- Identifies potential environmental, cultural, and social resources that should have direct access to the greenway;
- Determines natural features or social concerns that will become constraints for greenway construction;
- Informs, educates, and solicits input from the public about the greenway;
- Provides a detailed concept plan and recommended alignment for the greenway; and
- Provides cost estimates for implementing the project.

This Feasibility Report is part of the South Carolina Department of Transportation (SCDOT) Planning (PL) phase and must be approved by CMCOG, acting as the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) before the Preliminary Engineering (PE) phase can commence.

PURPOSE AND NEED

Purpose

The purpose of the Lower Saluda Greenway, a proposed 10.5-mile multi-use paved path along the north side of the Lower Saluda River, is to increase safe access to nearby parks, trails, and destinations, aid in short-trip multimodal travel, and increase regional connectivity and unity between the Lexington and Irmo areas with the communities of Columbia, West Columbia, and Cayce.

Need

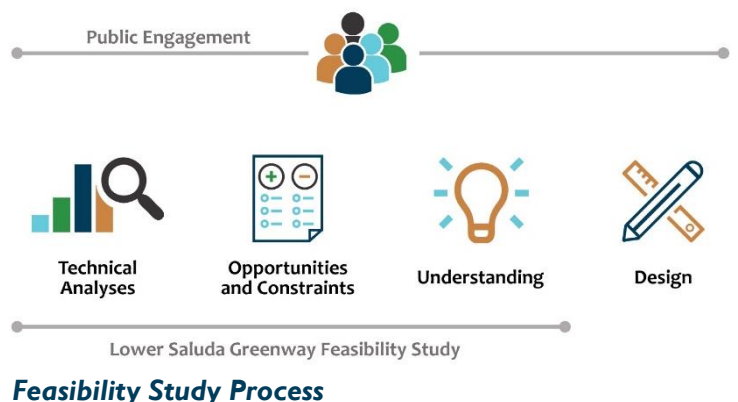
Through high use of existing facilities and advocacy for additional facilities, the community has made it abundantly clear that connected, safe, and comfortable non-motorized transportation and recreational facilities are of paramount importance. The current active transportation network lacks connectivity between communities in Irmo and Lexington and those in Cayce, Columbia, and West

PUBLIC ENGAGEMENT

Despite the COVID-19 pandemic, public participation was robust. Over 3,000 public interactions were achieved between all outreach activities. Strong support for the greenway was expressed throughout the study. The outreach activities conducted were guided by the *CMCOG Public Participation Plan* vision, goals, objectives, and techniques. In addition to the outreach activities shown below, a Project Advisory Committee (PAC) was established to guide the overall feasibility study development. The PAC was comprised by staff from CMCOG, ICRC, Town of Lexington, Town of Irmo, Lexington County, River Alliance, Saluda Shoals Park, Riverbanks Zoo and Botanical Garden, and SCDOT.

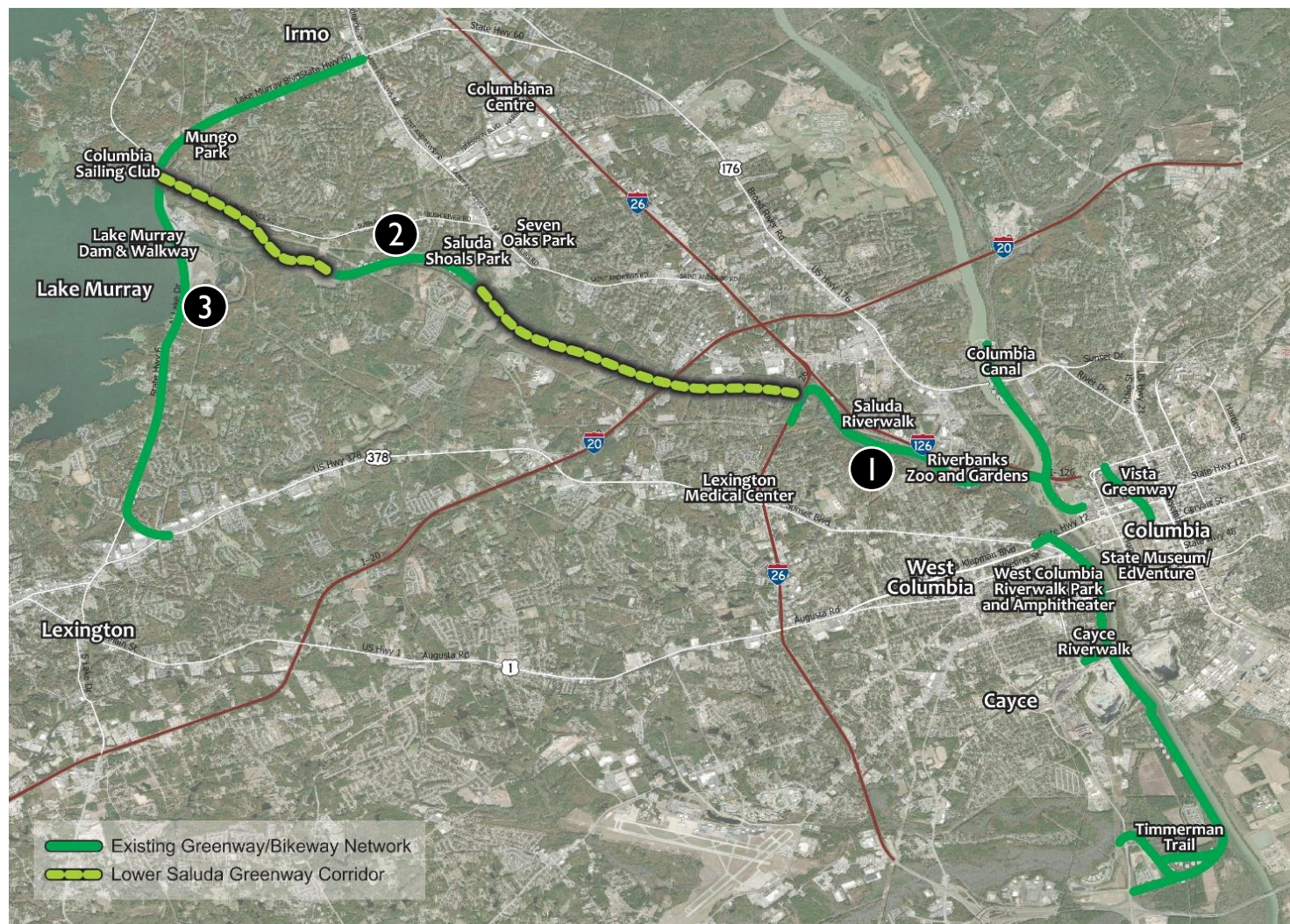
Informational Video Views	686
Survey Respondents	1,065
Interactive Map Visitors	266
Pop-up Participants	122
Stakeholder Participants	84
Summary Video Views	741
Final Comment Forms	101
TOTAL INTERACTIONS	3,065

Columbia, limiting non-motorized access to critical destinations and recreational amenities. Addressing this lack of connectivity will provide multimodal transportation choices, healthier lifestyles, access to the outdoors, a higher quality of life, and a more vibrant regional character.



GREENWAY CORRIDOR

A corridor was identified for the study of the Lower Saluda Greenway. This greenway corridor provides a geography to which all planning efforts and technical analyses were tethered. The greenway corridor runs north of and parallel to the Saluda River. As shown below, the corridor connects three segments of the existing greenway/bikeway network: 1) the Saluda Riverwalk of the Three Rivers Greenway near I-26 to the east; 2) the Saluda Shoals Trail near the center of the corridor, within Saluda Shoals Park; and 3) the existing Johnny W. Jeffcoat Walkway and on-street bike lanes at the Lake Murray Dam to the west.



ANALYSIS AND EVALUATION

Through technical analyses and walking the entire corridor for the proposed greenway, opportunities and constraints were documented, including identifying numerous points where design decisions needed to be made. The analyses revealed areas where challenging topography, barriers to access, sensitive environmental features, and manmade obstacles exist. At each of these decision points, an evaluation of alternative alignments was performed.

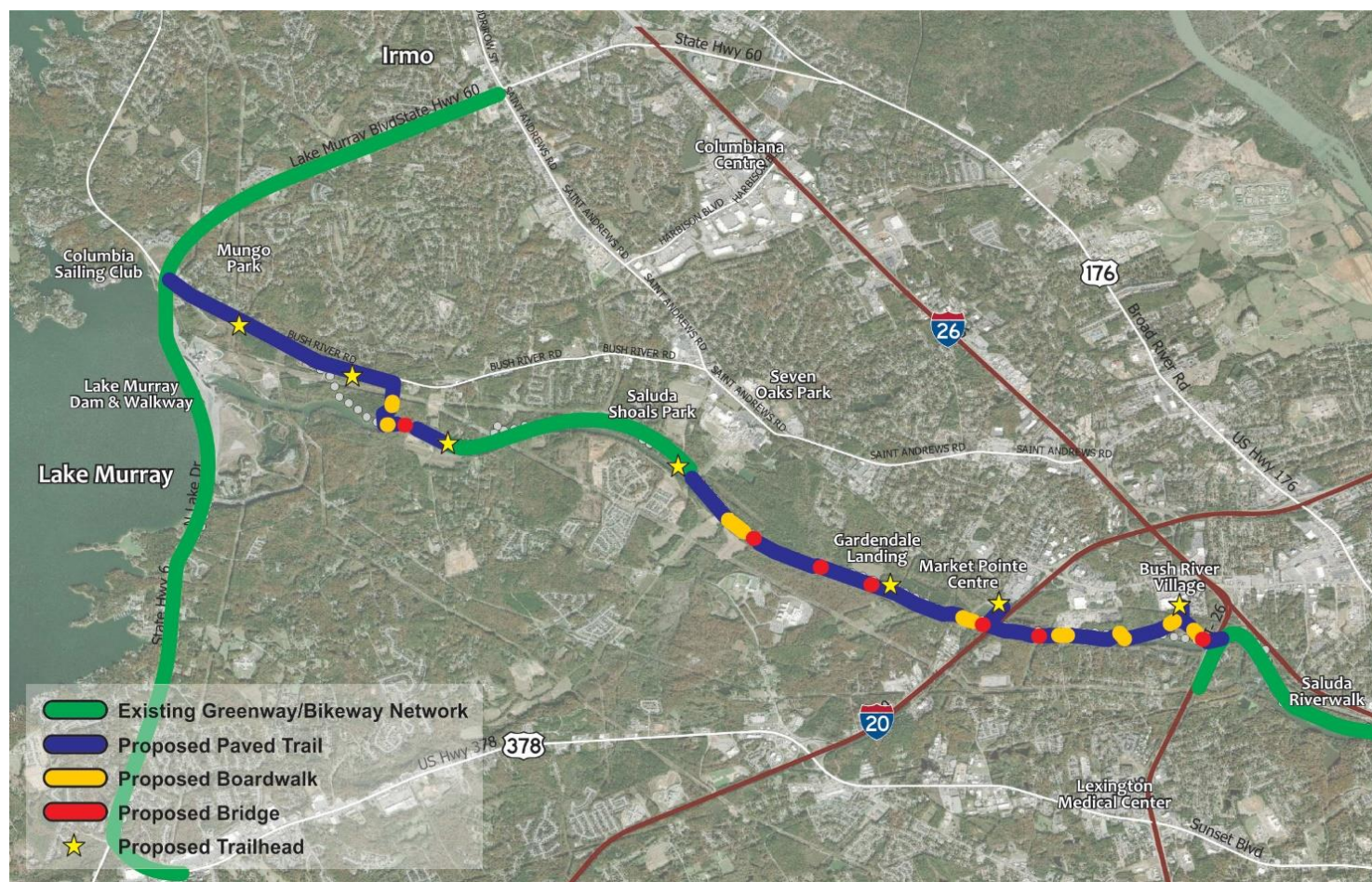
Evaluation criteria were developed, with each alternative alignment being weighed against them. While decisions were needed at each of the decision points, some were very straightforward and did not require an evaluation of alternatives.

EVALUATION CRITERIA

1. Ability to gain property owner permission, minimize property acquisition
2. Ability to increase visual and/or physical access to the Saluda River
3. Ability to connect surrounding areas/residents to the greenway network
4. Ability to avoid/mitigate environmental impacts
5. Ability to simplify construction and maintenance access
6. Ability to reduce overall cost

GREENWAY ALIGNMENT

Based on the evaluation of alternatives, a planning-level greenway alignment emerged. It includes paved greenway, boardwalks, bridges, trailheads, lighting, call boxes, and other site-specific safety improvements to complete the 10.5-mile Lower Saluda Greenway. The greenway alignment is shown below.



GREENWAY CHARACTERISTICS

The width of the greenway will directly affect user comfort, the necessary right-of-way and cost of construction, as well as ongoing maintenance. It is anticipated that the Lower Saluda Greenway will rely on federal transportation dollars as a significant funding source. Therefore, it is also anticipated that the greenway will need to be built to federal and state standards, which are taken from the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*.

The current 2012 edition of the AASHTO *Guide for the Development of Bicycle Facilities* requires that trails and greenways be 12 feet in width, allowing for 8 feet in constrained areas. The forthcoming new edition, which is expected to be published in late-2021, will recommend wider greenways and trails to encourage safer passing and side-by-side bicycling based upon anticipated user volumes. Not knowing the exact timing of the greenway or the publication of the new standards, the Feasibility Report envisions the greenway to be 12 to 14 feet wide.

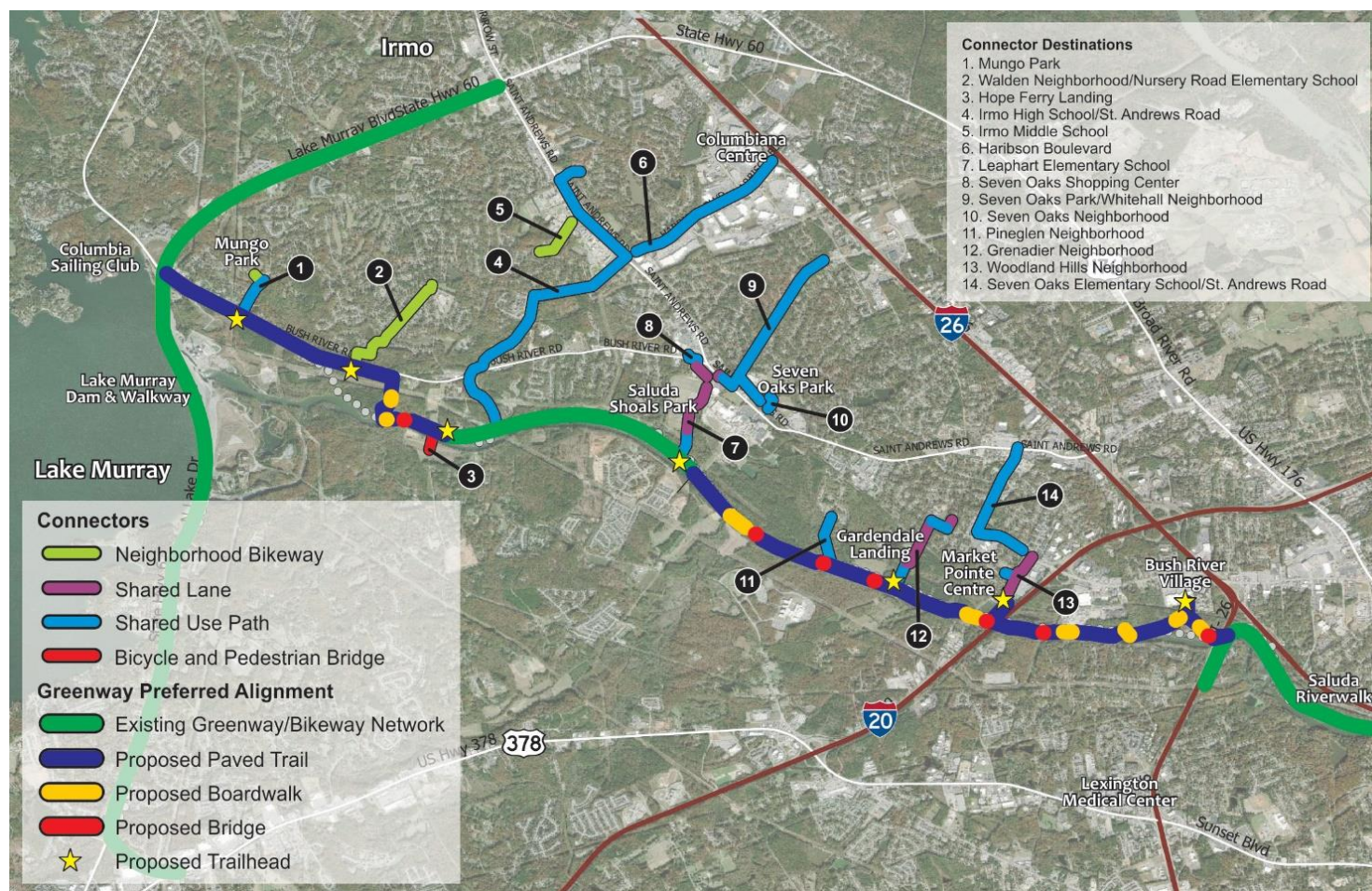
Through wetlands and flood prone areas, wooden boardwalks are recommended. It is anticipated that approximately 3,100 total linear feet of boardwalk will be needed throughout the greenway corridor. Bridges will be necessary to cross smaller waterways that flow into the Saluda River and traverse difficult terrain. Approximately 430 total linear feet of bridge will be required.



Greenway Conceptual Cross Section

LONG-TERM CONNECTIVITY

While the Lower Saluda Greenway is anticipated to be well-used by people from throughout the region, those who live closest to it will receive the greatest transportation, recreation, health, and quality of life benefits. To that end, it is important to consider connectivity to surrounding neighborhoods and destinations. The map below presents a plan for long-term connectivity to the Lower Saluda Greenway. In addition to one bicycle and pedestrian bridge to the south side of the Saluda River, three types of facilities are recommended, including neighborhood bikeways, shared lanes, and shared use paths.



IMPLEMENTATION

To assist in moving recommendations to reality, an Implementation Matrix has been created and is presented in the Feasibility Report. The Implementation Matrix summarizes recommendations, anticipated phasing, and order-of-magnitude opinions of probable cost.

If the entire project cannot be reasonably accomplished at one time, three potential phases have been identified.

Phasing is for planning purposes only; greenway phases should be implemented as soon as opportunities arise.

The table below shows costs for construction (with 30% planning-level contingency), preliminary engineering (PE), and right-of-way acquisition (ROW), resulting in total costs by phase and for the entire project.

PHASE	PE @ 10%	ROW @ 5%	CONSTR	TOTAL
PHASE 1 (Lake Murray Dam to Saluda Shoals Park)	\$557,000	\$279,000	\$5,572,000	\$6,408,000
PHASE 2 (Saluda Shoals Park to I-20)	\$820,000	\$410,000	\$8,202,000	\$9,432,000
PHASE 3 (I-20 to I-26)	\$600,000	\$300,000	\$5,998,000	\$6,898,000
TOTAL[^]	\$1,977,000	\$989,000	\$19,772,000	\$22,738,000

[^] Efficiencies may be realized to lower total costs if all phases are implemented as a single project.



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 25, 2021

SUBJECT: **TIP Amendment – CRRSAA Funds**

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the 2020 – 2027 TIP to add a total of \$4.9 million in CRRSAA funds.

BACKGROUND

SCDOT recently received COVID relief funds through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). As part of this new funding the COATS MPO has received approximately \$4.9 million in CRRSAA funds. Staff will request to use these funds to address the 27 in 7 Bonding Program debt service and the widening of Leesburg Road.

- A. \$2.6 million for the 27 in 7 Bonding Program Debt Service
- B. \$2.3 million for the Leesburg Road Widening Project



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: March 25, 2021

SUBJECT: **TIP Amendment – Intermodal Station**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 Transportation Improvement Program (TIP) to add \$289,900 in Section 5307 Funds for the CMRTA Intermodal Station.

PROGRAM DESCRIPTION

In September of 2016, the Central Midlands Council of Governments (CMCOG) initiated a study to examine the opportunities for a Regional Intermodal Transportation Center (ITC) to be in or around downtown Columbia. The study identified 22 potential sites for a new ITC in the City of Columbia. These 22 locations were examined by the Study Steering Committee and using a pre-defined set of site evaluation criteria, the sites were analyzed with the highest-ranking sites being identified. An environmental analysis was performed for the top four ranking potential sites. No "fatal flaws" from an environmental perspective were found at any of these sites.

The COMET continued their review for an ITC on the site of the Amtrak station. The Amtrak station is a steel structure, built in 1991. Amtrak moved the station to the current Pulaski Street location when the City of Columbia removed the rails and the Seaboard Air Line Railway trestle along Lincoln Street. The former Seaboard Air Line and Amtrak station, built of red brick in 1903, still stands at Gervais Street. It was abandoned and then restored and made into a restaurant called the Blue Marlin.

Currently, Greyhound and Southeastern Stages are located at 710 Buckner Road, Columbia and Megabus is located at Lucius Road and Marlboro Street. The nearest Blue Bike is at Lincoln Street and Gervais Street which means that transportation options are scattered throughout the Greater Columbia area.

Examples of bus/rail intermodal facilities in the Southeast are in North Charleston, SC, Durham, NC, and Raleigh, NC. The COMET is looking for a facility that can house the following transportation options:

- Amtrak Silver
- Greyhound
- MegaBus
- Southeastern States
- The COMET
- Taxis
- Lyft and Uber
- Blue Bike Bikeshare Station

The COMET has provided a preliminary engineering and planning budget for review.

ATTACHMENT

Intermodal Station Draft Budget

E:\Silver Flash Drive 3-27-18\Board Meeting Info\2021 Board Meetings\Enclosure 4 - Intermodal Station.doc

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>

CMRTA INTERMODAL STATION

Task	Description Work	Rates	Estimated Budget	FTA Share	Local Match	Activity Line Item
Preliminary Engineering	Site work, preliminary design, site identification, Alternative Analysis, surveying	Civil Engineer: \$153 per hour	\$ 200,000.00	\$ 160,000.00	\$ 40,000.00	113-11.31.03
		Junior Engineer: \$113 per hour				
		Architect: \$168 per hour				
		Engineer Technical: \$88 per hour				
		Administrative Support: \$68 per hour				
		Project Manager, Sr. Traffic Engineer \$153 per hour				
Survey	Site work surveying	Flat Fee	\$ 3,400.00	\$ 2,720.00	\$ 680.00	113-11.31.03
Environmental	Determine if a CE or a EIR/EIS is needed in accordance with NEPA	Sr. Environmental Planner, Se. Geotech Engineer \$153	\$ 22,500.00	\$ 18,000.00	\$ 4,500.00	113-11.31.03
Grant Writing Assistance	Pursue BUILD, 5339, TIFIA, TA, other funding: https://www.greatamericanstations.com/restoration-tools/funding-and-tax-credits/	Principal/Project Manager: \$200 per hour	\$ 15,000.00	\$ 12,000.00	\$ 3,000.00	117-11.79.00
		Grant Writer: \$175 per hour				
		Senior Associate: \$125.00 per hour				
Funding Assistance	Meet with FTA, US Senate, US House, Amtrak, Greyhound to support efforts	\$2,000 per month	\$ 24,000.00	\$ -	\$ 24,000.00	
Travel	Travel to DC and to North Charleston, Lansing MI, Raleigh NC, Birmingham AL, Charlotte, NC, Normal, IL, Jackson MS, Meridian MS, Fort Worth TX to see their intermodal stations managed by transit authorities	Airplane, hotel, per diem, transportation costs for Executive Director, Intermodal Committee members, Planning and Development Specialist	\$ 25,000.00	\$ 20,000.00	\$ 5,000.00	117-11.79.00
Grand Total			\$ 289,900.00	\$212,720.00	\$77,180.00	

FTA PROGRAMS AND APPORTIONMENTS

Section 5339 Program

Purpose

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Eligible Recipients

- Designated recipients and states that operate or allocate funding to fixed-route bus operators.
- Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

Eligible Activities

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Funding

- FY 2021 \$586,728

Section 5307 Program

Purpose

This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

Eligible Recipients

- FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers.

Eligible Activities

- Capital projects.
- Planning.
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

Funding

- FY 2021 \$5,496,654

FTA PROGRAMS AND APPORTIONMENTS

Section 5310 Program

Purpose

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible Recipients

- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

Funding

- FY 2021 \$509,993

Coronavirus Response and Relief Supplemental Appropriations Act, 2021

Purpose

- Allocates supplemental funding for the Enhanced Mobility of Seniors & Individuals with Disabilities Program (Section 5310)
- Emphasizes that funding is made available for payroll and operations of public transportation first and foremost
- Permits private providers of public transportation to be a subrecipient

Eligible Recipients

- Section 5310 funds are apportioned to Designated Recipients in large urbanized areas
- States in small urbanized and rural areas
- Designated Recipients and States determine the allocation to subrecipients

FTA PROGRAMS AND APPORTIONMENTS

Eligible Activities

- Requirement to use 55% of funds for traditional capital projects does not apply to CRRSAA funds.
- The Coordinated Human Services Transportation Plan requirement for Section 5310 applies to CRRSAA funding.
- Permits previously appropriated (unobligated) 5310 funds to be awarded at 100% – Non-CRRSAA funding must still meet the 55% requirement and be included in a coordinated plan
- CRRSAA and unobligated CARES Act funding should be directed to the maximum extent possible: – To payroll and operations of public transit (including payroll and expenses of private providers of public transportation)
- Unless the recipient certifies to FTA that the recipient has not furloughed any employees. Expenses subject to this requirement include capital expenses such as vehicle procurements or facility construction.

Funding

- FY 2021 \$84,786