



CMCOG Meeting Notice

DATE: June 18, 2021

TO: CMCOG Board of Directors

FROM: Steve MacDougall, CMCOG Board Chair

Please be advised that the next meeting of the Central Midlands Council of Governments Board of Directors will be held on Thursday, June 24, 2021 at 12:00 noon via ZOOM Teleconference. The meeting materials are enclosed. We need a quorum to conduct business, so it is important for you to plan to attend the meeting. I thank you for your time and service to the Central Midlands Council of Governments.

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>



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

Thursday, June 24, 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 Members –
Amadeo Geere, City of Columbia
Katherine R. Myers, City of Columbia
Stephanie O’Cain, Richland County
T. Wayne Gilbert, Richland County
William C. Simon, Richland County

B. Consent Agenda

1. Approval of the May 27, 2021 Board Meeting Minutes (*Enclosure 1*)
2. TIP Amendment – CMRTA Intermodal Station (*Enclosure 2*)

C. Regular Agenda

- | | |
|--|-------------------------|
| 1. CMCOG FY 2022 Budget and Work Program (<i>Enclosure 3</i>) | Benjamin Mauldin |
| 2. 2035 & 2040 LRTP Amendments – SCDOT System Performance Report (<i>Enclosure 4</i>) | Reginald Simmons |
| 3. 2035 LRTP & 2020 – 2027 RTIP Amendment – Longtown Road (<i>Enclosure 5</i>) | Reginald Simmons |
| 4. 2020 – 2027 TIP Amendment – Section 5310 Projects (<i>Enclosure 6</i>) | Reginald Simmons |
| 5. CMCOG Authorization of Section 5310 ARP & CRRSAA Funds (<i>Enclosure 7</i>) | Reginald Simmons |
| 6. CMCOG Authorization of Section 5307 American Rescue Plan Funds (<i>Enclosure 8</i>) | Reginald Simmons |

D. Announcements / Committee or Staff Reports / Correspondences

- | | |
|---|-------------------------|
| 1. Environmental Planning Update | Gregory Sprouse |
| 2. Executive Director’s Report | Benjamin Mauldin |
| 3. Recognition of Outgoing Chair and Committee Chairpersons | Benjamin Mauldin |
| 4. Recognition of Incoming Chair | Steve MacDougall |

E. Old/New Business

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board Meeting will be held on Thursday, August 26, 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, May 27, 2021 ♦ 12:00 p.m. ♦ CMCOG Conference Room via Virtual Platform

BOARD MEMBERS PRESENT:

Vina Abrams, Newberry County
Moses Bell, Fairfield County Council
Larry Brigham, Lexington County
Susan Brill, Richland County
Julian Burns, Kershaw County Council Chair
Glenn Conwell, Lexington County Council
Kyle Crager, Fairfield County
Kathy Condom, Town of Irmo
Todd Cullum, Lexington County Council
Smokey Davis, Lexington County
William DePass, City of Columbia
Roger Gaddy, Mayor, Town of Winnsboro
Bob Hall, Batesburg-Leesville Town Council
Robert Liming, City of Columbia
Paul Livingston, Richland County Council
Steve MacDougall, Town of Lexington Mayor
Yvonne McBride, Richland County Council
Annie McDaniel, Fair County Leg. Del.
Walt McLeod, Newberry County
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
Dwayne Perry, Fairfield County Council
Brian Carter, City of West Cola. Administrator

GUESTS PRESENT:

Joey McIntyre – SCDOT
Michelle Ransom - The COMET

STAFF MEMBERS PRESENT:

Freteria Addison, LTC Ombudsman Volunteer
Coordinator/Information Support Specialist
Roland Bart, Senior Planner
Petula Hendley, Financial Management/
Supportive Services Director
Chanell Jackson, Finance Director
Jason Kent, GIS Manager
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 12:07 p.m. on May 27, 2021.

1. Determination of Quorum

Chairman MacDougall declared that a quorum was present.

2. Approve Order and Contents of the Overall Agenda

MOTION, approved

Elise Partin moved, seconded by Julian Burns to approve Order and Contents of the Overall Agenda. The motion was approved.

3. Invocation

Smokey Davis gave the Invocation.

B. CONSENT AGENDA

1. Approval of the April 22, 2021 Board Meeting Minutes, approved

Robert Liming requested further discussion on Enclosure 6 – of the consent agenda TIP Amendment – CMRTA Intermodal Station. Michelle Ransom of CMRTA requested for the item to be removed in order to address Mr. Liming questions.

MOTION, approved

Robert Liming moved, seconded by Walton McLeod to approve the consent agenda and to table Enclosure 6 – TIP Amendment CMRTA Intermodal Station. The motion was approved.

The motion was opposed by Yvonne McBride and Paul Livingston.

C. Regular Agenda

C1. FY 2022 & 2023 Unified Planning Work Program

Reginald Simmons requested approval to adopt the FY 2022 & 2023 UPWP which emphasizes activities that promote the implementation of the existing plan. The 2022 & 2023 COATS Unified Planning Work Program (UPWP) is based on the COATS's 2040 Long-Range Transportation Plan, which was updated and approved by the Policy Committee on September 24, 2015. Emphasis has been placed on developing a program which can be reasonably accomplished with available staff and consultant resources, and which is consistent with the priorities of the COATS area. This 2022 & 2023 UPWP emphasizes activities that promote the implementation of the existing plan. The major projects to be completed in this two-year timeframe include:

- Columbia East Subarea Plan
- Congestion Management Plan Update
- Long Range Transportation Plan Update
- Travel Demand Model Update
- Regional ITS Architecture
- Short Range Transit Plan, Origin, Destination, & Demographic Study, and Comprehensive Operational Analysis
- Regional Bike Share Plan
- Regional Commuter Rail Plan

MOTION, approved

Robert Liming moved, seconded by Bob Hall to adopt the FY 2022 & 2023 Unified Planning Work Program. The motion was approved.

C2. FY 2022 & 2023 Rural Planning Work Program

Reginald Simmons requested approval to adopt the FY 2022 & 2023 Rural Planning Work Program (RPWP). The 2022 & 2023 CMCOG Rural Planning Work Program (RPWP) is based on the CMCOG's 2035 Rural Long-Range Transportation Plan and the 2040 LRTP. Emphasis has been placed on developing a program which can be reasonably accomplished with available staff and consultant resources, and which is consistent with the priorities of the CMCOG area. This 2022 & 2023 RPWP emphasizes activities that promote the implementation of the existing plan. The major projects to be completed in this two-year timeframe include:

- Congestion Management Plan Update
- Long Range Transportation Plan Update
- Travel Demand Model Update
- Regional ITS Architecture
- Short Range Transit Plan, Origin, Destination, & Demographic Study, and Comprehensive Operational Analysis
- Regional Commuter Rail Plan

A brief discussion took place.

MOTION, approved

Robert Liming moved, seconded by Bob Hall, to adopt the FY 2022 & 2023 Rural Planning Work Program. The motion was approved.

C3. Resolution: De-Federalizing Transit Facilities

Reginald Simmons requested approval to update the resolution for the disposal of the remaining federal interest in the transit facilities located at 1745 Sumter Street and 1220/1240 Assembly Street. CMCOG is the designated recipient of FTA Section 5307 Program. In 1985, CMCOG received an FTA Grant to

construct two transit facilities. The facilities were built in 1996 with one being located at 1745 Sumter Street and the other at 1220/1240 Assembly Street. Both facilities have depreciated over the years with the Sumter Street facility having \$54,089 remaining in federal interest and the Assembly Street facility having \$126,338 remaining.

Through coordination with FTA, the City of Columbia and the Central Midlands Regional Transit Authority have both agreed to support the disposal of the federal interest in these transit facilities. The Central Midlands Regional Transit Authority Board of Directors has accepted the remaining federal interest in both and intends to transfer the remaining federal interest into a federal grant in accordance and compliance with Federal Transit Administration requirements.

A brief discussion took place.

MOTION, approved

Robert Liming moved, seconded by Smokey Davis, to approve the updated resolution for the disposal of the remaining federal interest in the transit facilities located at 1745 Sumter Street and 1220/1240 Assembly Street. The motion was approved.

C4. TIP Amendment- FTA Programs and Apportionments

Reginald Simmons requested approval to add the fiscal year 2021 federal funding apportionments to the 2020 - 2027 TIP. CMCOG is the designated recipient of Sections 5339, 5307, and 5310 funds under MAP-21 and the FAST Act. Each year CMCOG receives direct and/or indirect federal funding apportionments for the following FTA Programs:

- Section 5307 – Urbanized Area Formula Grants
- Section 5339 – Bus and Bus Facilities Program
- Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

These programs may provide planning, administration, capital, operations, and technical assistance to various transit-related projects. For the MPO and transit providers to access these funds, the MPO must include them into their TIP. The following apportionments were requested to be included in the 2020 – 2027 TIP:

- Section 5307 \$9,242,669 – American Rescue Plan
- Section 5310 \$86,787 – American Rescue Plan

MOTION, approved

Robert Liming moved, seconded by Walt McLeod, to amend the 2020 – 2027 TIP to add \$9,242,669 in Section 5307 funds and \$86,787 in Section 5310 funds. The motion was approved.

D. Announcements

D1. SCDOT Transportation Project Updates

Joey McIntyre of SCDOT provided an overview of the current active transportation projects within the Columbia Urbanized Area. The project categories included:

- COATS/CMCOG Widenings
- COATS/CMCOG Intersections
- COATS/CMCOG Interchange
- Bridge Replacement Projects
- Interstate Rehabilitation Projects
- Interstate Widening Projects
- Assembly Street Railroad Separation

The status of preliminary engineering, right-of-way acquisition, and construction was presented for each project.

There was a brief discussion.

This item was accepted as information.

D2. Executive Directors Report

Ben Mauldin gave the following report:

- CMCOG staff have been back in the office full-time and may be requesting the Board of Directors for approval on cost of living increase for staff.
- In our Aging Department, we served over 255,000 clients with meals, we have also served over 100 clients who were on our waiting list and currently have no one in waiting.
- The Family Caregiver Support Program received an additional \$180,000 for respite services.
- The Long-Term Care Ombudsman Program have been conducting field visits since October 2020 and also hosted a Volunteer Appreciation Drop – In where we invited our Volunteers to pick up lunch as a small token of our appreciation for their service.
- Advance Directive and Medicare Training have also been provided via Zoom.
- CDBG has applied for 2 grants which include one for \$352,000 and another for \$428,000 for Meals on Wheels.
- Midlands Workforce and Development has served over 780,000 people awarding over \$100,000 in grant awards.

E. OLD / NEW BUSINESS

No old/new business was brought forth

F. OTHER BUSINESS

No other business was brought forth.

G. ADJOURN

There being no further business, the meeting adjourned at approximately 12:42 p.m.

Benjamin J. Mauldin, Secretary-Treasurer

Steve MacDougall, Chairperson



Memorandum

Approved by the CMCOG Board/MPO Policy Committee on March 25th.

Public comment period ended on May 26, 2021

No Public Comments Received

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 \$212,720 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\5-27-21\Enclosure 2 - Intermodal Station.doc

FY 2022

CMCOG Budget & Work Program



Steve MacDougall, Chairperson

Benjamin J. Mauldin, Executive Director
236 Stoneridge Drive
Columbia, SC 29210

Established: 1969
Serving Fairfield, Lexington, Newberry and
Richland Counties

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Mission Statement

To provide the highest quality of planning, technical assistance and services to local governments, businesses and citizens in the Central Midlands region.

Guiding Principles

- Provide a regional forum where any local government can have issues heard and needs addressed.
- Advocate on behalf of regional governments, businesses and citizens.
- Provide planning and technical assistance with current and future needs of the region in mind.

EXECUTIVE SUMMARY



LETTER TO CMCOG BOARD OF DIRECTORS

June 17, 2021

To the CMCOG Board of Directors:

The Central Midlands Council of Governments budget process is a complex combination of many federal, state and local resources. Each budget year we start the process early in the calendar (February) year. The entire process takes about 5 months to complete and includes input from all management staff. Our goal is to present a balanced budget and to be fiscally responsible and operate within the approved budget each year.

CMCOG's process begins with the development of a preliminary budget by each department. These preliminary budgets are developed based on contracts and grants that have already been received, or those that have been submitted to appropriate federal and state agencies and which management believes will be funded based on experience and contact with the various agencies. The membership dues that CMCOG receives from our member governments and state aid revenues serve as matching funds.

Personnel expenditures are the COG's greatest expense. During development of the budget, our first priority is to make sure each program area has adequate available funding for staff. The COG is primarily a grant-funded agency and the funding can fluctuate from year to year. Once we determine the funding available for staffing our core programs, we determine the funds available for other expenses, such as, supplies, travel, equipment, etc. These preliminary department budgets are compiled and balanced between departments and the COG budget is then developed into a proposed operating budget, which is then discussed with the COG's Executive Committee (which serves as the Budget Committee).

The budget committee discusses any significant changes from the previous year, accomplishments from the current fiscal year, and goals and new projects for the upcoming year. The budget committee then develops any specific questions and concerns that can be directed to both the general management and departmental managers.

Of course, our budget process does not end with the adoption of the budget. CMCOG management and staff will always continue to be proactive in seeking new funding sources including grants and contracts. New grants are continually being received and new contracts are being entered into throughout the course of the fiscal year, some of which require small modifications through the supplemental budget process. The Board of Directors can approve these modifications through consent; also throughout the fiscal year, Financial Statements are provided to the board for their review of the COG's financial status.

It is the goal of management and staff of the Central Midlands Councils of Governments to always provide the highest quality, most efficient, economical and effective services possible to our member

jurisdictions. It is also the goal of this budget document to provide a clear, coherent and informative description of CMCOG from both a programmatic and fiscal standpoint.

As always, it is an honor to serve the citizens of the Central Midlands Region. We also sincerely thank each of our member governments for their continued financial support.

Best Regards,

Benjamin J. Mauldin
Executive Director

EXECUTIVE SUMMARY

The CMCOG budget reflects existing and anticipated Federal and state grants, fees for service work, partnership agreements, and how local membership dues are applied to maximize these funding opportunities and support general membership services.

Officials at all levels of government are paying more attention to the potential positive outcomes of working across political boundaries to address our most pressing public service issues and increase efficiency in the delivery of much needed public services and infrastructure. As the lead regional planning organization, CMCOG must continue to identify, promote and help facilitate regional collaborative efforts among local government jurisdictions that help enhance government efficiency and effective service delivery.

Our work in this growing and dynamic region is very important and we will continue to facilitate discussion and provide technical assistance and services to help address regional challenges in important areas such as 208 water quality management planning; transportation and land use planning; air quality and efficient use of energy; public safety and emergency preparedness; and provision of services to the aging population.

The success of our organization is highly dependent on the continued dedication and excellent work of our professional staff. They come to work every day caring about the welfare of this region. They are dedicated to the great cause of helping sustain and improve the high quality of life we have all come to enjoy. I am proud of their achievements and the continued success of CMCOG.

BUDGET OVERVIEW

CMCOG continues to implement budget strategies to protect its short and long term positive fiscal condition. The FY 2022 budget reflects sensitivity to the overall regional economic climate while maintaining services that support our member local governments. The budget has been developed guided by a strong focus on continuing with planned long-term goals and initiatives designed to sustain and enhance the overall quality of life in the region.

BUDGET PROCESS

The budget schedule for FY 2022 is as follows:

Jan. – Feb.	CMCOG Director’s Team Discussion / Management Team discussion – Internal Consultation.
Mar.	CMCOG Director’s submit budget requests / Work Programs.
Mar. – Apr.	Proposed Draft Budget is developed.
Apr.	Executive Director Finalizes Proposed Draft Budget.
May	CMCOG Executive Committee – (Budget Committee) meets and discusses budget overview
June	CMCOG Executive Committee approves budget. Final budget approval by full CMCOG Board, including Work program and Policy Manual Revisions.

FY 2021 MAJOR ACCOMPLISHMENTS

CMCOG is committed to providing high quality services and is dedicated to sustaining and improving the quality of life for the region. Some successful highlights of this past fiscal year are:

- ✓ Recruitment of additional volunteers for the Ombudsman “Friendly Visitor” Program
- ✓ Professional technical assistance to our CMCOG member governments, including development and administrative support for several community development block grant projects
- ✓ Providing quality and compassionate services to our Seniors through the Aging Programs to the Area Agency on Aging / Aging Disability Resource Center
- ✓ Implementation of the Workforce Innovation Opportunity Act and oversight of ResCare Workforce Services and Fairfield County, who provide the one stop operator services for the region
- ✓ CMCOG received an unqualified “clean” financial and compliance audit
- ✓ Minor capital improvements to the CMCOG building, including upgrading equipment
- ✓ Hosting orientation/ongoing training requirements for our local elected and appointed officials
- ✓ Implementation of the COATS and CMCOG Rural Transportation Improvement Programs
- ✓ 208 Water Quality Management Planning
- ✓ Central Midlands Development Corporation staffing and support

BUDGETARY HIGHLIGHTS

Highlights of the FY 2022 Proposed Budget are:

- The total recommended budget is \$14,640,615 including pass-thru dollars. Indirect costs remain relatively the same from the current budget.
- Local Membership Dues: Local membership dues were calculated based on the 82 cents per capita formula in the CMCOG bylaws.
- Employee Compensation: A two (2%) percent cost of living increase is budgeted.

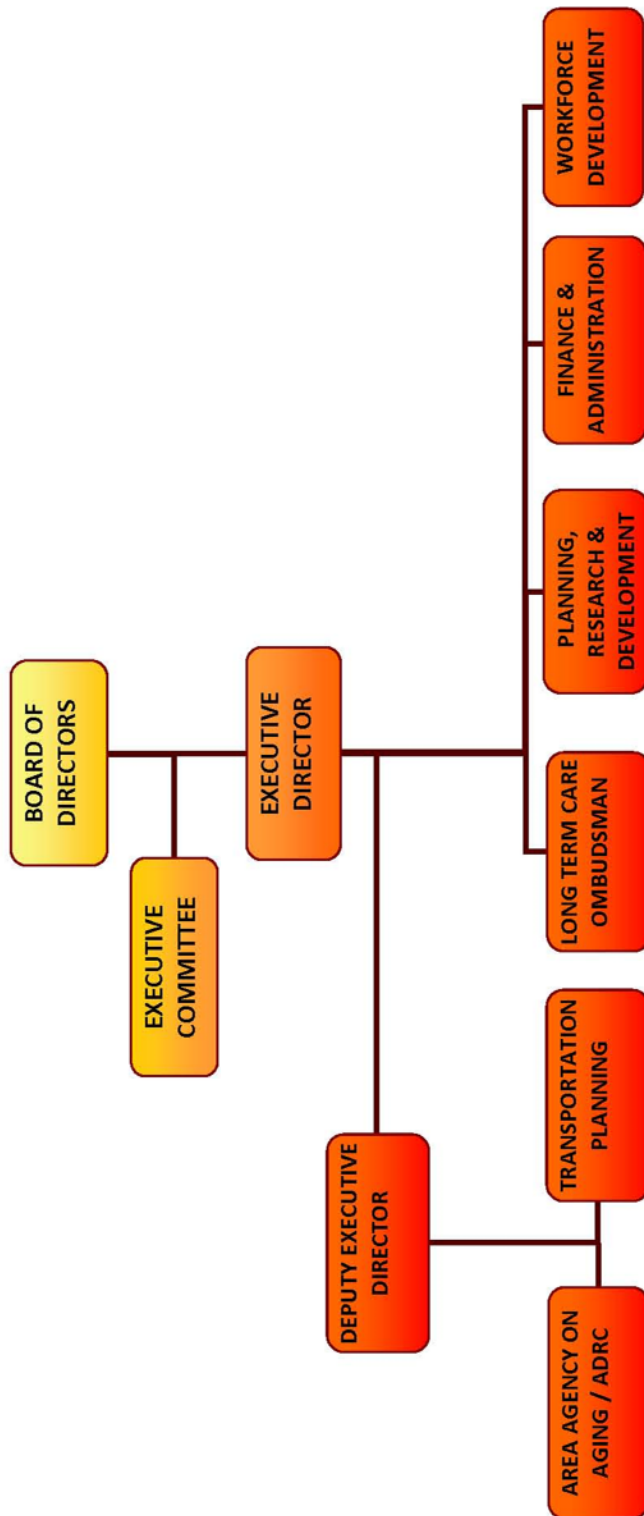
- Capital improvement projects to the CMCOG office, i.e., HVAC improvements, complete restroom renovation, kitchen repairs and carpet replacement. The CMCOG building was built in 1992 and has many of the original fixtures. The CMCOG large conference room is also used regularly for many meetings since the office is centrally located. Over the years the building has experienced wear and tear that needs to be addressed.

CONCLUSION

The proposed budget for FY 2022 has been prepared within the financial context of the maintaining meaningful and responsible commitments to our programs and services that add value to the quality of life in our region. Staff will continue to implement cost effective operations measures as we move forward into the upcoming fiscal year. The use of local membership dues to fund programs will be monitored closely for effectiveness and feasibility.

CMCOG will continue its commitment to provide high quality services to our member jurisdictions and the region. Efforts will continue to develop additional collaborative partnerships with regional governmental, business, university, and civic leaders to raise the profile of CMCOG as the forum and facilitator for regional cooperative efforts. The hard work and thoughtful support of CMCOG's Executive Committee and leadership of the Board of Directors are acknowledged for providing guidance and planning initiatives.

ORGANIZATIONAL STRUCTURE



ADMINISTRATION

Benjamin J. Mauldin
Executive Director

Reginald Simmons
*Deputy Executive Director /
Director of Transportation*

Sherry Shepherd
Receptionist

FINANCE

Chanell Jackson
Finance Director

Petula Hendley
*Director of Financial Mgmt.,
and Support Services*

Titilayo Okumoye
Grant Accountant

AREA AGENCY ON AGING/AGING & DISABILITY RESOURCE CENTER

Candice Holloway
*Director of Area Agency on
Aging/ADRC*

Shelia Bell-Ford
SHIP Coordinator

Jajuana Davis
Aging Program Coordinator

Jenny Andrews
Family Caregiver Advocate

Joe Perry
*Information, Referral &
Assistance Specialist*

Veronica Williams
Aging Program Coordinator

Jessica Kelly
Aging Program Coordinator

LONG-TERM CARE OMBUDSMAN PROGRAM

Anna Harmon
*Long-Term Care Ombudsman
Director*

Fretoria Addison
*Ombudsman Volunteer
Program Coordinator*

LaToya Buggs-Williams
*Senior Ombudsman
Investigator*

Jessica Ray
*Ombudsman
Investigator*

RESEARCH, PLANNING & DEVELOPMENT

Gregory Sprouse
*Director, Research, Planning
and Development*

Guillermo Espinosa
Senior Planner

Jason Kent
GIS Manager

TRANSPORTATION PLANNING

Reginald Simmons

*Deputy Executive Director /
Director of Transportation*

Roland E. Bart

Chief Transportation Planner

MIDLANDS WORKFORCE DEVELOPMENT BOARD

Chris White

*Director, Workforce
Development*

Anastasiya Hay

SCWOS Coordinator

Kynshari Smith

SCWOS Coordinator

Tammy Beagen

*Assistant Director, Workforce
Development*

Stephen Knight

Business Services Liaison

Sheron Sutton

WIOA Assessment Manager

Dwayne McLean

WIOA Assessment Coordinator

Brooke Seaton

SCWOS Coordinator

MEMBER GOVERNMENTS

Fairfield County

Newberry County

Lexington County

Richland County

Batesburg-Leesville

Blythewood

Columbia

Irmo

Newberry, City

West Columbia

Cayce

Forest Acres

Lexington, Town

Springdale

Winnsboro

BUDGET SUMMARY

CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS

FY 2021-2022

	Proposed		Percent
	FY2022	FY2021	of Budget
	<u>Budget</u>	<u>Budget</u>	<u>of Change</u>
Revenue			
Local Revenue			
Member Governments	611,944	594,466	2.94%
State Aid	70,407	140,814	-50.00%
Interest Income	25	25	0.00%
208 Conformance Reviews	10,000	10,000	0.00%
Midlands River Coaliton	17,000	17,000	0.00%
Local Revenue-Aging	0	0	0.00%
Local Revenue-Other	0	27,000	0.00%
Fringe Recovery	1,045,538	1,005,205	4.01%
Indirect Cost Recovery	789,224	637,034	23.89%
Total Local Revenue	<u>\$2,544,138</u>	<u>\$2,431,544</u>	<u>4.63%</u>
Regional Programs			
Aging Planning & Administration	1,004,254	921,579	8.97%
Ombudsman Program	466,971	449,400	3.91%
Midlands Workforce Development Board	1,374,987	1,266,318	8.58%
Transportation	1,850,877	1,481,515	24.93%
Hazard Mitigation Plan	30,000	44,845	-33.10%
EPA 208 Planning	50,000	13,000	284.62%
EDA Planning Grant	70,000	70,000	0.00%
Comm Development Block Grant-Planning	50,000	50,000	0.00%
DHEC-Three Rivers Waterbased Plan	35,000	0	100.00%
EDA- Supplemental Cares	179,071	0	100.00%
Total Regional Programs	<u>\$5,111,160</u>	<u>\$4,296,657</u>	<u>18.96%</u>
Community Development Block Grant Admin	130,000	161,815	-19.66%
Local Technical Assistance Contracts	85,500	46,000	85.87%
Transfer From Other Program Areas-Matching, Other	534,719	427,642	25.04%
Total Operating Revenue	<u>\$8,405,516</u>	<u>\$7,363,658</u>	<u>14.15%</u>
Contracted Services Revenue			
Aging	3,942,642	3,365,062	17.16%
MWDB Contractors	2,292,456	3,480,801	-34.14%
Total Contracted Services Revenue	<u>\$6,235,098</u>	<u>\$6,845,863</u>	<u>-8.92%</u>
Total Revenue	<u>\$14,640,614</u>	<u>\$14,209,521</u>	<u>3.03%</u>

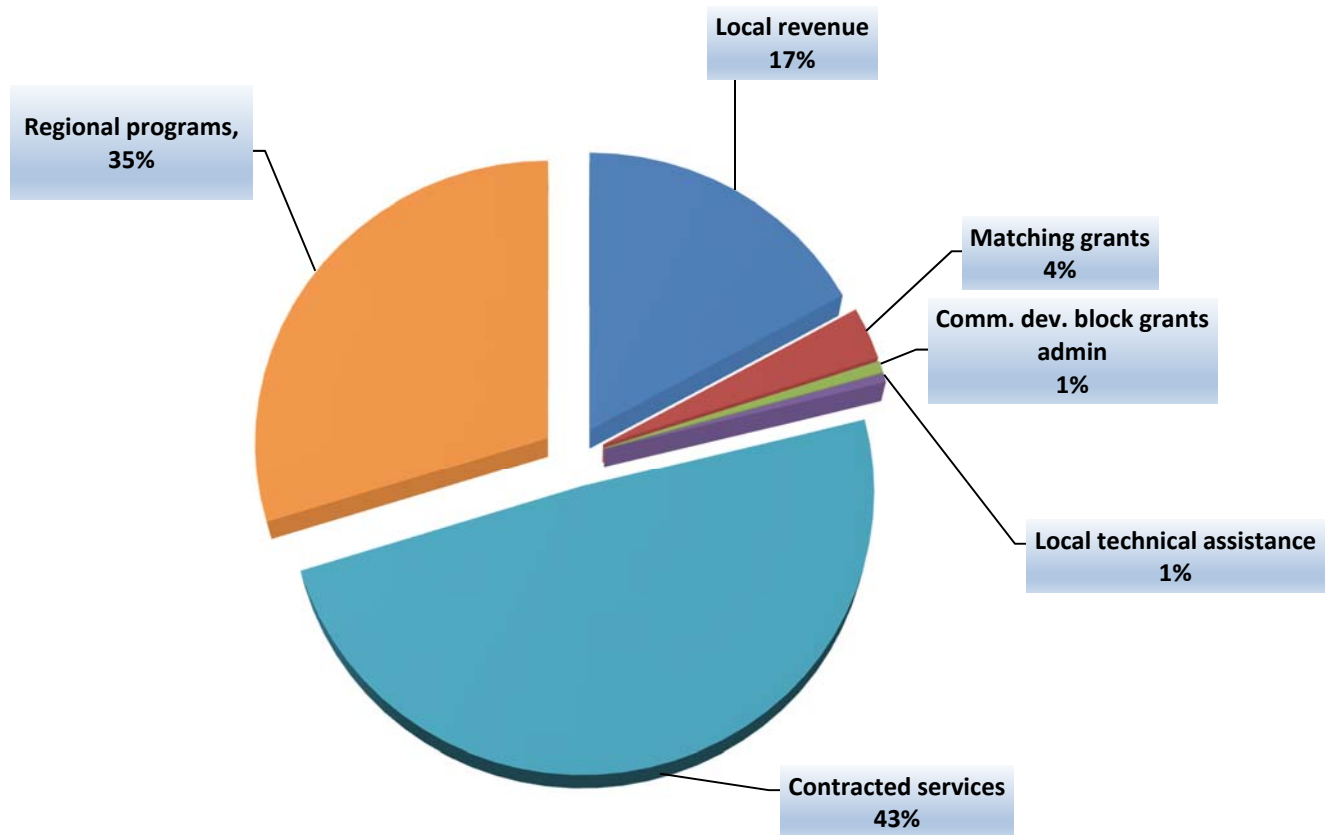
Expenses

Personnel Costs	3,162,458	2,929,606	7.95%
Fringe & Indirect Cost Allocation	1,834,762	1,642,239	11.72%
Operations and Maintenance	939,004	767,584	22.33%
Employee Development & Training	80,750	59,750	35.15%
Travel & Transportation	151,950	100,300	51.50%
Consultants & Contracts	1,183,874	978,037	21.05%
Capital Outlays	118,000	158,501	-25.55%
Transportation Contractors	400,000	300,000	33.33%
Transfer To Other Program Areas-Matching, Other	534,719	427,642	25.04%
Total Operating Expenses	\$8,405,517	\$7,363,658	14.15%

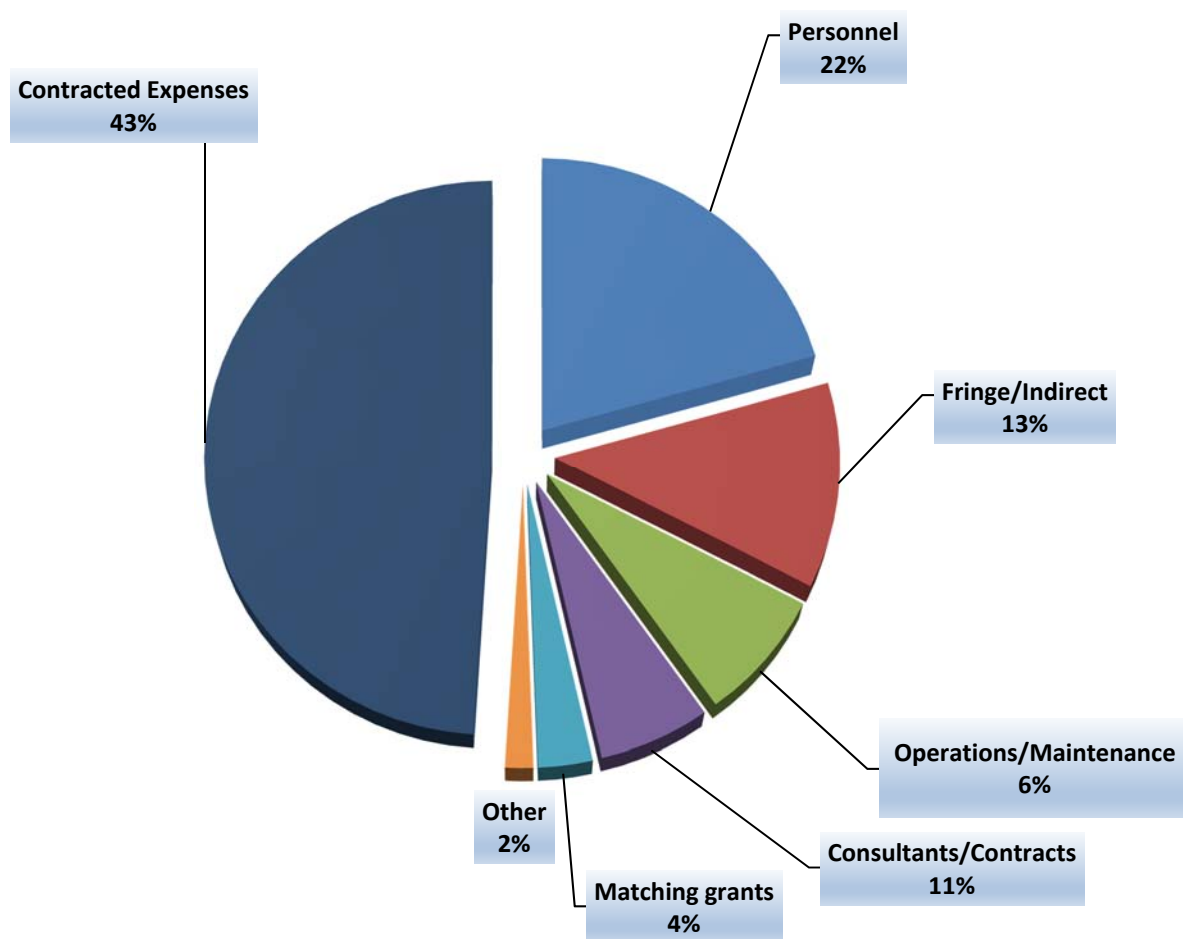
Contracted Services Expenses

Aging	3,942,642	3,365,062	17.16%
MWDB Contractors	2,292,456	3,480,801	-34.14%
Total Contracted Services Expenses	\$6,235,098	\$6,845,863	-8.92%
Total Expenses	\$14,640,615	\$14,209,521	3.03%
Revenue Over/(Under) Expenses	(0)	0	

FY 2022 Revenues



FY 2022 Expenses



FY2022 WORK PROGRAM GOALS AND OBJECTIVES



ADMINISTRATION

DIRECTOR: Ben Mauldin

OBJECTIVES: To provide coordinated support for the Board of Directors and its committees; to interact and coordinate with outside partners and agencies; to analyze, comment, and offer recommendations on legislation and to provide to regional public outreach related to CMCOG activities and issues. The administration department is also responsible for providing support and supervision of the agency daily operations, all accounting functions including maintaining accurate and current financial records for the operating, capital, and pass-through funds in accordance with Council policy, state, federal and grantors' regulations.

I. PROGRAM PRIORITIES / FOCUS- FY 2022	
1	Staff Supervision
2	Board of Directors support and liaison
3	Promote awareness of Council's work progress among member governments and community organizations
4	Maintain and manage all accounting functions
5	Prepare internal and external financial reports
6	Prepare financial reports as required by grantor agencies
7	Assist management staff with budget preparation & monitor department budgets
8	Ensure building, vehicles, and grounds are properly maintained and in good repair
9	Oversee maintenance and upkeep of office equipment
10	Provide Information Technology services to the Agency
11	Maintain the Council's Capital Improvement Program
12	Provide Human Resource services
II. CURRENT / FUTURE PROJECTS - FY 2022	
1	Update CMCOG Strategic Plan
2	Update / Implement Capital Improvements Plan
3	Develop funding and service objectives/strategies for the CM Development Corp.

AREA AGENCY ON AGING / AGING & DISABILITY RESOURCE CENTER

DIRECTOR: Candice Holloway

OBJECTIVES: A majority of aging services are federally funded through the 1965 Older Americans Act. This law requires that planning and service districts be designated to plan and implement aging services. The Lieutenant Governor's Office on Aging has divided the state into ten planning and service districts. Central Midlands Council of Governments was designated as the midlands' Area Agency on Aging (AAA) in 1976. The major component of Aging Services is ADRC Administration.

ADRC ADMINISTRATION: The mission of the Area Agency on Aging is to plan programs and services for the growing population of older people and people with disabilities in Fairfield, Lexington, Newberry and Richland Counties. The agency subcontracts with local providers for delivery of many services. The Regional Aging and Disability Advisory Committee, the majority of whom are older individuals or individuals who are eligible to participate in Older Americans Act programs, or representatives of older persons and the general public, assists the Council of Governments in fulfilling the responsibilities of the Area Agency on Aging. **The department provides and/or supports the following services:**

Community Services:

- Adult Day Care Services
- Insurance Counseling (I-CARE)
- Group Dining
- Health and Wellness
- Information and Referral
- Legal Assistance
- Nutrition Education and Screening
- Transportation
- Volunteer Opportunities

In-Home Services:

- Home Delivered Meals
- Home Care
- Respite Care

I. PROGRAM PRIORTIES / FOCUS- FY 2022	
1	Plan and implement the Medicaid Managed Care program
2	Continue to implement the ADRC
3	Implement data entry changes
4	Continue to plan and implement Client selection portion of direct services
5	Implement distribution of the Alzheimer's Association vouchers
6	Revamp the FCSP to meet the LGOA documentation requirements
7	Plan and implement the I-CARE training
8	Continue to pursue non -traditional venues for Outreach
9	Attend training as required
10	Cross training will continue
11	Advocacy at the state and national levels will continue
12	Continue training on Elder Abuse through Department of Justice grant
13	Outreach to immigrant populations continues
14	Grandparent Support group continues
15	Continue to offer Advance Directives training
16	Attendance at Community Collaborative Response team will continue
17	Emergency Preparedness Plan updated to include COVID-19
II. CURRENT / FUTURE PROJECTS- FY 2022	
1.	Complete and Implement Area Plan
2.	Update and distribute Agency Resource Guide
3.	Expend COVID-19 relief grant
4	Continue Veteran's Housekeeping Grant
5.	Continue Emergency Rental Assistance Grant

LONG-TERM CARE OMBUDSMAN PROGRAM

DIRECTOR: Anna Harmon

OBJECTIVES: The Central Midlands Regional Long-Term Care Ombudsman Program receives complaints/concerns on behalf of residents in long-term care facilities. Long-term care facilities include licensed facilities such as nursing homes, community residential care and assisted living facilities. Complaints range from abuse, neglect, exploitation to quality of care issues, improper discharges, falls and resident rights related concerns. The Long Term Care Ombudsman Program is governed by the federal Older Americans Act and by South Carolina State Law (Omnibus Adult Protection Act). As noted in the Omnibus Adult Protection Act, the Long Term Care Ombudsman Program shall investigate or cause to be investigated reports of abuse, neglect, and exploitation of vulnerable adults occurring in facilities. The Long Term Care Ombudsman Program investigates, mediates and/or advocates on behalf of residents in order to resolve their concerns.

The following summarize the duties of the Ombudsman Program:

- Investigates and works to resolve concerns or complaints affecting long term care residents.
- Identifies problem areas in long-term care and advocates and/or mediates for change.
- Provides guidance as related to facility related concerns and related services.
- Promotes resident, families, and community involvement in long-term care.
- Educate the community about the needs and challenges of long-term care residents.
- Coordinates efforts with other agencies in efforts to protect residents and ensure their safety.
- Conduct Routine Visits to long term care facilities to talk to residents and monitor conditions.
- Educates facility staff about resident rights, the OAPA and other long-term care mandates.
- Promote the Volunteer Ombudsman Program.
- Promote the understanding of Advance Directives and provides assistance as needed.
- Create materials that will educate facilities, families and the community about abuse and neglect.
- Monitor, address and bring COVID related concerns to the SC Department on Aging.

I. PROGRAM PRIORTIES / FOCUS- FY 2022	
1	Investigate complaints (abuse and neglect complaints being a priority)
2	Provide educational information re: Resident Rights and Omnibus Adult Protection Act/Abuse, Neglect & Exploitation
3	Provide information and coordinate with other agencies on behalf of residents
4	Serve as a resident advocate and increase advocacy efforts
5	Recruit, train, and monitor volunteer related activities
6	Educate the community on Advance Directives
7	Encourage Resident and Family Councils
8	Expand the Volunteer Ombudsman Program
9	Conduct Routine Visits to long-term care facilities
10	Provide residents and families with advocacy information and materials.

II. CURRENT / FUTURE PROJECTS - FY 2022	
1	Distribute materials related to long-term care, elder abuse, Advance Directives Resident Bill of Rights
2	Events related to volunteers, advance directives, abuse, neglect & exploitation at least twice yearly
3	Recruit at least 10 additional volunteers for the region

RESEARCH, PLANNING AND DEVELOPMENT

DIRECTOR: Gregory Sprouse

OBJECTIVES:

Local Government Planning and Technical Assistance: Since the agency's creation in 1969, CMCOG has provided land use planning and general technical administrative support to its member local governments in the form of staff support and individual project efforts. Today, CMCOG continues to provide technical assistance to area and local governments on land development matters including, but not limited to, the preparation of land use plans, fringe area studies, zoning ordinances and subdivision regulations or other specialized planning studies. This service is extended to any local governments in the region and is paid for on an individual project basis

Environmental Planning: Environmental activities of Central Midlands Council of Governments include water and air quality planning and regional open space planning. The COG is the designated water quality management agency for the Central Midlands region. As such, CMCOG works closely with state agencies such as the SC Department of Health and Environmental Control, municipal and county government groups and public interest groups such as the Sierra Club, the League of Women Voters and the River Alliance to protect the quality of area waterways both for current and future use.

Geographic Information System (GIS): The CMCOG Geographic Information System (GIS) program provides a variety of digital mapping solutions and geo-spatial data services for member governments, municipalities, and the general public. Since 1994 GIS has played an active role in regional transportation, environmental, and land-use planning initiatives. In addition, the GIS department continues to provide technical services, such as zoning and parcel mapping, for some of the smaller municipalities within our region. Other responsibilities undertaken by the GIS division include: providing agency wide analysis and cartographic support, hazard mitigation planning, transportation modeling, environmental mapping, and regional demographic analysis.

Research: Research staff provides data support services for all the council's planning programs. They monitor the region's growth through its original research, and by conducting a number of ongoing surveys. The Research program also offers a comprehensive site analysis and site selection mapping and reporting tool. Features include maps areas showing land and water areas, roads, county and city boundaries and zip codes. Demographic profiles can be generated on points, zip codes, counties, places, or custom areas.

I. PROGRAM PRIORTIES / FOCUS- FY 2022	
1	Transportation Planning Program Support
2	Local Government Technical Service Contract Administration
3	208 Water Quality Program Management
4	Geographic Information Systems (GIS) Management
5	Graphic/Cartographic Design Support
6	Grant/Contract Development Activities
7	Socio-economic Research Activities
8	Public-Relations Activities for the Agency
9	Hazard Mitigation Planning
10	Joint Land Use Military Planning
II. CURRENT / FUTURE PROJECTS - FY 2022	
1	Local government GIS base mapping
2	GIS Database Maintenance

3	Growth and Development Tracking
4	Economic Indicators
5	ACCRA - quarterly Cost of Living Survey
6	Demographic Database Updates
7	Employment Database Updates
8	Regional Population and Employment Projections
9	Regional Hazard Mitigation Plan Update
10	Joint Land Use/Sentinel Landscape Coordination
11	Regional/Local Food System Planning
12	Planning and Zoning Official Orientation and Continuing Education Training
13	Miscellaneous internal and external demographic and mapping requests
14	208 Conformance Reviews and Plan Amendments
15	208 Water Quality Management Plan Update
16	Midlands Rivers Coalition Coordination
17	Three Rivers Watershed Based Plan
18	Town of Pine Ridge Planning and Zoning Technical Assistance
19	Town of Congaree Comprehensive Plan Update
20	City of Cayce Comprehensive Plan Update
21	Fairfield County Comprehensive Update
22	Town of Blythewood Comprehensive Plan Update
23	Central Midlands Development Corporation (CMDC) Support
24	Congaree Biosphere Advisory Council

COMMUNITY AND ECONOMIC DEVELOPMENT

DIRECTOR: Gregory Sprouse

OBJECTIVE: Community and economic development (CED) comprises a key element of the work of Central Midlands Council of Governments (CMCOG). Working as part of an economic development network in the Central Midlands region, CED staff assists local governments in obtaining grants and loans for businesses from a variety of sources. Planning for economic development occurs through the use of ongoing EDA and CDBG funded planning grants to identify goals and objectives for economic development, and to identify projects and rational economic development.

In addition to economic development related activity, CED staff assists local governments in applying for and in the administration of, CDBG grants for community development and infrastructure projects which benefit low and moderate income communities.

Since Central Midlands was founded, staff has successfully obtained an estimated \$10-20+M in CDBG and EDA funds to undertake a variety of projects around the region to benefit low and moderate income citizens and distressed communities.

I. PROGRAM PRIORTIES / FOCUS- FY 2022	
1	CDBG Project Administration through end of grant period
2	CDBG, EDA & Related Training
3	CDBG Project Development and Outreach
4	EDA Regional Planning Grant Administration
5	CDBG Regional Planning Grant Administration
II. CURRENT / FUTURE PROJECTS - FY 2022	
1	Whitmire – Simms Street Sewer Upgrade (Project Administration)
2	Eastover – Old Elementary School Demolition (Project Administration)
3	Eastover – Water/Sewer (Project Development)
4	Fairfield County/Winnsboro – Zion Hill Neighborhood Revitalization Project (Project Administration)
5	Fairfield County/Ridgeway/Winnsboro (Project Development – Fall/Spring)
6	City of Newberry – West End Blight Removal Community Enrichment Project (Project Administration)
7	Batesburg-Leesville – WWTP Chemical Feed Modifications (Project Administration)
8	Prosperity – Water (Project Development)
9	Brookland Center for Community Economic Change – BLEC Bathroom/Gym Renovations (Project Administration)
10	Brookland Center for Community Economic Change – Small Business Incubator (Project Development)
11	CARES Act – COVID Response (Project Development – Project Administration)
12	Comprehensive Economic Development Strategy (CEDS) Update

TRANSPORTATION PLANNING

DIRECTOR: Reginald Simmons

OBJECTIVES:

The Central Midlands Council of Governments (CMCOG) is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the urban transportation planning process for the Columbia Area Transportation Study (COATS). The COATS MPO study area boundary includes large portions of Richland and Lexington Counties and small portions of Newberry, Fairfield, Calhoun and Kershaw Counties. The primary responsibilities of the MPO is to: 1) develop a Long Range Transportation Plan, which is, at a minimum, a 25-year transportation vision for the metropolitan area; 2) develop a Transportation Improvement Program, which is the agreed-upon list of specific projects for which federal funds are anticipated; and 3) develop a Unified Planning Work Program (UPWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the Long-Range Transportation Plan.

The Central Midlands Council of Governments (CMCOG) is also designated as the Rural Planning Organization (RPO) responsible for carrying out the rural transportation planning process for the Central Midlands region. The CMCOG RPO study area boundary includes the non-urbanized areas of Richland and Lexington, Newberry and Fairfield Counties. The primary responsibilities of the RPO is to: 1) develop a Rural Long Range Transportation Plan, which is the 25-year transportation vision for the rural area; 2) develop a Rural Transportation Improvement Program, which is the agreed-upon list of specific projects for which federal funds are anticipated; and 3) develop a Rural Planning Work Program (RPWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the Rural Long-Range Transportation Plan. As the MPO & the RPO, CMCOG provides the forum for cooperative decision making in developing regional transportation plans and programs to meet changing needs. It is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning.

I. PROGRAM PRIORTIES / FOCUS- FY 2022	
1	Implementation of the Lower Richland Sub-Area Plan
2	Implementation of the Regional Freight Mobility Transportation Plan
3	Implementation of the Regional Congestion Management Plan
4	Implementation of the Human Services Transportation Coordination Plan Update
5	Implementation of the White Knoll Sub-Area Plan
6	Implementation of the Blythewood Traffic Improvement Area Plan
7	Implementation of the FTA Sections 5316 & 5317 Program Management Plan
8	Implementation of the 2040 Long Range Transportation Plan
9	Implementation of the Commuter Rail Feasibility Study
10	Implementation of the Blythewood Traffic Improvement Area Plan
11	Implementation of the Bicycle and Pedestrian Pathways Plan
12	Implementation of the West Metro Bicycle Master Plan & Bike Share Plan
13	Implementation of the How-To-Ride Videos & Audio
14	Implementation of the Irmo/Dutch Fork Sub-Area Plan
15	Implementation of the Elgin/Richland Northeast Sub-Area Plan
16	Implementation of the Batesburg-Leesville/Columbia Transit Feasibility Study
17	Implementation of the Camden/Columbia Alternative Analysis
18	Implementation of the Broad River Road Corridor & Community Study

19	Implementation of Air Quality and Conformity Analysis
20	Implementation of Rail, Truck, and Transit Planning
21	Implementation of Sustainable Community Initiatives
22	Implementation of Environmental Mitigation
23	Implementation of Safety & Security Planning Analysis
24	Implementation of the 2020 Title VI Plan and Language Assistance Plan
25	Implementation of the 2020 Disadvantaged Business Enterprise Program
26	Implementation of the Newberry/Columbia Alternative Analysis Phase I
27	Implementation of the Calhoun County Sub-Area Plan
28	Implementation of the Transit Site Selection Study
29	Implementation of the City of Columbia Bike/Ped Master Plan & Bike Share Plan
30	Implementation of the Regional Transit Needs Assessment and Feasibility Study
31	Implementation of the 2020-2027 Rural TIP
32	Implementation of the 2020-2027 Urban TIP
33	Implementation of the 2022-2023 Unified Planning Work Program
34	Implementation of the 2022-2023 Rural Planning Work Program
35	Implementation of the West Wateree Transportation Study
36	Implementation of the 2020-2022 DBE Goal
37	Implementation of the Section 5310 Program
38	Implementation of the COATS MPO Transportation Alternatives Program
39	Implementation of SCDOT Performance Measures
40	Implementation of Scenario Planning Initiatives
41	Implementation of the Saluda Greenway Feasibility Study
42	Implementation of the Public Participation Plan Update

II. CURRENT / FUTURE PROJECTS - FY 2022

1	Short Range Transit Plan, Origin, Destination, & Demographic Survey & Comprehensive Operational Analysis
2	Regional Long Range Transportation Plan, Regional Travel Demand Model, & Regional Congestion Management Plan
3	Regional Commuter Rail Plan
4	Charlotte to Columbia Feasibility Study
5	Regional Bike Share Plan
6	Columbia East Sub-Area Plan
7	Transportation Alternatives Program
8	Annual Listing of Obligated Projects
9	Section 5310, 5307, 5339 Programs
10	Transit Development Long Range Plan
11	Service and Fair Equity Analysis
12	University of South Carolina Shuttle Service/CMRTA Coordination Study
13	Regional ITS Architecture
14	Regional Growth and Development Planning
15	Traffic Signals Operational Assessment
16	CARES Act Planning Initiatives
17	COATS MPO Resiliency Plan
18	On Call Public Participation Consultant
19	On Call Translation Services
20	Regional Gateways Project

WORKFORCE DEVELOPMENT

DIRECTOR: Chris White

OBJECTIVES: The Central Midlands Council of Governments is the fiscal agent for the Workforce Innovation and Opportunity Act (WIOA) for Richland, Lexington, and Fairfield Counties, South Carolina. The workforce program is committed to building an integrated workforce development system that effectively pools the resources of many diverse partner agencies and delivers optimal quality customer-focused service. Partner agencies include local area school districts, county social service providers, the state vocational rehabilitative agency, the technical colleges, the SC Department of Employment and Workforce, local community action councils, the University of South Carolina, private non-profits, and other workforce stakeholders. The workforce system provides services to youth ages 17 to 24, adults, and dislocated workers. Some of these services include job readiness, job search assistance, job placement, job retention services, and training assistance.

Clients can obtain the following services:

- Career exploration and guidance
- WIN Learning Career Readiness Assessments
- Job readiness skills training
- Occupational skills training
- Job search strategies and job placement, including special services for dislocated workers
 - Internet access to employment and training resources
- Information on community resources
- Rapid Response Services to Dislocated Workers
- Labor Market Information
- Workshops ranging from PC and software use, essential skills, interviewing, resume creation & career exploration

BUSINESS SERVICES: The Business community is a partner – not just a customer of the public workforce system. It is the goal of Midlands System to make it efficient for businesses to find well-trained, highly qualified employees. Businesses benefit by saving time and money through listing jobs, having applicants prescreening based on specifications, interviewing spaces for applicant, and access to invaluable labor market information. Assistance with specific training needs and guidance on eligibility for financial incentives for hiring from priority population areas is also available through the workforce centers.

Business services available are:

- Incumbent Worker Training (IWT) Funds
- On-the-Job-Training (OJT) Programs
- Interview space and center access
- Labor Market Information (LMI)
- WIN Learning & WorkKeys Assessments
- Candidate recruiting and job listing
- Applicant screening and referral
- Tax Credit Information
- Federal Bonding
- Access to the largest data base of job seekers in the state

I. PROGRAM PRIORTIES / FOCUS- FY 2022	
1	COVID-19 recovery
2	SC Works Center Virtual service expansion
3	Apprenticeship program expansion partnerships
4	Operation of the Midlands WIOA system and assessment programs
5	Sector Strategies relaunch (Regional Workforce system)
II. CURRENT / FUTURE PROJECTS – FY 2022	
1	Evaluation of service delivery options during nation/local emergency situations
2	Leverage partnerships & resources

3	Regional & Local Area plan updates & alignment
4	Youth Apprenticeship
5	Support to County & State Economic Development programs
6	Digital Literacy expansion
7	Youth Work-Based Learning expansion
8	MWDB Strategic Plan updates
9	Sector Strategies – NextGen model for Manufacturing plus expansion to other sectors
10	SC Works Centers certification maintenance
11	Work-based Learning - On-the-Job-Training, Transitional Jobs & Work Experience
12	Rapid Response Team Service Deliver & Orientation
13	SC Works Midlands virtual & online services
14	Workforce Innovation Grant partnerships
15	Community, career and resource fair events
16	Expansion of demand driven Business Services
17	Expanded partner collaborations
18	Increase services to priority populations
19	SC Works Center Satellite/Access Point opportunities
20	Incumbent Worker Training program & Customized Training expansion
21	WIN Learning Job Ready system expansion – Job Analysis

CMCOG OPERATING PRINCIPLES

- **Principle 1: Develop Exceptional Staff**
 - a. Hire the best people
 - b. Challenge staff to continuously improve
 - c. Grow effective leaders who live the COG philosophy
 - d. Encourage creativity and think outside the box
- **Principle 2: Share the Burden**
 - a. Level the workload through cross-training and a team approach
- **Principle 3: Prevent Inefficiencies**
 - a. Use all resources (time, labor, and capital) efficiently
- **Principle 4: Maintain Credibility**
 - a. Resolve issues proactively, before they become problems
 - b. Make objective planning recommendations
 - c. Use the best available information
 - d. Use proven analytical tools
 - e. Choose long-term benefits over short-term considerations
- **Principle 5: Build Consensus**
 - a. Listen
 - b. Take the time to plan carefully
 - c. Serve as an honest broker to resolve conflicts
 - d. Educate and achieve consensus
 - e. Keep the public involved and informed
 - f. Implement quickly
- **Principle 6: Remain Flexible**
 - a. Be responsive to our clients / constituents changing needs
- **Principle 7: Help Partners**
 - a. Maintain effective working relationships with public and private partners
 - b. Encourage them to improve
- **Principle 8: Be the Best**
 - a. Be the standard by which other COGs are judged
 - b. Do it right the first time
 - c. Don't cut corners
 - d. Be action oriented

FY22 EMPLOYEE SALARY CLASSIFICATIONS

Central Midlands Council of Governments Employee Salary Classifications FY 2022

<u>Grade</u>	<u>Range</u>	<u>Positions</u>
I	\$23,605 - \$37,922	Accounting Clerk I Administrative Assistant I / Receptionist Ombudsman Program Assistant
II	\$31,200 - \$47,193	Accounting Clerk II Aging Program Coordinator Ombudsman Program Coordinator Operations Coordinator WOIA Assessment Specialist
III	\$36,103 - \$53,108	Accountant Associate Ombudsman Community Development Planner I-CARE Coordinator Information, Referral & Assistance Specialist Ombudsman Investigator Ombudsman Volunteer Program Coordinator WOIA Assessment Supervisor WOIA Business & Industry Consultant WOIA SCWOS Coordinator
IV	\$43,609 - \$66,909	Community Development Manager Family Caregiver Advocate GIS Manager Human Resources / Operations Manager Information Services Manager Senior Ombudsman Investigator Senior Planner WOIA Industry & Partner Liaison Grant Accountant

V	\$53,103	-	\$77,654	WOIA Business & Industry Manager WOIA Program Manager
VI	\$58,654	-	\$83,552	Chief Planner Chief Transportation Planner WOIA Regional Director of Operations
VII	\$64,959		\$94,786	Area Agency on Aging / ADRC Director Assistant Workforce Development Director Director, Research, Planning & Development Finance Director Regional LTC Ombudsman Program Director Transportation Director Workforce Development Director
VIII	Unclassified			Deputy Executive Director Executive Director

CMCOG BOARD OF DIRECTORS

FAIRFIELD COUNTY

Kyle Crager
Moses Bell, Councilman – *Elected*
Dwayne Perry

Winnsboro

Dr. Roger Gaddy, Mayor – *Elected*

Fairfield County Legislative Delegation

Rep. Annie McDaniel – *Elected*

LEXINGTON COUNTY

Erin Bergeson
Paul Lawrence “Larry” Brigham, Jr. – *Elected*
Glen Conwell, Councilman – *Elected*
M. Todd Cullum, Councilman – *Elected*
George H. “Smokey” Davis
Darrell Hudson, Councilman – *Elected*
Joe Mergo III
Lynn Sturkie, Administrator
Jeffery Salters
Charles Simpkins
Scott Whetstone, Councilman – *Elected*

Batesburg-Leesville

Bob Hall, Councilman – *Elected*

Cayce

Elise Partin, Mayor – *Elected*

Irmo

Kathy Condom, Councilwoman – *Elected*

Lexington, Town

Steve MacDougall, Mayor – *Elected*

Springdale

Juston Ricard, Councilman – *Elected*

West Columbia

Brian Carter, City Administrator

Lexington County Legislative Delegation

Rep. Chris Wooten – *Elected*

SCDOT COMMISSIONER

VACANT

NEWBERRY COUNTY

Vina Abrams
Walt McLeod
VACANT – *Elected*

Newberry, City

Foster Senn, Mayor (**CHAIR**) – *Elected*

Newberry County Legislative Delegation

Rep. Rick Martin – *Elected*

RICHLAND COUNTY

Charles Appleby
John Baxter
Todd Beasley
Susan Brill
Cheryl English, Councilwoman – *Elected*
Douglas J. Fabel
Paul Livingston, Councilman – *Elected*
Jessica Mackey, Councilwoman – *Elected*
Yvonne McBride, Councilwoman – *Elected*
Chakisse Newton, Councilwoman – *Elected*
Derrek Pugh, Councilman – *Elected*
Shealy Reibold

Blythewood

Sloan Jarvis III – *Elected*

Columbia

Will Brennan, Councilman- (**VICE-CHAIR**) -*Elected*
Sam Davis, Councilman – *Elected*
Rusty Depass
Robert Liming
Edward McDowell, Councilman – *Elected*
Amadeo Geere
Katherine Myers

Forest Acres

Shaun Greenwood, City Administrator

Richland County Legislative Delegation

VACANT – *Elected*

KERSHAW COUNTY

Julian Burns, Council Chairman – *Elected*

THE COMET

Leroy Deschamps, Interim Executive Director



South Carolina Department of Transportation System Performance Report

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 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 Transportation Asset Management Plan (TAMP). SCDOT's TAMP 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 10-year performance estimates for *all* state maintained roads and bridges. By clearly identifying the needs of South Carolina's transportation infrastructure, the TAMP 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 TAMP supports the primary goals of the agency's Strategic Plan by promoting the most efficient use of limited resources to extend the life of the State's transportation infrastructure.

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). These new revenues, coupled with other Federal and State funds, 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 "Roads Bill" 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 five major goals of the Strategic Plan are:

SCDOT Strategic Plan Goals

- Improve safety programs and outcomes in high risk areas
- Maintain and preserve its existing transportation infrastructure
- Improve program delivery to increase the efficiency and reliability of road and bridge network
- Provide a safe and productive work environment for SCDOT employees
- Earn public trust through transparency, improved communications and audit compliance

The Moving Ahead for Progress in the 21st 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 Mid-Performance Report that was submitted October 1, 2020.

Highway Safety / PM-1

Effective April 14, 2016 the FHWA established the highway safety performance measures to carry out the Highway Safety Improvement Program (NSIP). 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 2015 to 2019. 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 2013 to 2017. 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.

In response to the increasing number of non-motorized user fatalities, SCDOT began developing the state's first Pedestrian and Bicycle Safety Action Plan in December 2020 and is expected to have a final plan before the end of 2021.

Table 1. 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	

Table 2 below provides the results of the department's first Safety Performance Target Assessment for 2014-2018. South Carolina met 4 of the 5 safety targets. During this time period, SCDOT began implementing the state's Rural Road Safety Program, specifically targeting roadway departure collisions on rural roads.

Table 2. 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 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

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 shall be reported on October 1, 2022 and represent expected pavement and bridge condition at the end of calendar year 2021. The second year performance period will begin January 1, 2022 and end December 31, 2025, with additional (4) four-year performance periods to follow. The performance measures are:

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

MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets are listed in Table 3.

Table 3 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the TAMP 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 2020 Annual Report <https://www.scdot.org/performance/pdf/reports/SCDOT-AnnualReport-2020.pdf> the agency is on target with approximately 80 miles of interstate widening completed or advancing to construction. Widening projects are currently under construction on I-85, I-26 and I-20 and are expected to be completed within the remainder of the final performance period. Interchange improvement projects that are moving forward on interstates include I-85/385, I-26/526 and I-26/I-126/I-20. In addition to widening projects there are preservation and rehabilitation projects that will be under construction to make progress toward the (4) four year targets for pavement condition on the Interstate System.

The (2) two-year performance measure for the percentage of pavements on the non-interstate NHS in good condition was exceeded by 12.5%. The (2) two-year performance target for the non-interstate NHS in poor condition exceeded the target by 0.4%. The SCDOT invested \$63 million above the planned level in 2018 and \$25 million more above the planned level in 2019 to the pavement program. The investment was reflected in the condition performance measure. In 2019 94% of the funding went toward preservation and rehabilitation which have shorter construction durations and were quickly reflected in the performance data contributing to the difference in actual and target values.

To calculate the bridge targets staff analyzed historic National Bridge Inventory (NBI) data and developed a Markov chain analysis to forecast the bridges that would move from Good to Fair and Fair to Poor during the target windows. Staff also collected data from SCDOT Construction and Maintenance offices to determine targets. The SCDOT is in the process of load rating all bridges and developing a new prioritization list that will take into account deck area of bridges on the NHS. The SCDOT fell slightly below the forecasted target of 42.4% at 40% actual for statewide percentage of deck area of bridges on

the NHS classified in Good condition, and above the forecasted target of 4.0% at 4.2% actual for statewide percentage of deck area of bridges on the NHS classified in Poor condition. The difference in actual and forecasted target (2) two-year values is a short term measure that will flatten as the bridge list is finalized and additional bridge replacement and rehabilitation projects are let and construction is completed. The average bridge projects takes (3) three to (4) four years to design and get to contract; therefore, the agency expects to see improvements in the number of load restricted and structurally deficient bridges in years (4) four, (5) five and beyond. Tackling the NHS bridges in Poor condition is a top priority for the SCDOT, and the agency is committed to obtaining long term goals outlined in the Ten Year Plan and meeting performance targets.

Table 3. SCDOT Pavement and Bridge Performance Measures

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition		63.2%		71.0%
Percentage of Pavements on the Interstate System in Poor Condition		1.2%		3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.4%	54.3%		
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)		27.4%	14.9%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	8.6%	8.4%		
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)		3.9%	4.3%	1.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	6.0%

System Performance, and Freight Movement / PM-3

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 (80th percentile) to a normal travel time (50th 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 (95th percentile) by a normal travel time (50th 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 4 displays the results of the performance measures and targets for system performance. The number of Vehicle Miles Traveled (VMT) has an inverse relationship with reliability. The VMT share of unreliable Traffic Message Channel (TMC) in 2019 decreased from the 2017 baseline year and from year 2018 contributing to the difference in actual and projected target (2) two-year values. In addition the effect of significant changes by construction on reliability was not observed over the conservative assumption which also contributed to the difference in values. With interstate improvement projects underway major pinch points will be improved to facilitate the movement of goods and people in our state. In the next (2) two-year target window widening projects, preservation and rehabilitation projects that are currently under construction and planned will make additional progress towards achievement of the projected target. There are consistently unreliable sections on the interstate system that are responsible for making 4.2% of South Carolina's interstates unreliable. The majority of which are located in Charleston, Greenville and Columbia. Addressing these unreliable sections and infrastructure challenges is being accomplished through the management of the Ten Year Plan, the Statewide Transportation Improvement Program (STIP), the Statewide Multimodal Transportation Plan (SMTP), and the Transportation Asset Management Plan (TAMP).

The (2) two-year performance measure for Truck Travel Time Reliability (TTTR) at 1.33 exceeded the target of 1.36. 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 / I-77 / Clemson interchanges along with respective bottleneck points along I-20 is currently under construction
- I-77 Widening and Rehabilitation between SC-12 and I-20 / Killian Road
- I-20 / I-126 / I-20 corridor, Carolina Crossroads Project
- US-378 Interchange at Corley Mill Road and I-20
- I-526 Interstate and I-26 Interchange, Leeds Avenue Merge, Paul Cantrell Blvd.
- Woodruff Road / I-385 / I-85
- I-85 / I-385 Gateway
- I-85 from Exit 40 to Exit 69 is currently being widened

In addition to addressing the pinch points the SCDOT Commission approved the Rural Interstate Freight Corridor Project Program in October 2018. The interstate widening program specifically targets the rural sections of the State's interstate system with a focus on freight 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.

Table 4. System Performance Measures, and Freight

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate that are Reliable		91.4%		81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	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 5 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 PHED even though the (2) two-year performance target was reduced.

To develop the Non-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 communizing to work data from the American Community Survey. The data fluctuates slightly above 21.0%. The (2) two-year performance is 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. Projects that were anticipated to be complete during the 2018-2019 reporting period are now expected to be completed during the next reporting period of 2020-2021. The (4) four-year targets were adjusted accordingly.

Table 5. System Performance Congestion Mitigation & Air Quality Improvement Program					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1		14.8%		34.0%	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	21.7%	21.6%	21.0%	21.0%	
Total Emission Reductions: NOx	18.800	8.290	58.670	58.964	58.730
Total Emission Reductions: VOC	22.430	11.010	40.820	41.894	46.262



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 25, 2021

SUBJECT: **Longtown Road Resurfacing Project**

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the 2035 Rural LRTP and 2020 – 2027 Rural TIP to add \$6 million in guideshare funds for the Longtown Road Resurfacing Project.

PROGRAM DESCRIPTION

Longtown Road is a federal aid secondary road that is located near the Town of Ridgeway in Fairfield County. This corridor is approximately 12 miles long from US 21 to the Kershaw County line. This corridor has been identified by SCDOT as a needed resurfacing project but with the limitation in funding, the corridor is not scheduled to be resurfaced for at least 4 years.

To address this need, CMCOG is proposing to use guideshare funds to resurface this 12-mile section. SCDOT estimates the cost to be approximately \$500K per mile, thus making the total cost for full corridor an estimated \$6 million. Staff will propose to include this project in the 2035 LRTP and 2020 – 2027 Rural TIP.

ATTACHMENT

Longtown Road Resurfacing Project Map



Longtown Road - (US 21 to the Kershaw County Line)

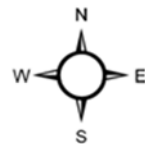
2035 Rural LRTP Amendment

2020 — 2027 RTIP Amendment

Proposed Resurfacing Project

Estimated Length 12.1 miles

Estimated Cost: \$6 million



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



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: June 24, 2021

SUBJECT: **Section 5310 Projects**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 - 2027 TIP and the Human Services Coordination Plan to add the FY 2022 Section 5310 Projects for the Large Urban Area.

PROGRAM DESCRIPTION

On June 6, 2014, the [Final FTA Circular FTA C 9070.1G](#) was published, incorporating project types, from the repealed New Freedom program into the new Section 5310 Program. The vehicle projects and related equipment under the previous 5310 Program are now called Traditional 5310 Projects and comprise at least 55% of the available funding; the former New Freedom projects are called Expanded 5310 Projects and comprise up to 45% of available funding.

The goal of the new 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The FTA 5310 Program provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

This program provides grant funds for capital, mobility management, and operating expenses for:

- 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;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

On April 30th staff released a call for projects for the FFY 2019 & 2020 funding cycle. Staff will present those requests for inclusion in the Human Services Coordination Plan and the 2020 - 2027 TIP.

**APPLICATION FOR FUNDING THE ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH
DISABILITIES (SECTION 5310 PROGRAM)**

Application: Part One

Letter of Intent

Name of Agency: Wheel's Harbison Area Transit

Contact Person: Joe C. Bouknight, Chairman of the Board

244 Old Cedar Point, Chapin SC 29036

803-467-0734, joebouknight@yahoo.com

Amount of Request: \$48,000 (80% of Cutaway bus)

Local Match: \$12,000

The match will be paid from the company's checking account (statement attached: balance as of 5/4/2021 is \$52,951.28)

Project Category: Capital

Project Type: Purchase of Vehicle: 14 passenger cut-a-way

Replacement of 2009 Ford E350 Superduty, 72,201 miles

VIN: 1FDEE35L09DA92482

Project Scope:

This is an existing project. Wheel's Harbison Area Transit has been in operation for 34 years. Our mission is to contribute to the health and wellness of elderly and disabled individuals by providing them free transportation to local shopping, banking, entertainment and medical facilities. Our services are free and all staff are volunteers.

We operate one 14 passenger cut-a-way bus with a disability lift. We have 14 Board members who meet monthly. We have 10 volunteer drivers who drive during the week and 6 more volunteer drivers for weekends and special events. We schedule our volunteers to drive 2 four hour shifts each month.

Our primary transportation support is provided to four Section 8 low-income government subsidized apartment buildings in the Harbison Boulevard area of Columbia, SC. In total, the four buildings provide 327 apartments. Many of the residents do not have their own transportation. Those with mobility impairments find mass transit difficult or impossible to use. Our services pick them up at their door and transport them anywhere in the Harbison Blvd. area they need to go. We help them with packages as well as personal mobility on and off the bus. When they are ready, we return them home. In addition to the convenience of shopping, entertainment and medical appointments, our riders enjoy the socialization with others and the opportunity to leave their apartment buildings.

Our services are provided every Monday, Wednesday and Friday for transportation in the immediate Harbison Blvd. area. On alternate Thursdays we transport to medical appointments anywhere in the Greater Columbia area. We also provide transportation to church services and special outings.

Wheels Harbison Area Transit provided over 5,000 trips to 2,300 riders in 2020. Covid-19 caused us to discontinue operations for two months but we started back up quickly utilizing full pandemic safety precautions. None of our dedicated volunteers stopped driving during the pandemic. We care very much for our riders! Many of our Board members are residents of the apartment buildings we support including our treasurer and scheduler. Our drivers undergo a training program and we have recently implemented a comprehensive maintenance program on the bus.

Project Budget:

A copy of our 2021 budget and 2020 actuals are attached.

2021 Budgeted Income comes from four primary sources:

The Harbison Foundation	\$5,625
Interstate Realty	\$3,000
Grace United Methodist Church	\$1,400
Donations from individuals and riders	\$1,220
Interest	\$16
Total	\$11,261

2021 Budgeted Expenses:

Maintenance and Repairs	\$4,000
Insurance (bus and D&O)	\$4,000
Gas	\$1,800
Cell phone and answering machine	\$740
Driver training and annual dinner	\$600
Office supplies	\$100
Richland County Treasurer	\$21
Total	\$11,261

Signed:



Joe Bouknight, Chairman of the Board
Wheels Harbison Area Transit
803-467-0734, joebouknight@yahoo.com

**Large Urban Section 5310
Enhanced Mobility of Seniors and
Individuals with Disabilities Program
(Federal Funding Fiscal Years 2019 & 2020)**

Application Form

Federal Fiscal Year 2021-2022

Name of Applicant: Wheels Harbison Area Transit

Amount Requested: \$ 48,000

Type of Request: Purchase of Cutaway Vehicle

Capital

(Purchase of Service or Vehicle)

County Where Service to be Provided Richland

Agency DUNS Number: 966474558

Return To: Attention: Reginald Simmons

Central Midlands Council of Governments

236 Stoneridge Drive

Columbia, South Carolina 29212

803-744-5133

www.centralmidlands.org

Letter of Intent Deadline: May 10, 2021 @ 2 p.m.

Full Application Deadline: May 17, 2021 @ 2 p.m.

WHEELS SERVICE AREA

****Service area for LOCAL
medical appts. on
M/W/F only**

**NOTE: ALL medical
appts. OUTSIDE
this area, must be
scheduled on the 1st and
3rd Thursdays of each
month.**

Broad River Rd

Hillpine Rd.

Piney Grove Rd.

Piney Grove Rd.

Harbison Blvd.

Walmart

Publix

Target

Parkridge Dr.

Lowe's

Banks

Harbison Blvd.

Hospital
Doctors
Doctor
Offices

I-26

Medical

Medical

St. Andrews

AHEPA

St. Andrews

Adi's

Medical

College St

CVS

Lake

Murray Blvd

Lake
Murray Blvd

2021



Reginald Simmons
Deputy Executive Director/Transportation Director
Central Midlands Council of Governments
236 Stoneridge Drive
Columbia, SC 29210

May 7, 2021

Dear Mr. Simmons,

The Central Midlands Regional Transit Authority (The COMET) is submitting this letter of intent to the Central Midlands Council of Governments (CMCOG) for the pursuit of Federal Transit Administration (FTA) Section 5310 funding. Specifics on The COMET's request is below:

Name of Agency: Central Midlands Regional Transit Authority

Contact Person: Michelle Ransom, Grants and Regional Coordination Manager, 803-255-7134, MRansom@theCometSC.gov.

Amount of FTA Request: \$100,000

Local Match: \$33,500 - from Richland County Transportation Penny. This Transportation Penny is committed to The COMET for 22 years or \$300,991,000, whichever comes first. This is a local option sales tax.

Project Category: Capital/Mobility Management

Project Type: Mobility Management Services

Project Scope: This funding request is for existing services. Funds will be used to continue The COMET's mobility management program and "Travel Navigator" position that responds to all requests for transportation information and eligibility, assists callers or visitors with eligibility applications and provides technical assistance or problem resolution. The program provides mobility management services to coordinate currently under-used resources and help address coordination barriers. Mobility management expands the availability of services beyond those required by ADA paratransit by subsidizing a Volunteer Driver Program (VDP) as well as a subsidized taxi program. These combined programs provide comprehensive mobility information and connect individual riders with appropriate tasks listed below:

a. Improved service quality measurement with rider participation. Programs that involve demand responsive riders in measuring service quality can spot issues missed by traditional methods and increase consumer understanding of service delivery issues. Riders are provided with data collection forms and training about the importance of objective and complete observations. A neutral party recruits riders and compiles results with assured confidentiality.

Central Midlands Regional Transit Authority
3613 Lucius Road
Columbia, SC 29201

803.255.7133 - p
803.255.7113 - f
info@TheCOMETSC.gov

CatchTheCOMETSC.gov

LeRoy DesChamps, Interim Executive Director/CEO
Derrick Huggins, Chair
Allison Terracio, Vice Chair
Christopher Lawson, Secretary
Andy Smith, Treasurer

Board Members:

Will Brennan, Stephen Cain, John V. Furgess, Sr., Carolyn Gleaton, Mike Green, Leon Howard, Skip Jenkins, Al Koon, Lill Mood, Robert Morris, Geraldine Robinson, Debbie Summers, William (B.J.) Unthank, Barry Walker, Overture Walker

b. Shared training on topics such as passenger assistance techniques, general principles of customer service, requirements of the ADA, complaint follow-up, coordinating transfers and multi-operator reservations have the potential to address customer issues with service quality and consistency.

c. Additional driver training on accessibility issues and features. Passengers with disabilities continue to report difficulty related to proper securement and being passed up at bus stops. Aside from discouraging pass-ups and training drivers on proper mobility aid securement, training could address advising passengers about the reasons for pass ups and arranging for back-up transportation when appropriate.

d. Travel training and transit familiarization. In an effort to promote the independence of seniors and persons with disabilities individuals, training to ride fixed route transit should be provided. Seniors and people with disabilities who have never used public transportation have real concerns and fears of the unknown. Some have unrealistically negative impressions of public transportation that would be overcome by successful experiences using transit in the company of others. Relevant programs, provided free of charge, include one-on-one instruction about how to ride transit, bus buddies who ride along with new riders, group demonstrations and field trips.

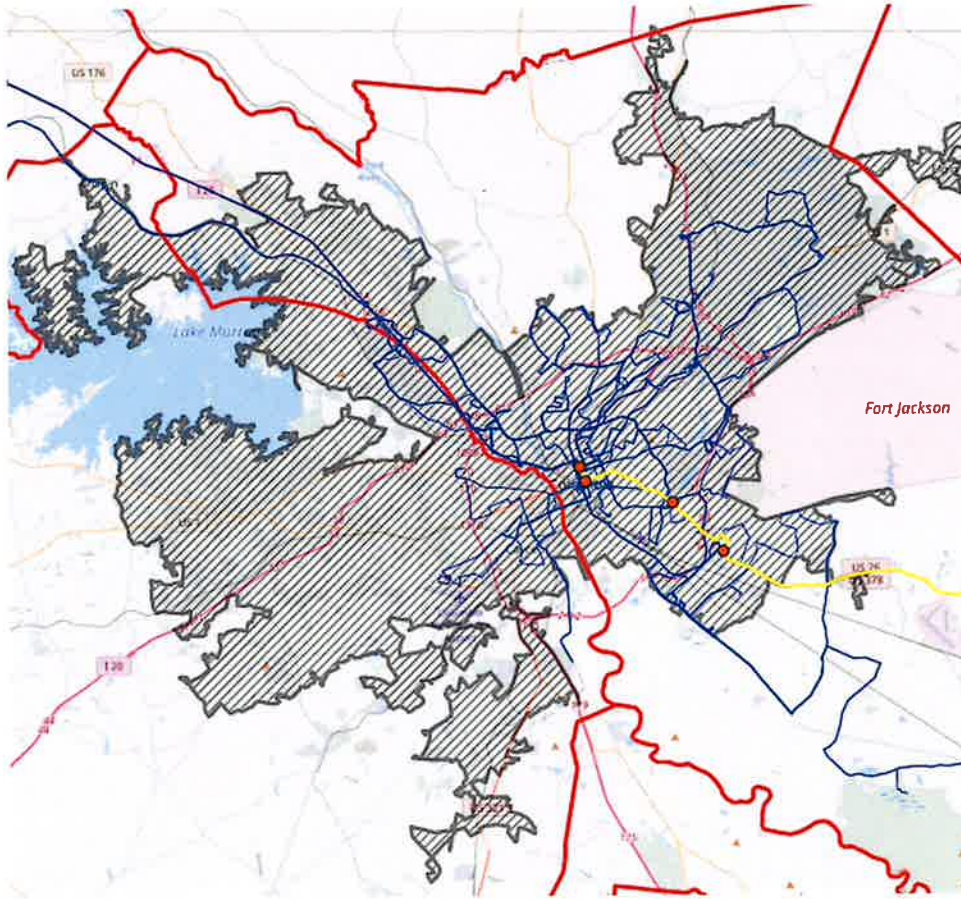
e. Enhanced local information and referral systems to provide better access to information about transit, paratransit, and community transportation resources. Lack of information prevents some people from using public transportation. Information about smaller programs run by cities, counties, or community groups may be confusing or difficult to find. Enhanced information and referral could address the needs of people who do not speak English and people who cannot navigate internet-based information (such as 511 or The COMET's web sites). Comprehensive mobility information would permit creation of one-stop information sources covering not just transportation but also housing and social services for seniors and people with disabilities.

f. Targeted marketing to encourage seniors and people with disabilities to ride transit. Promotions and programs such as free ride days, merchant sponsorships, organized field trips and "transit ambassadors" (seniors and people with disabilities who promote transit to their peers) would help seniors and people with disabilities learn about transit and how to use it. Transit ambassadors able to work with non-English speakers are also needed.

g. Comprehensive mobility guides, covering all mobility options for seniors and people with disabilities. Printed or on-line mobility guides including modes other than conventional transit, demand response and ADA paratransit, such as community-based transportation, and services provided by cities and counties, would help individuals and people who provide them information.

The project will operate within the urbanized service area of The COMET, which is Lexington and Richland Counties.

Project Map:



Project Budget: \$100,000 (\$66,500 federal and \$33,500 local)

The COMET has the appropriate local match necessary to cover the total project cost.

Should you have any questions regarding this letter, please contact me at (803) 255-7081 or email me at LDesChamps@thecometsc.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "LeRoy DesChamps".

LeRoy DesChamps
Interim Executive Director/CEO

cc: Rosalyn Andrews, Director of Finance/Chief Financial Officer
Michelle Ransom, Grants and Regional Coordination Manager

Central Midlands Regional Transit Authority
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J. Scott Ravan
Executive Committee
Columbia Development

Susan Forrest
BlueCross BlueShield of SC

Tom Brown
Asset Realty

Bryant Davis
Richland County

John Leighton
South State Bank

Tracy McDowell
Verizon

Kathi Price
Colonial Life

Cam Varner
Recruiting Solutions

Keonye Johnson
Bank of America

William Beaman
Pearson Properties

Jack Heinsohn
Spring Valley Presbyterian Church

Todd Timmons
SC Dept of Employment and Workforce

Andrew Boozer
Executive Director

May 6, 2021

Reginald Simmons
Central Midlands Council of Governments
236 Stoneridge Drive
Columbia, SC 29212

Dear Mr. Simmons:

Please see the attached Letter of Intent information from Senior Resources, Inc. to apply for Large Urban Section 5310 funding.

Please feel free to contact me at (803) 252-7734, ext. 261 if you have any questions. Thank you for the opportunity to apply for this funding.

Sincerely,

Andrew Boozer
Executive Director

Letter of Intent to Apply
Large Urban Section 5310

Name of Agency:

Senior Resources, Inc.

Contact Person:

Andrew Boozer, Executive Director

Senior Resources, Inc.

2817 Millwood Avenue

Columbia, SC 29201

(803) 2523-7734, ext. 261

aboozer@seniorresourcesinc.org

Amount of Request:

\$51,305.60

Local Match:

Senior Resources, Inc. has the ability to provide the required local match. This match will be met through funding provided to Senior Resources from Richland County, South Carolina.

Project Category:

Capital

Project Type:

Purchase of Vehicle (Replacement) 14 Passenger cut-a-way

Replaces: 1FDEE3FL6EDA89076, 2014 FORD E350, 105,915, SCDOT Owned?: No

Project Scope:

Senior Resources, Inc. has been providing services to the frail and elderly in the Midlands for over 46 years, and has provided transportation services since 1976. We are a non-profit organization whose mission is to provide coordinated services, resources and personal choices to promote healthy, independent living through the support of staff and volunteers. Our goal is to allow seniors to remain in their own homes as long as possible. The programs we provide are in-home and community-based and can be delivered at a fraction of the cost of institutional care. National surveys indicate that seniors want to remain in their own homes and in their own communities as they age. Without the support of in-home and community-based services, this goal would be impossible for many of our seniors.

The Transportation Program of Senior Resources has traditionally provided door-to-door transportation for congregate meal clients throughout Richland County, South Carolina to one of our four Wellness Centers, located throughout the County. In the year ended June 30, 2020, Senior Resources provided 80,121 passenger miles to 127 clients through our Transportation program, before the pandemic impacted operations. Transportation services are resuming more normal workloads as the vaccinations increase and more seniors are looking for our services.

We expect this replacement vehicle to regularly serve our Columbia Wellness Center clients to provide roundtrip door to door transportation to 12 seniors, 5 days a week for 50 weeks each year, or the equivalent of 6,000 one way trips per year. Seniors attending this center primarily reside in the city of Columbia and areas within the Columbia Urbanized Area. The Columbia Wellness Center includes an active partnership with Columbia Housing Authority to transport senior high-rise residents to the center.

All of the clients served in our Transportation Program are classified as elderly and/or disabled. Almost 88% of the clients served are considered low income, being below 200% of poverty level, with almost half were at or below poverty level, as described in the Federal Poverty Level guidelines. The most common types of disabilities among the clients are ambulatory and mental capacity challenges, loss of hearing and loss of sight.

These conditions create difficulty with access to public transportation. Without transportation services, these seniors will not be able to access daily nutrition, exercise, and socialization activities that enable them to remain healthy and independent. The vehicle purchase will meet goal #1 as stated in the Regional Coordination Plan.

Project Budget:

Total Vehicle Purchase:	5310 Request:	Local Match (20%):
\$64,162.00	\$51,305.60	\$12,832.40

Senior Resources, Inc. has the ability to provide the required local match. This match will be met through funding provided to Senior Resources from local appropriations by Richland County Council..

Signature:

A handwritten signature in black ink that reads "Andrew C. Boozer". The signature is stylized with a large, looped "A" and "B".

Andrew Boozer, Executive Director

Date: 5/6/21



June 25, 2021

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

RE: CMCOG Authorization of Section 5310 American Rescue Plan Funds to CMRTA & SWRTA

Dear Mrs. Taylor:

The Central Midlands Council of Governments (CMCOG) and the public transit providers, Central Midlands Regional Transit Authority (CMRTA) & the Santee Wateree Regional Transit Authority (SWRTA), have Memorandum of Understandings (MOUs) that describes the cooperative working relationship between these organizations. These MOUs recognizes that each year most of the FTA grant dollars that are received by CMCOG as the designated recipient, will be required by the public transit providers, direct recipients, for the provision of public transit services. CMCOG will require some continuing FTA funding to meet our responsibilities under MAP-21 and the FAST Act as a Metropolitan Planning Organization.

The public transit providers are preparing grant applications for the Section 5310 American Rescue Plan funds for their maintenance, operations, administration and/or capital needs. We are providing this letter to authorize the amount of funding that the CMRTA and SWRTA may apply for prior to formally submitting their grant applications. We authorize the following Section 5310 American Rescue Plan funding amounts for the purpose of grant applications:

Agencies	Allocated Amounts
Central Midlands Regional Transit Authority (CMRTA)	\$76,308.30
Santee Wateree Regional Transit Authority (SWRTA)	\$8,478.70

FY 2021 - \$84,787 of \$84,787

Please be advised that as identified in this Split Letter, the CMCOG, as the Designated Recipient, authorizes the assignment/allocation of Section 5310 American Rescue Plan funding to the Central Midlands Regional Transit Authority and Santee Wateree Regional Transit Authority, herein known as the Direct Recipients. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5310 American Rescue Plan funds and assumes the responsibilities associated with any award for these funds.

We fully support the public transit providers applications for the amount stated above. Please feel free to contact me at 803-744-5133 if you need any additional information or if you have any questions. Thank you for your time and interest in this matter.

Sincerely,

Benjamin J. Mauldin
Executive Director

cc: Lottie Jones
Chanell Jackson
Reginald Simmons
Leroy Deschamps



June 25, 2021

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

RE: CMCOG Authorization of Section 5310 Coronavirus Response and Relief Supplemental Appropriations Act Funds to CMRTA & SWRTA

Dear Mrs. Taylor:

The Central Midlands Council of Governments (CMCOG) and the public transit providers, Central Midlands Regional Transit Authority (CMRTA) & the Santee Wateree Regional Transit Authority (SWRTA), have Memorandum of Understandings (MOUs) that describes the cooperative working relationship between these organizations. These MOUs recognizes that each year most of the FTA grant dollars that are received by CMCOG as the designated recipient, will be required by the public transit providers, direct recipients, for the provision of public transit services. CMCOG will require some continuing FTA funding to meet our responsibilities under MAP-21 and the FAST Act as a Metropolitan Planning Organization.

The public transit providers are preparing grant applications for the Section 5310 Coronavirus Response and Relief Supplemental Appropriations Act funds for their maintenance, operations, administration and/or capital needs. We are providing this letter to authorize the amount of funding that the CMRTA and SWRTA may apply for prior to formally submitting their grant applications. We authorize the following Section 5310 Coronavirus Response and Relief Supplemental Appropriations Act funding amounts for the purpose of grant applications:

Agencies	Allocated Amounts
Central Midlands Regional Transit Authority (CMRTA)	\$76,307.40
Santee Wateree Regional Transit Authority (SWRTA)	\$8,478.60

FY 2021 - \$84,786 of \$84,786

Please be advised that as identified in this Split Letter, the CMCOG, as the Designated Recipient, authorizes the assignment/allocation of Section 5310 Coronavirus Response and Relief Supplemental Appropriations Act funding to the Central Midlands Regional Transit Authority and Santee Wateree Regional Transit Authority, herein known as the Direct Recipients. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5310 Coronavirus Response and Relief Supplemental Appropriations Act funds and assumes the responsibilities associated with any award for these funds.

E:\Silver Flash Drive 3-27-18\Board Meeting Info\2021 Board Meetings\6-24-21\Enclosure 7 - CRRSAA Section 5310 Authorization Request to FTA, CMRTA, SWRTA.doc

We fully support the public transit providers applications for the amount stated above. Please feel free to contact me at 803-744-5133 if you need any additional information or if you have any questions. Thank you for your time and interest in this matter.

Sincerely,

Benjamin J. Mauldin
Executive Director

cc: Lottie Jones
Chanell Jackson
Reginald Simmons
Leroy Deschamps



June 25, 2021

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

RE: CMCOG Authorization of Section 5307 American Rescue Plan Funds to CMRTA & SWRTA

Dear Mrs. Taylor:

The Central Midlands Council of Governments (CMCOG) and the public transit providers, Central Midlands Regional Transit Authority (CMRTA) & the Santee Wateree Regional Transit Authority (SWRTA), have Memorandum of Understandings (MOUs) that describes the cooperative working relationship between these organizations. These MOUs recognizes that each year most of the FTA grant dollars that are received by CMCOG as the designated recipient, will be required by the public transit providers, direct recipients, for the provision of public transit services. CMCOG will require some continuing FTA funding to meet our responsibilities under MAP-21 and the FAST Act as a Metropolitan Planning Organization.

The public transit providers are preparing grant applications for the Section 5307 American Rescue Plan funds for their maintenance, operations, administration and/or capital needs. We are providing this letter to authorize the amount of funding that the CMRTA and SWRTA may apply for prior to formally submitting their grant applications. We authorize the following Section 5307 American Rescue Plan funding amounts for the purpose of grant applications:

Agencies	Allocated Amount
Central Midlands Regional Transit Authority (CMRTA)	\$7,418,402.10
Santee Wateree Regional Transit Authority (SWRTA)	\$824,266.90

FY 2021 - \$8,242,669 of \$9,242,669

CMCOG will be reserving \$1,000,000 in FY 2021 for planning, operations, administration, and/or capital projects. CMRTA & SWRTA are authorized to apply for the allocated amounts. Please be advised that as identified in this Split Letter, the CMCOG, as the Designated Recipient, authorizes the assignment/allocation of Section 5307 American Rescue Plan funding to the Central Midlands Regional Transit Authority and Santee Wateree Regional Transit Authority, herein known as the Direct Recipients. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5307 American Rescue Plan funds and assumes the responsibilities associated with any award for these funds.

E:\Silver Flash Drive 3-27-18\Board Meeting Info\2021 Board Meetings\6-24-21\Enclosure 8 - American Rescue Plan Section 5307 Authorization Request to FTA, CMRTA, SWRTA.doc

We fully support the public transit providers applications for the amount stated above. Please feel free to contact me at 803-744-5133 if you need any additional information or if you have any questions. Thank you for your time and interest in this matter.

Sincerely,

Benjamin J. Mauldin
Executive Director

cc: Lottie Jones
Chanell Jackson
Reginald Simmons
Leroy Deschamps