



CMCOG Meeting Notice

Midlands Technical College – Airport Campus
Academic Center Room 143 (Mary B. Robertson Conference Center)
1260 Lexington Drive
West Columbia, SC 29170
or Zoom Meeting

<https://us02web.zoom.us/j/85199074238?pwd=M2tBdUNHR2xyaWhROUxQd1hYUStNQOT09>

Meeting ID: 851 9907 4238 ♦ Passcode: 421560 ♦ Dial-In Number (929) 205-6099

12:00PM

DATE: February 18, 2022

TO: CMCOG Board of Directors

FROM: Foster Senn, 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, February 24, 2022 at Midlands Technical College, Airport Campus, Academic Center Room 143 (Mary B. Robertson Conference Center).** **See attached map of the campus for additional information.**

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

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

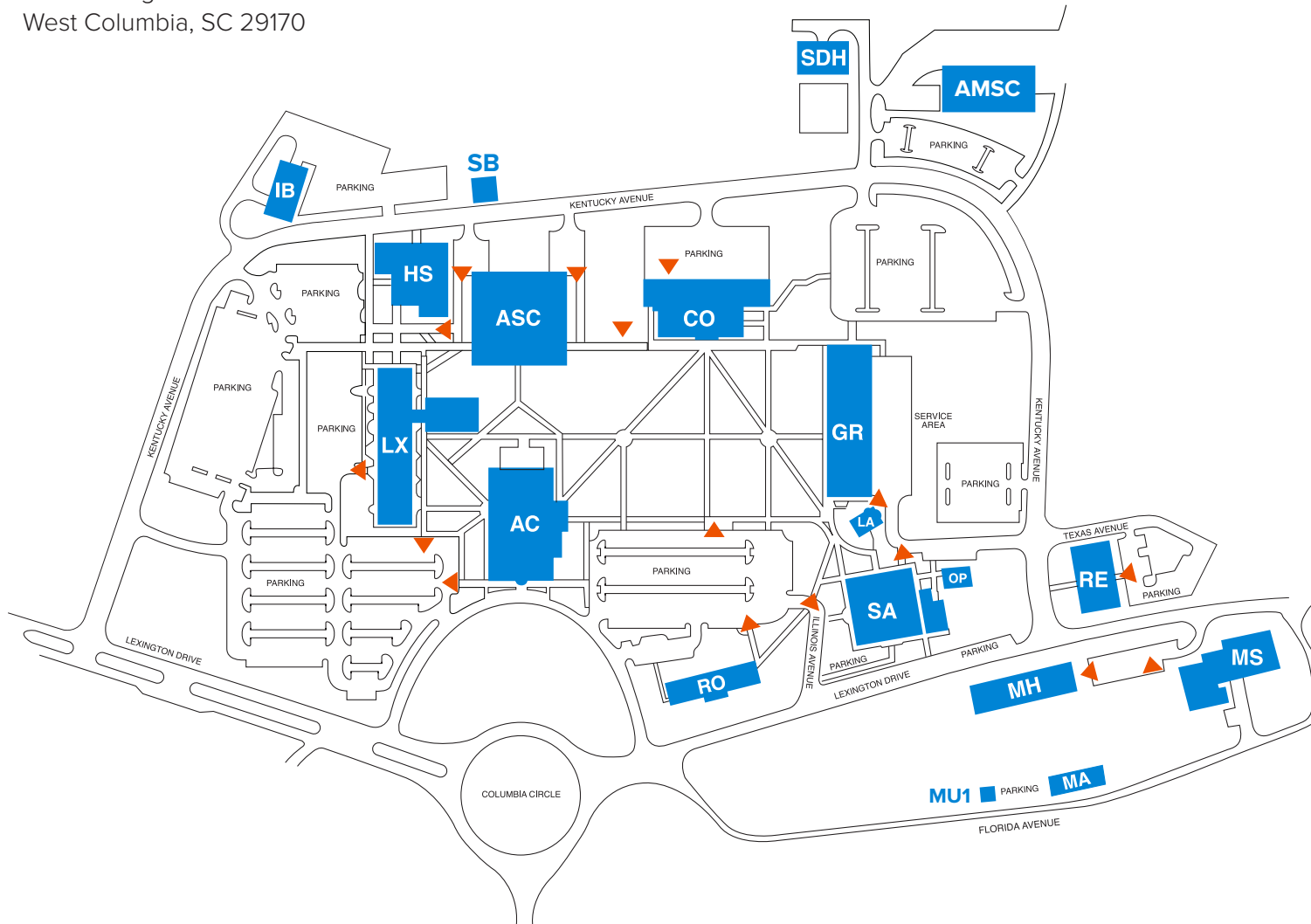
I thank you for your time and service to the Central Midlands Council of Governments.

Enclosures

BUILDING LOCATION MAP AIRPORT CAMPUS



1260 Lexington Drive
West Columbia, SC 29170



Building Legend Airport Campus

- AC - Academic Center
- AMSC - Advanced Manufacturing and Skilled Crafts Center
- ASC - Airport Student Center
- CO - Congaree Hall
- GR - Granby Hall
- HS - Health Science Building
- IB - Industrial Building
- LA - Lab Building
- LX - Lexington Hall
- MA - Maintenance Building
- MH - Morris Hall
- MS - Materials Support Facility
- MU1 - Mobile Unit #1
- OP - Operations
- RE - Reed Hall
- RO - Robinson Building
- SDH - Springdale Hall
- SA - Saluda Hall
- SB - Storage Building

▲ Curb access ramps for students with disabilities



Board of Directors Meeting
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OVERALL AGENDA

ACTION

A. Call to Order and Introductions

Foster Senn, Chair

1. Determination of a Quorum
2. Approve Order and Contents of the Overall Agenda
3. Invocation
4. Introduction of New Board Members
5. Chairman's Introduction
 - Good News from CMCOG – Around the Region and Regional Spotlight

Foster Senn
Benjamin Mauldin
Paul Livingston

B. Consent Agenda

1. Approval of the January 27, 2022 Board Meeting Minutes (*Enclosure 1*)
2. COATS MPO Congestion Management Plan (*Enclosure 2*)

C. Regular Agenda

1. Quarterly Financial Status Report (2nd Quarter FY 22) (*Enclosure 3*)
2. 2020 – 2027 TIP Amendment – Lower Saluda Greenway (*Enclosure 4*)
3. 2020 – 2027 TIP Amendment – COATS MPO Guidesshare (*Enclosure 5*)
4. 2022 & 2023 RPWP Amendment – Bike/Ped Master Plan (*Enclosure 6*)

Petula Hendley
Reginald Simmons
Reginald Simmons
Reginald Simmons

INFORMATION

D. Announcements / Committee or Staff Reports / Correspondences

1. Project Development Overview and Project Status Update
2. Executive Director's Report

Darren Ledbetter
Benjamin Mauldin

E. Old/New Business

1. Affordable Connectivity Program – <https://www.fcc.gov/acp>
2. Broadband Fiber – <https://whosonthemove.com/upcountry-fiber-to-bring-2800-miles-of-high-speed-fiber-internet/>

Foster Senn
Foster Senn

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board Meeting will be held on Thursday, March 24, 2022

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, January 27, 2022 ♦ 12:00 p.m. ♦ Virtual Only – Zoom Meeting

BOARD MEMBERS PRESENT:

Vina Abrams, Newberry County
Moses Bell, Fairfield County Council
Todd Beasley, Richland County
Larry Brigham, Lexington County
Julian Burns, Kershaw County
David Busby, Lexington County
Rebecca Connelly, Lexington County
Kyle Crager, Fairfield County
William DePass, City of Columbia
Amadeo Geere, City of Columbia
T. Wayne Gilbert, Richland County
Bob Hall, Batesburg-Leesville
Darrell Hudson, Lexington County
Robert Liming, City of Columbia
Walt McLeod, Newberry County
John McMeekin, Mayor, Town of Winnsboro
Joe Mergo, Lexington County
Katherine Myers, City of Columbia
Stephanie O’Cain, Richland County
Dwayne Perry, Fairfield County
Michelle Ransom, COMET for Leroy Dechamps
Dr. Ron Rhames, Midlands Technical College
Juston Ricard, Town of Springdale
Foster Senn, Mayor, City of Newberry
William Simon, Richland County
Lynn Sturkie, Lexington County Administrator

STAFF MEMBERS PRESENT:

Fretoria Addison, LTC Ombudsman Volunteer
Coordinator/Information Support Specialist
Roland Bart, Senior Planner
Guillermo Espinosa, Senior Planner
Anna Harmon, Director, LTCOP
Petula Hendley, Director, Financial Services
Jason Kent, Manager, GIS
Ben Mauldin, Executive Director
Reginald Simmons, Deputy Executive Director/
Transportation Director
Gregory Sprouse, Director, Research, Planning

GUESTS PRESENT:

Brian Carter, SCDOT
Fred Frank, WSP
Bill Jordan, AECOM
Joseph McGougin
Michael Slapnick, CPA

A. CALL TO ORDER

Chairman Foster Senn called the meeting to order at 12:08 p.m. on January 27, 2022.

1. Determination of a Quorum

Chairman Senn declared that a quorum was present with 46 in attendance.

2. Approve Order and Contents of the Overall Agenda

MOTION, approved

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

3. Invocation

Anna Harmon gave the Invocation.

4. Chairman's Introduction

- Good News from CMCOG and Around the Region

B. Consent Agenda

B1. Approval of the December 9, 2021 Board Meeting Minutes

B2. CMCOG – COATS MPO 2045 Long Range Transportation Plan

MOTION, approved

Robert Liming moved, seconded by Todd Cullum to approve the December 9, 2021 Board Meeting Minutes and Consent Agenda. The motion was approved.

C. REGULAR AGENDA

C1. Briefing on Financial and Compliance Report for FY 2021

Chairman Senn introduced Michael Slapnik of Scott & Company. Mr. Slapnik presented and discussed the Scott & Company Report on Audit of Financial Statements as of and for the year ended June 30, 2021. He highlighted various sections from each report. He stated that CMCOG received an unmodified opinion. Which is the highest opinion that can be received.

MOTION, approved

Robert Liming moved for approval, seconded by Bob Hall to Briefing on Financial and Compliance Report for FY 2021. The motion was approved unanimously.

C2. CMCOG Authorization of Section 5307 Funds

Reginald Simmons requested approval to transfer \$5,246,654 in FY 2021 Section 5307 funds to CMRTA. The Central Midlands Council of Governments (CMCOG) has a Memorandum of Understandings (MOUs) that describes the cooperative working relationship with the following two organizations, the Central Midlands Regional Transit Authority (CMRTA) and the Santee Wateree Regional Transit Authority (SWRTA). These MOUs recognize that each year most of the FTA grant dollars that are received by CMCOG as the designated recipient, will be required by the direct recipients, for the provision of public transit services. CMCOG has reserved \$250K in Section 5307 funds for planning purposes. It was also noted that Santee Wateree Regional Transit Authority has declined funding in FY 2021 Section 5307 funding.

MOTION, approved

Bob Hall moved for approval, seconded by Walt McLeod to approve the transfer of \$5,246,654 Section 5307 Funds to CMRTA. The motion was approved unanimously.

C3. CMCOG Authorization of Section 5339 Funds

Reginald Simmons requested approval to transfer \$586,728 in FY 2021 FTA Section 5339 funds to CMRTA. CMCOG is the designated recipient for the Columbia Urbanized Area. As the designated recipient, CMCOG is responsible for coordinating federal grant programs to assist in improving the urban transit system. These programs include Sections 5310, 5307, 5339. The Section 5339 Grant Program provides funding to replace, rehab, and purchase bus and bus related facilities. In FY 2021, CMCOG received a total of \$586,728 in Section 5339 funds. Under the FAST Act, CMCOG can make these funds available to CMRTA as a public transit provider. As a direct recipient of federal funds, CMRTA can submit their application directly to FTA. As a point of information, any application submitted for Section 5339 funds will require a twenty percent local match.

Once CMRTA determines how they will use these funds, those projects will be provided to CMCOG to be included in the 2020 – 2027 TIP. Mr. Simmons referred to the split letter that was included in the board agenda packet. It was also noted that Santee Wateree Regional Transit Authority has declined funding in FY 2021 Section 5339 funding.

MOTION, approved

Bob Hall moved for approval, seconded by John McMeekin to approve the transfer of \$586,728 Section 5339 Funds to CMRTA. The motion was approved unanimously.

C4. COATS MPO Congestion Management Plan

Reginald Simmons requested approval to adopt the COATS MPO Congestion Management Plan. The Congestion Management Plan (CMP) is an integral component of the metropolitan transportation planning process as it helps to identify areas with high congestion (as a complement to the travel demand modeling process) and recommends appropriate mitigation strategies that manage travel demand, reduce single occupancy vehicle (SOV) usage, and improve travel conditions without having to add roadway capacity. When capacity improvement projects are warranted, the CMP provides

recommendations for facilitating future travel demand management strategies and operational improvements that will help maintain the functional integrity and safety of the roadway once additional travel lanes are added. The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) has developed a CMP to meet the unique needs of the Columbia metropolitan area.

A brief discussion took place.

MOTION, approved

Stephanie O’Cain moved for approval, seconded by William Simon to adopt the COATS MPO Congestion Management Plan. The motion was approved unanimously.

C5. 208 Plan Amendment: Eastover WWTP Expansion to 1.2 MGD

Gregory Sprouse requested approval to amend the 208 Plan to request for the expansion of the Eastover Wastewater Treatment Plant from 0.75 MGD to 1.2MGD. The Eastover facility discharges into the Wateree River and provides treatment service for Southeast Richland County and the Town of Eastover. This amendment is requested to allow Richland County Utilities (RCU) to discharge 1.2 MGD to the Wateree River from the Eastover WWTP. Several modifications will be conducted at the Eastover WWTP to support the increase in flow. CMCOG has been provided a 208 WQM Plan Amendment Request document including necessary information as called out in Section 3 Administrative Procedures of the WQM Plan. The PER and PER approval letter from SCDHEC were attached to the 208 WQM Plan Amendment Request document. The 208 Plan for the Central Midlands Region requires a major plan amendment for the expansion of existing wastewater treatment plants which will be expanded by at least 50% of their current design capacity.

MOTION, approved

John McMeekin moved for approval, seconded by Robert Liming to approve the 208 Plan Amendment: Eastover WWTP Expansion to 1.2 MGD. The motion was approved unanimously.

D. Announcements / Committee or Staff Reports / Correspondences

D1. Executive Directors Report

Ben Mauldin gave the following report:

- CDBG Workshop – February 10, 2022 – Contact Gregory Sprouse to register.
- Next Meeting will be held February 24, 2022 at Midlands Technical College – Airport Campus

E. OLD / NEW BUSINESS

No old or 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 12: 55 p.m.

Benjamin J. Mauldin, Secretary-Treasurer

Foster Senn, Chairperson



Approved by the CMCOG Board/MPO Policy Committee on January 27th.

Public comment period ended on January 31st.

No Public Comments Received

Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: January 27, 2022

SUBJECT: 2021 Congestion Management Plan

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to adopt the 2021 Congestion Management Plan. The full document is available on our website at: http://centralmidlands.org/wp-content/uploads/COATS-2021-CMP_1-3-22.pdf

PROGRAM DESCRIPTION

The Congestion Management Plan (CMP) is an integral component of the metropolitan transportation planning process as it helps to identify areas with high congestion (as a complement to the travel demand modeling process) and recommends appropriate mitigation strategies that manage travel demand, reduce single occupancy vehicle (SOV) usage, and improve travel conditions without having to add roadway capacity. When capacity improvement projects are warranted, the CMP provides recommendations for facilitating future travel demand management strategies and operational improvements that will help maintain the functional integrity and safety of the roadway once additional travel lanes are added. The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) has developed a CMP to meet the unique needs of the Columbia metropolitan area.

ATTACHMENT

CMP Resolution



RESOLUTION

RESOLUTION OF THE COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION ADOPTING THE CONGESTION MANAGEMENT PROCESS (CMP)

WHEREAS, the Central Midlands Council of Governments (CMCOG) has been designated by the Governor of South Carolina as the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Columbia Urbanized Area; and,

WHEREAS, the federal surface transportation programs that are the responsibility of the Central Midlands Council of Governments are authorized by the Fixing America's Surface Transportation (FAST) Act (Pub. L. 112-141, December 4, 2015) and the Infrastructure Investment and Jobs Act executed on November 15, 2021; and,

WHEREAS, the metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c); and,

WHEREAS, the Columbia urbanized area includes all or portions of Richland, Lexington, Kershaw, Calhoun, Newberry, and Fairfield Counties; and

WHEREAS, Columbia Area Transportation Study Metropolitan Planning Organization administers metropolitan planning process which includes the development and implementation of the Long Range Transportation Plan, Unified Planning Work Program, and the Transportation Improvement Program for the Columbia Urbanized Area; and,

WHEREAS, the Congestion Management Process (CMP) is an integral component of the metropolitan transportation planning process as it helps to identify areas with high congestion (as a complement to the travel demand modeling process) and recommends appropriate mitigation strategies that manage travel demand, reduce single occupancy vehicle (SOV) usage, and improve travel conditions without having to add roadway capacity.

WHEREAS, the Columbia Area Transportation Study Metropolitan Planning Organization has developed a Congestion Management Process that has been provided for review to the general public, the Columbia Area Transportation Study Metropolitan Planning Organization Advisory Committees and the Policy Committee.

NOW, THEREFORE, BE IT RESOLVED, by the Columbia Area Transportation Study Metropolitan Planning Organization that the:

1. The Columbia Area Transportation Study Metropolitan Planning Organization has developed a Congestion Management Process in coordination, collaboration, and consultation with the development of the Long Range Transportation Plan; and
2. The Columbia Area Transportation Study Metropolitan Planning Organization has developed a Congestion Management Process in coordination, collaboration, and consultation with the South Carolina Department of Transportation, Federal Transit Administration, and Federal Highway Administration; and
3. The Columbia Area Transportation Study Metropolitan Planning Organization Policy Committee and Advisory Committees have reviewed and endorsed the Congestion Management Process.

CERTIFICATE, the undersigned, is the duly qualified Executive Director of the Central Midlands Council of Governments, and hereby certify that the foregoing is a true and correct copy of a resolution adopted at a meeting of the Central Midlands Council of Governments held on_____,_____.

Foster Senn, Chairman
Central Midlands Council of Governments

Benjamin J. Mauldin, Executive Director
Central Midlands Council of Governments

Witness

Witness

Central Midlands Council of Governments

Unaudited Financial Status Report

July 1, 2021 through December 31, 2021

2nd Quarter - FY 2022

	<u>Approved Budget</u>	<u>Y-T-D</u>	<u>Percent of Budget</u>
Revenue			
Local Revenue			
Member Governments	\$ 611,944	305,971.96	50.00%
State Aid	70,407	35,203.50	50.00%
Interest Income	25	46.72	186.88%
208 Conformance Reviews	10,000	7,990.00	79.90%
Local Revenue -other	0	16.00	0.00%
Midlands River Coaliton	17,000	0.00	0.00%
Fringe Recovery	1,045,538	411,747.12	39.38%
Indirect Cost Recovery	789,224	288,923.59	36.61%
Total Local Revenue	2,544,138	1,049,898.89	41.27%
Regional Programs			
Aging Planning & Administration	1,004,254	777,043.01	77.38%
Ombudsman Program	466,971	213,815.93	45.79%
Midlands Workforce Development Board	1,374,987	520,903.34	37.88%
Transportation	1,850,877	377,365.54	20.39%
Hazard Mitigation Plan	30,000	33,472.26	111.57%
EPA 208 Planning	50,000	21,114.51	42.23%
Economic Development Administration	70,000	43,313.64	61.88%
Comm Development Block Grant	180,000	28,811.85	16.01%
DHEC-Three Rivers Waterbased Plan	35,000	8,828.27	25.22%
EDA- Supplemental Cares	179,071	42,913.18	23.96%
Total Regional Programs	5,241,160	2,067,581.53	39.45%
Local Technical Assistance Contracts	85,500	2,197.94	2.57%
Transfer From Other Program Areas-Matching, Other	534,719	138,464.17	25.89%
Total Operating Revenue	8,405,517	3,258,142.53	38.76%
Contracted Services Revenue			
Aging	3,942,642	1,410,792.91	35.78%
WIOA Contractors	2,292,456	1,410,792.91	61.54%
Total Contracted Services Revenue	6,235,098	2,821,585.82	45.25%
Total Revenue	14,640,615	6,079,728.35	41.53%
Expenses			
Personnel Costs	3,162,458	1,255,336.49	39.69%
Fringe & Indirect Cost Allocation	1,834,762	699,779.21	38.14%
Operations and Maintenance	939,004	331,711.72	35.33%
Employee Development & Training	80,750	1,345.05	1.67%
Travel & Transportation	151,950	27,652.57	18.20%
Consultants & Contracts	1,583,874	217,478.36	13.73%
Capital Outlays	118,000		0.00%
Transfer to other Program Areas-Matching, other	534,719	123,637.87	23.12%
Total Operating Expenses	8,405,518	2,656,941.27	31.61%
Contracted Services Expenses			
Aging	3,942,642	1,832,650.09	46.48%
Midlands Workforce Development Board (WIA)	2,292,456	1,410,792.91	61.54%
Total Contracted Services Expenses	6,235,098	3,243,443.00	52.02%
Total Expenses	14,640,615	5,900,384.27	40.30%
Revenue Over/(Under) Expenses	-	179,344.08	



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: February 24, 2022

SUBJECT: 2020 – 2027 TIP Amendment - Lower Saluda Greenway

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests first reading approval to amend the 2020 – 2027 TIP to add \$1.5 million in non-federal funding for the regionally significant Lower Saluda Greenway.

BACKGROUND

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

Through high use of existing facilities and advocacy for additional facilities, the community has made it abundantly clear that connected, safe, and comfortable non-motorized transportation and recreational facilities are of paramount importance. The current active transportation network lacks connectivity between communities in Irmo and Lexington and those in Cayce, Columbia, and West Columbia, limiting non-motorized access to critical destinations and recreational amenities. Addressing this lack of connectivity will provide multimodal transportation choices, healthier lifestyles, access to the outdoors, a higher quality of life, and a more vibrant regional character.

ATTACHMENT

Lower Saluda Greenway Executive Summary

MARCH 2021

OVERVIEW

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

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

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

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

PURPOSE AND NEED

Purpose

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

Need

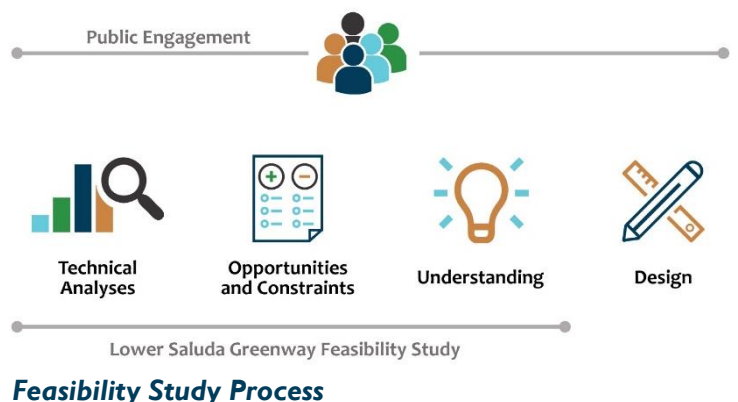
Through high use of existing facilities and advocacy for additional facilities, the community has made it abundantly clear that connected, safe, and comfortable non-motorized transportation and recreational facilities are of paramount importance. The current active transportation network lacks connectivity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

PUBLIC ENGAGEMENT

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

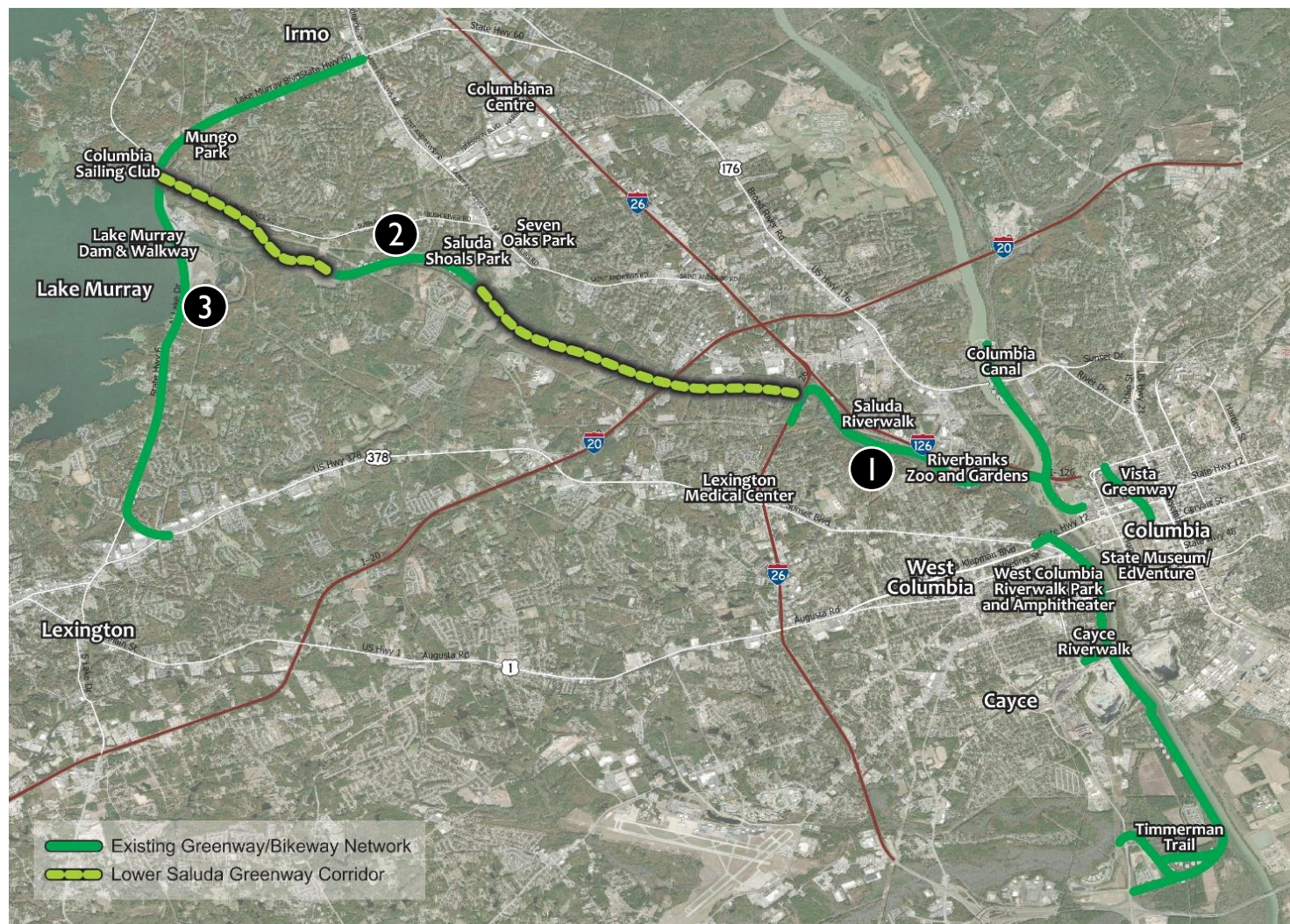
Informational Video Views	686
Survey Respondents	1,065
Interactive Map Visitors	266
Pop-up Participants	122
Stakeholder Participants	84
Summary Video Views	741
Final Comment Forms	101
TOTAL INTERACTIONS	3,065

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



GREENWAY CORRIDOR

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



ANALYSIS AND EVALUATION

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

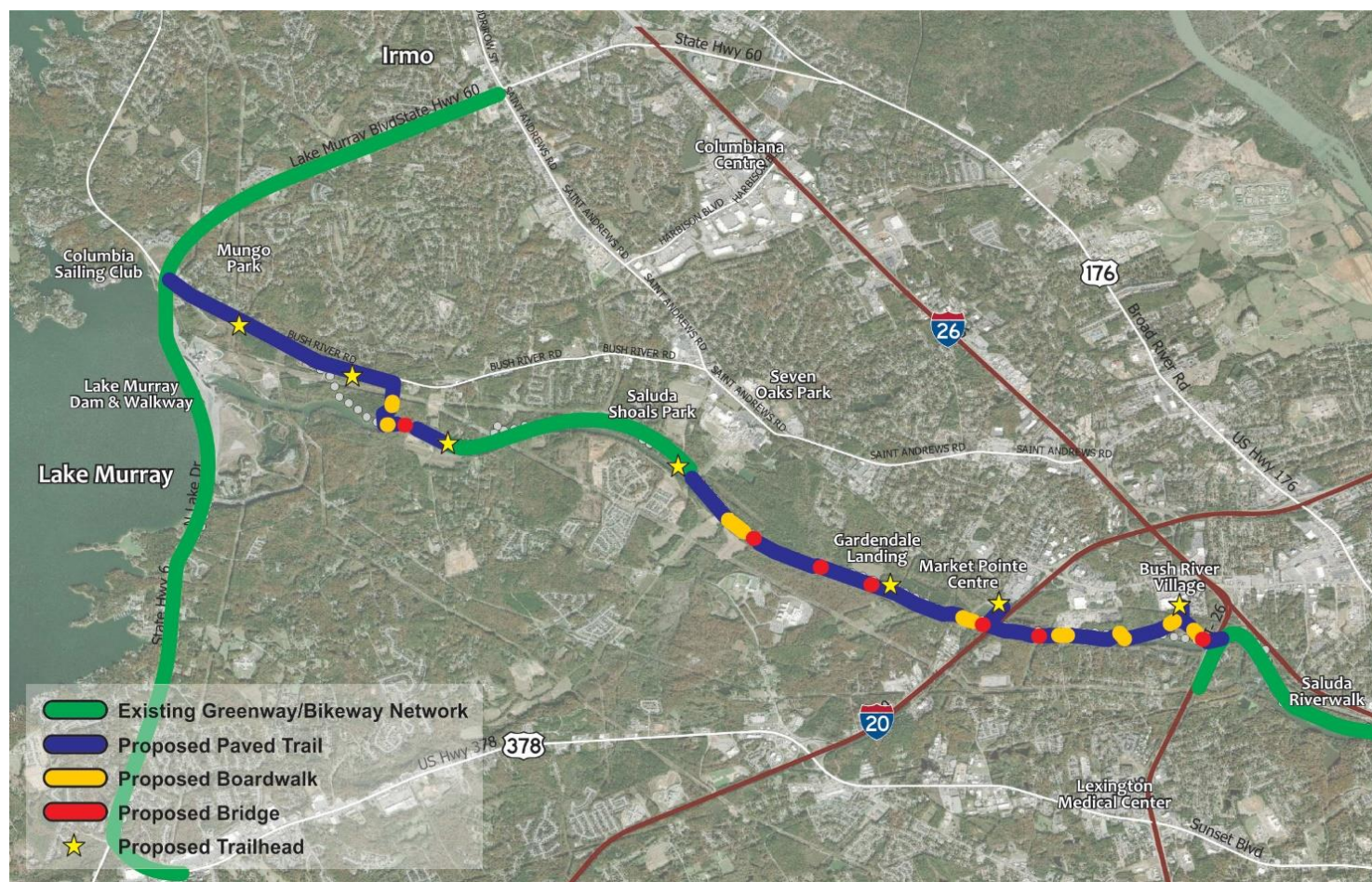
Evaluation criteria were developed, with each alternative alignment being weighed against them. While decisions were needed at each of the decision points, some were very straightforward and did not require an evaluation of alternatives.

EVALUATION CRITERIA

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

GREENWAY ALIGNMENT

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



GREENWAY CHARACTERISTICS

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

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

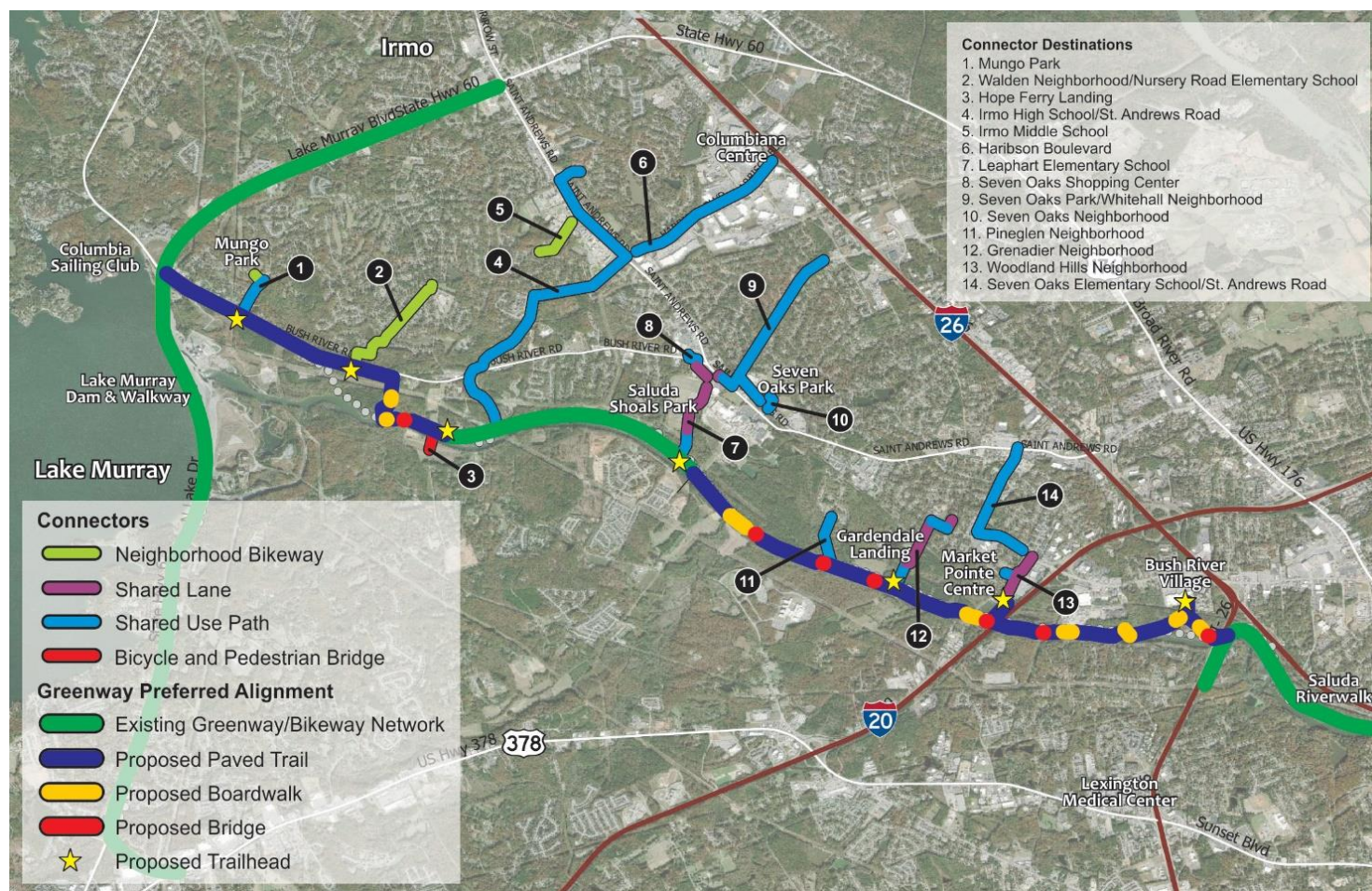
Through wetlands and flood prone areas, wooden boardwalks are recommended. It is anticipated that approximately 3,100 total linear feet of boardwalk will be needed throughout the greenway corridor. Bridges will be necessary to cross smaller waterways that flow into the Saluda River and traverse difficult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



Greenway Conceptual Cross Section

LONG-TERM CONNECTIVITY

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



IMPLEMENTATION

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

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

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


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

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

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

MEMORANDUM

TO: MPO and COG Directors

FROM: Machael M. Peterson, Director of Planning 

DATE: January 13, 2022

RE: Regional Mobility Program and Increased Guideshare Allocation

The South Carolina Department of Transportation Commission approved an increase to the Guideshare funding allocation to Metropolitan Planning Organizations (MPO) and Councils of Governments (COG) at the October 21, 2021 meeting. The funding was increased from \$138 Million per year to approximately \$164 Million for federal fiscal year (FY) 2022. The increase will be approximately \$20 Million to be distributed by current formula and an additional approximately \$6 Million to be distributed to bring all regions up to a minimum investment level of \$4 Million. This action will enable the regions to begin to ramp up their programs and plan for meaningful projects in both the urban and rural areas of the state. In addition to the increase in funding, the MPO/COG Program is hereby renamed the Regional Mobility Program. This renewed program will improve statewide multimodal mobility by expanding on existing measures to ensure investment decisions are data driven with a clear focus on project outcomes.

As you are aware, we plan to receive updated US Census urban area and MPO/TMA designation information this year that will impact the existing guideshare formula. For this reason, we request that you plan and program future projects based on the new FY 2022 baseline funding numbers illustrated in the enclosure. Please understand that these numbers may modify for future years beyond FY 2022. As we work through this process, we will keep you informed and communicate any future guideshare allocations modifications. Again, MPOs and COGs may begin programming projects at their new funding levels.

A copy of the Guideshare allocation table is attached. SCDOT will also be distributing shortly, the Annual Financial Report for each MPO and COG. This will include the new FY 2022 baseline in future years for programming purposes, but those numbers will be subject to change pending new Census data.

If you have any questions, please do not hesitate to reach out to me at (803) 737- 1618.

Enclosure

cc: Justin P. Powell, Deputy Secretary for Finance & Administration
Madeleine Hendry (Maggie), Chief of Financial Planning



2022 Regional Mobility Program Guideshare Allocation	
COG	2022 Guideshare Amount
Appalachian	\$8,690,986
BCD	\$4,000,000
Catawba	\$5,622,322
Central Midlands	\$4,000,000
Lowcountry	\$4,000,000
Lower Savannah	\$6,294,220
Pee Dee	\$7,593,165
Santee Lynches	\$4,000,000
Upper Savannah	\$7,181,611
Waccamaw	\$4,000,000
Sub-Total	\$55,382,304
MPO	2022 Guideshare Amount
ANATS	\$4,000,000
ARTS (TMA)	\$4,103,890
CHATS (TMA)	\$21,726,983
COATS (TMA)	\$21,925,067
FLATS	\$4,000,000
GPATS (TMA)	\$20,644,009
GSATS (TMA)	\$8,678,725
LATS	\$5,281,829
RFATS (TMA)	\$6,891,808
SPATS	\$7,281,457
SUATS	\$4,000,000
Sub-Total	\$108,533,768



Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: February 24, 2022

SUBJECT: 2022 & 2023 RPWP Amendment - City of Newberry Bike and Pedestrian Master Plan

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests first reading approval to amend the 2022 & 2023 Rural Planning Work Program (RPWP) to add the City of Newberry Bike and Pedestrian Master Plan.

BACKGROUND

The Bicycle and Pedestrian Master Plan for the City of Newberry will serve as a guiding document to prioritize and catalyze active transportation projects. As the city strives to create a sense of place, a safe and connected bicycle and pedestrian system will benefit residents and visitors. The goals for this plan will be developed to align with the desires of the City of Newberry. The Plan's potential goals could include:

- **Encourage active transportation as a mode choice.** The planning process for the Bicycle and Pedestrian Master Plan will help people think about active transportation in their community. The plan will outline ways to excite people about bicycling and walking.
- **Create a list of active transportation projects that will best connect people to important places.** The Plan will use data-driven analysis to identify impactful investments in active transportation infrastructure, and the results from the analyses will be used to create a roadmap for implementing a safe, connected, and enjoyable network of bicycling/walking routes.
- **Illustrate a vision for what could be.** Catalyst projects illustrate in detail what the community could look like as a more bikeable, walkable place.
- **Identify what success looks like and outline a roadmap to get there.** How do we know that we are moving in the right direction? Strategically developed benchmarking tools provide a roadmap for moving from today into the envisioned future.

ATTACHMENT

RPWP Page

PROJECT NO:	3F				
PROJECT TITLE:	Bike, Pedestrian, and Greenway Planning				
OBJECTIVE: To include multi-modal transportation planning in the Rural Planning Organization (RPO) process, in order to effectively address pathways and greenways transportation issues. Activities under this task will also contribute to improved air quality in the RPO area.					
METHODOLOGY: Provide input and technical assistance from a multi-modal perspective to all CMCOG transportation projects in order that bicycle and pedestrian travel are given appropriate consideration in any given CMCOG project; <ul style="list-style-type: none"> • Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required; • Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; • Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development; and • Work with communities to develop bike and pedestrian master plans. <ul style="list-style-type: none"> ▪ Regional Bikeshare Plan ▪ City of Newberry Bike/Pedestrian Master Plan 					
END PRODUCT: Development of Bike and Pedestrian Plans for local governments. Development of Bike and Pedestrian Policies for comprehensive plans. Coordination of bike and pedestrian planning activities.					
Project Sponsor/ Participating Agencies:		Funding Sources:			
Sponsor: CMCOG Participating Agencies: CMCOG, Other agencies as appropriate		FY 2022		FY 2023	
		FHWA/FTA Consolidated	\$6,000.00	FHWA/FTA Consolidated	
		FTA (Section 5307)	\$120,000.00	FTA (Section 5307)	
		Local	\$31,500.00	Local	
		Total	\$157,500.00	Total	