



CMCOG Meeting Notice

Columbia Metropolitan Convention Center
1101 Lincoln Street
Columbia, SC 29201
Lexington Meeting Room
12:00PM

DATE: August 20, 2021

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, August 26, 2021 at 12:00PM at the Columbia Metropolitan Convention Center located at 1101 Lincoln Street, Columbia, SC 29201 in the Lexington Meeting Room (located on the downstairs level). Parking is located adjacent to the facility (next to the Colonial Life Arena).** The meeting will start promptly at 12:00PM, so please arrive on time. 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



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

Thursday, August 26, 2021 ♦ 12:00 p.m. ♦ Columbia Convention Center – Lexington Room

OVERALL AGENDA

ACTION

A. Call to Order and Introductions

Foster Senn, Chair

1. Welcome from Columbia Metropolitan Convention Center
2. Determination of a Quorum
3. Approve Order and Contents of the Overall Agenda
4. Invocation
5. Chairman's Introduction
 - Good News from CMCOG and Around the Region

**Foster Senn
Benjamin Mauldin**

B. Consent Agenda

1. Approval of the June 24, 2021 Board Meeting Minutes (*Enclosure 1*)
2. 2035 & 2040 LRTP Amendments – SCDOT System Performance Report (*Enclosure 2*)
3. 2035 RL RTP & 2020 – 2027 RTIP Amendment – Longtown Road (*Enclosure 3*)
4. 2020 – 2027 TIP Amendment – Section 5310 Projects (*Enclosure 4*)
5. CMCOG Authorization of Section 5310 ARP & CRRSAA Funds (*Enclosure 5*)
6. CMCOG Authorization of Section 5307 American Rescue Plan Funds (*Enclosure 6*)

C. Regular Agenda

1. Quarterly Financial Statement
2. UPWP Amendment – Subrecipient Title VI Update (*Enclosure 7*)
3. UPWP Amendment – CMCOG Transit Asset Management Plan (*Enclosure 8*)
4. 2040 LRTP Amendment – Complete Streets Directive (*Enclosure 9*)

**Petula Hendley
Reginald Simmons
Reginald Simmons
Reginald Simmons**

INFORMATION

D. Announcements / Committee or Staff Reports / Correspondences

1. Update on Carolina Crossroads Project (*Enclosure 10*)
2. Census 2020 (*Enclosure 11*)
3. Executive Director's Report
4. FY 2022 CMCOG Officers and Special Committees (*Enclosure 12*)
5. Regional Spotlight: The City of Columbia

**Brian Klauk
Gregory Sprouse
Benjamin Mauldin
Foster Senn
Will Brennan**

E. Old/New Business

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board Meeting will be held on Thursday, September 23, 2021 in the Columbia Convention Center

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, June 24, 2021 ♦ 12:00 p.m. ♦ CMCOG Conference Room via Virtual Platform

BOARD MEMBERS PRESENT:

Vina Abrams, Newberry County
Charles Appleby, Richland County
Todd Beasley, Richland County
Moses Bell, Fairfield County Council
Larry Brigham, Lexington County
Susan Brill, Richland County
Julian Burns, Kershaw County Council Chair
David Busby, Town of Pine Ridge
Brian Carter, City of West Cola. Administrator
Glenn Conwell, Lexington County Council
Kathy Condom, Town of Irmo
Todd Cullum, Lexington County Council
Sam Davis, City of Columbia
William DePass, City of Columbia
Doug Fabel, Richland County
Amadeo Geere, City of Columbia
T. Wayne Gilbert, Richland County
Shaun Greenwood, Forest Acres
Sloan Griffin, Town of Blythewood
Bob Hall, Batesburg-Leesville Town Council
Darrell Hudson, Lexington County
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
Katherine Myers, City of Columbia
Chakisse Newton, Richland County Council
Stephanie O'Cain, Richland County
Elise Partin, Mayor, City of Cayce
Derrek Pugh, Richland County
Jeffrey Salters, Lexington County
Foster Senn, Mayor, City of Newberry
William Simon, Richland County

Lynn Sturkie, Lexington County

GUESTS PRESENT:

Michelle Dickerson, City of West Columbia
Joey McIntyre – SCDOT

STAFF MEMBERS PRESENT:

Fretria Addison, LTC Ombudsman Volunteer
Coordinator/Information Support Specialist
Roland Bart, Senior Planner
Petula Hendley, Financial Management/
Supportive Services Director
Chanell Jackson, Finance Director
Ben Mauldin, Executive Director
Reginald Simmons, Deputy Executive Director/
Transportation Director
Gregory Sprouse, Director, Research, Planning &
Development
Espinosa Guillermo, Senior Planner

A. CALL TO ORDER

Chairman Steve MacDougall called the meeting to order at 12:08 p.m. on June 24, 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 Yvonne McBride to approve Order and Contents of the Overall Agenda. The motion was approved.

A brief discussion took place regarding an item that was on the consent agenda back in March.

3. Invocation

Vina Abrams gave the Invocation.

4. Introduction of New Board Members –

Amadeo Geere, City of Columbia - He has lived in the city for 5 years and decided to run for office in 2019. Mr. Geere looks forward to serving as a CMCOG Board Member.

Stephanie O’Cain, Richland County – She is looking forward to serving as a CMCOG Board Member and is excited to be a part of our Board.

T. Wayne Gilbert, Retired SC State Employee – He has worked with Research and Planning and has a GIS background. Mr. Gilbert is looking forward to serving on the CMCOG Board of Directors.

Katherine Myers, Myers Law Firm – Has served as an attorney for seven (7) years and is excited to serve on the CMCOG Board of Directors.

David Busby, Town of Pine Ridge – He is looking forward to serving on the CMCOG Board of Directors.

Derrick Pugh, Richland County Councilman – He is looking forward to serving on the CMCOG Board of Directors.

B. CONSENT AGENDA

1. Approval of the May 27, 2021 Board Meeting Minutes, approved
2. TIP Amendment – CMRTA Intermodal Station, approved

MOTION, approved

Robert Liming moved, seconded by Darrell Hudson, to approve and ratify the consent agenda. The motion was approved.

C. Regular Agenda

C1. CMCOG FY 2022 Budget and Work Program

Ben Mauldin gave a brief overview and summary regarding CMCOG FY 2022 Budget and Work Program and requested approval of this program.

A brief discussion took place at this time regarding the CMCOG FY 2022 Budget and Work Program.

MOTION, approved

Bob Hall moved, seconded by Robert Liming to approve the CMCOG FY 2022 Budget and Work Program. The motion was approved.

C2. 2035 & 2040 LRTP Amendments – SCDOT System Performance Report

Reginald Simmons requested approval to adopt the 2035 & 2040 LRTP Amendments – SCDOT System Performance Report. Mr. Simmons introduced Betsy McCall from SCDOT who provided a brief overview on the SCDOT System Performance Report. Transportation Asset Management Plans were required to be developed by the Federal Legislation MAP-21. FHWA requires SCDOT's to detail asset inventory, current conditions and predicted future conditions over a 10-year period using performance measures. SCDOT is at the half-way point of the first 4-year performance period. Part of the federal requirements includes a summary of the mid-point performance in the format of a System Performance Report to be included in LRTPs.

Ms. McCall outline the following update for each performance measure:

- Safety – SCDOT did not meet its target. In response, SCDOT is developing the Pedestrian and Bicycle Safety Action Plan and is expected to have a final plan by end of 2021
- Pavements – SCDOT exceeded its targets. SCDOT invested above the planned levels in 2018 and 2019 to the pavement program
- Bridges – SCDOT is slightly below its targets. SCDOT expects the actual and forecasted targets to flatten as the bridge list is finalized and additional projects are let and construction is completed
- Reliability – SCDOT exceeded its targets.
- CMAQ – SCDOT exceeded its targets and has made adjustments for emissions due to project schedule delivery changes

MOTION, approved

Bob Hall moved, seconded by Foster Senn, to amend the 2035 & 2040 Long Range Transportation Plans to add the SCDOT System Performance Report. The motion was approved.

C3. 2035 RL RTP & 2020-2027 RTIP Amendment – Longtown Road

Reginald Simmons requested 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. 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 has proposed 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.

A brief discussion took place.

MOTION, approved

Moses Bell moved, seconded by Sam Davis, to approve the 2035 RL RTP & 2020-2027 RTIP Amendment – Longtown Road. The motion was approved.

C4. 2020-2027 TIP AMENDMENT – Section 5310 Projects

Reginald Simmons requested approval to add Section 5310 Projects to the 2021 - 2027 TIP and the Human Services Transportation Coordination Plan. CMCOG is the designated recipient for the Section 5310 Program. The goal of the program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services. The grant funds can be used for several functions which includes capital needs, operating assistance, and mobility management.

In the past year, CMCOG has solicited a call for projects. On April 30th, CMCOG released the call for projects for the FFY 2019 & 2020 funding cycles. CMCOG received four (4) applications that requested a total of three (3) vehicles and mobility management. All four projects were determined to be eligible to receive federal funds. With the inclusion of project administration, the following allocations were made:

	Total	Federal	Local
• Senior Resources (1 Vehicle)	\$64,138	\$51,306	\$12,832
• CMRTA (Mobility Management)	\$133,500	\$100,000	\$33,500
• Harbison Wheels (1 Vehicle)	\$60,000	\$48,000	\$12,000
• ICRC (1 Vehicle)	\$62,933	\$50,346	\$12,587
• CMCOG Administration	\$39,932	\$39,932	
• CMCOG (2 Vehicles)	\$137,173	\$109,738	\$27,435
Total	\$497,676	\$399,322	\$98,354

C5. CMCOG Authorization of Section 5310 ARP & CRRSAA Funds

Reginald Simmons requested approval of CMCOG Authorization of Section 5310 American Rescue Plan (ARP) Funds & Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funds to CMRTA & SWRTA. CMCOG is the designated recipient for the Section 5310 Program. The goal of the program is to improve mobility for seniors and individuals with disabilities by removing barriers to

transportation services. The grant funds can be used for several functions which includes capital needs, operating assistance, and mobility management.

CMCOG received a total of \$86,787 in American Rescue Plan (ARP) Funds and \$86,786 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funds. The primary use of these funds is for operating expenses for public transit providers in large urbanized areas. The normal Section 5310 requirements to use 55% of funds for traditional capital projects does not apply to ARP or CRRSAA funds. But the Coordinated Human Services Transportation Plan requirement for Section 5310 applies to ARP and CRRSAA funding.

Based on a discussion with both Santee Wateree RTA and the Central Midlands RTA, the following funding split was agreed upon:

- In FY 2021 CMCOG received = \$86,787 in American Rescue Plan Funds
 - CMRTA: \$76,308.30
 - SWRTA: \$8,478,70
- In FY 2021 CMCOG received = \$86,786 in CRRSAA Funds
 - CMRTA: \$76,307.40
 - SWRTA: \$8,478.60

A brief discussion took place at this time regarding the CMCOG Authorization of Section 5310 ARP & CRRSAA funds.

MOTION, approved

Robert Liming moved, seconded by Moses Bell, to approve the 2020-2027 TIP Amendment – Section 5310 Projects and the CMCOG Authorization of Section 5310 ARP & CRRSAA Funds. The motion was approved.

C6. CMCOG Authorization of Section 5307 American Rescue Plan Funds

Reginald Simmons requested approval of the CMCOG Authorization of Section 5307 American Rescue Plan Funds to CMRTA and SWRTA. CMCOG is the designated recipient of FTA Section 5307 funds. Under MAP-21 & the FAST Act, the Section 5307 Program is inclusive of the Large Urban Program Funds and the Job Access & Reverse Commute Funds. Through our Memorandum of Understanding with CMRTA & SWRTA, each year CMCOG determines the amount that CMRTA & SWRTA will receive in Section 5307 funds. Historically, CMCOG has reserved a portion for planning purposes.

On March 11, 2021, President Biden signed the American Rescue Plan into law. The American Rescue Plan funds have a primary purpose of supporting the transit industry in response to COVID-19. The primary use of these funds is for operating expenses for public transit providers in large urbanized areas. These expenses must have occurred after January 20, 2020.

Based on a discussion with both Santee Wateree RTA and the Central Midlands RTA, the following funding split was agreed upon:

- In FY 2021 CMCOG received = \$9,242,669 in American Rescue Plan Funds
 - CMRTA: \$7,418,402
 - SWRTA: \$824,267
 - CMCOG: \$1,000,000

A brief discussion took place at this time regarding the CMCOG Authorization of Section 5307 American Rescue Plan Funds.

MOTION, approved

Walton McLeod moved, seconded by Darrell Hudson, to amend the 2020 – 2027 TIP and the CMCOG Authorization of Section 5307 American Rescue Plan Funds. The motion was approved.

D. Announcements/Committee or Staff Reports/Correspondences

D1. Environmental Planning Update

Guillermo Espinosa, Senior Planner gave an update on the Three Rivers Watershed – Based Plan, the Central Midlands Hazard Mitigation 2021 Plan as well as an update on the Congaree Biosphere Region. More information will be forthcoming.

Gregory Sprouse, also provided a brief overview and update on Joint Land Use and Sentinel Landscape Partnership. Application regarding this study will be submitted in August 2021 and more information will be forthcoming at a later date.

D2. Executive Directors Report

Ben Mauldin gave the following report:

- The US House Transportation and Infrastructure Committee approved the investing in a new vision for the “Environment and Surface Transportation in America or INVEST in America Act. Congressman Clyburn has three earmarks in COATS.
- Corridor Improvement at Old State Road (Calhoun County) - \$1,100,000
- Intersection at Old State Road (Gaston) - \$1,100,000
- Walk Bike Columbia - \$4,000,000
- Grant Writing Beginner’s Class will be held November 8-9, 2021, all those with an interest are encouraged to register for the class. This class will teach you how to find and write grants. There are some complimentary seats available for those interested.
- CMCOG will host a new board member orientation that will be held in August.
- Our next board meeting will be held on August 26, 2021 at the Columbia Metropolitan Convention Center and lunch will be provided. This will be an in-person meeting.
- SCARC conference will be held in Myrtle Beach, SC in November and more information will be forthcoming.

D3. Recognition of Outgoing Chair and Committee Chairpersons

Ben Mauldin recognized and presented our outgoing Chairman MacDougall with a plaque for his years of service to our Board of Directors.

D4. Recognition of Incoming Chair

Chairman MacDougal welcomed Foster Senn, Newberry County as the CMCOG Chairman for the next two years.

E. OLD / NEW BUSINESS

No old/new business was brought forth

F. OTHER BUSINESS

Several members thanked Chairman MacDougal for all of dedication and service.

G. ADJOURN

There being no further business, the meeting adjourned at approximately 1:08 p.m.

Benjamin J. Mauldin, Secretary-Treasurer

Steve MacDougall, Chairperson

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



Approved by the CMCOG Board/MPO
Policy Committee on June 24th

Public comment period ended on
September 15th

No Public Comments Received

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)

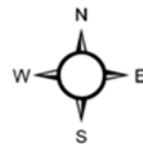
2035 Rural LRTP Amendment

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.



Please note that each vehicle request has been adjusted by 20% to account for increased vehicle costs

Approved by the CMCOG Board/MPO Policy Committee on June 24th

Public comment period ended on September 15th

No Public Comments Received

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.

E:\Silver Flash Drive 3-27-18\Board Meeting Info\2021 Board Meetings\6-24-21\Enclosure 6 - Section 5310 Projects.doc



June 30, 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 Funds to Subrecipients

Dear Mrs. Taylor:

On June 24, 2021, the MPO Policy Committee approved five (5) vehicles to be purchased with FY 2019 Section 5310 funds. These requests for vehicles were received in response to a call for projects that was issued on April 30, 2021. Funds will be used to purchase five (5) new ADA accessible vehicles. Funding will also be used to coordinate services through mobility management for seniors and persons with disabilities.

The CMCOG is preparing a grant application for Section 5310 funds for capital and administrative needs. We are providing this letter to authorize the amount of formula funding that will be applied for prior to formally submitting a grant application. We authorize the following Section 5310 funding amount based on the approved funding requests:

FY 2019 - \$399,322 of \$399,322

Senior Resources	Capital Needs – Vehicle	\$61,567
Harbison Wheels Area Transit	Capital Needs – Vehicle	\$57,600
Irmo Chapin Recreation Commission	Capital Needs – Vehicle	\$60,415
Central Midlands Regional Transit Authority	Capital Needs – Mobility Management	\$100,000
Central Midlands Council of Governments	Capital Needs – Vehicle	\$79,808
Central Midlands Council of Governments	Administration	\$39,932

Please be advised that as identified in this Split Letter, the CMCOG, as the Designated Recipient, authorizes the assignment/allocation of Section 5310 to the approved applicants, herein known as subrecipients. The undersigned agree to the Split Letter and the amounts allocated/assigned to each subrecipient. Each subrecipient is responsible for the local match as CMCOG will submit an application to the Federal Transit Administration to receive Section 5310 funds and assumes the responsibilities associated with any award for these funds.

CMCOG fully supports the application(s) for the amount(s) stated above. Please feel free to contact me at 803-376-5390 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: Andrew Boozer
Mark Smyers
Leroy Deschamps
Joe Bouknight

**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.

Woods Edge

Lakeside

Harbison Blvd.

Walmart

Publix

Target

Murray Blvd

Parkridge Dr.

Lowe's

**Hospital
Doctors
Doctor
Offices**

Banks

Harbison Blvd.

I-26

Medical

St. Andrews

Medical

St. Andrews

AHEPA

Ad's

Lake

CVS

College St

Medical

Murray Blvd

2021

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

RECEIVED

MAY 13 2021

CMCOG

3:40 pm

S. Stephens

Application Form

Federal Fiscal Year 2021-2022

Name of Applicant: Imo Chapin Recreation Commission

Amount Requested: \$62,933

Type of Request: Capital-Vehicle

**Capital
(Purchase of Service or Vehicle)**

County Where Service to be Provided Lexington

Agency DUNS Number: 069326056

**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.

APPLICATION

"Part Two"

(Original due to CMCOG by May 17, 2021)

Please submit part two of the application in narrative proposal format. Each applicant must provide information for each area listed below. Please provide detailed, clear and concise information not exceeding 15 pages (this does not include the actual announcement pages). Information should be directly related to the Section 5310 project and how this project will enhance the proposed clients served. Do not forget to complete the front of the application including Agency name and other important information.

MPO: Columbia Area Transportation Study

Primary Service Area: Large Urban (Please review the Columbia Urbanized Area Map in Appendix C)

1. Agency Name: Irmo Chapin Recreation Commission

Agency DUNS: 069326056

Required for All Applicants

Point of Contact: Kim Bowers

Title: Senior Services Manager

Address: 200 Leisure Lane

City: Columbia

9-digit Zip Code: 29210

Phone: 803.213.1190

FAX: 803.772.2128

E-mail: kbowers@icrc.net

Web Site Address (if any): www.icrc.net

2. Agency Type:

- ☐ Private Non-Profit (501(c)(3))
- ☒ Public
- ☐ Tribal Government or Community
- ☐ Other Agency (Specify):

3. Applicant Status:

- ☒ New Applicant
- ☐ Continuing Applicant (List Contract Number _____)

4. This application contains funding requests for:

☐ Purchase of Service (POS) \$ _____

☐ Expansion Capital Equipment

- ADA Accessible Cut-A-Way \$ _____
- ADA Mini Van \$ _____
- Purpose Built \$ _____

☒ Replacement Capital Equipment (Must Complete this information)

- ADA Accessible Cut-A-Way \$62,933 _____
- ADA Mini Van \$ _____
- Purpose Built \$ _____

Please provide information regarding the vehicle that's being replaced

- Make of Vehicle: 2009 Ford
- Model of Vehicle: Goshen
- VIN: 1fdee35199da92481
- Current Mileage: 114,000
- Who holds title to vehicle? SC DOT

Eligibility: (Briefly describe the individuals the agency serves and whether they are elderly and or have disabilities).

The Irmo Chapin Recreation Commission (ICRC) is a special purpose district formed in 1969 to provide recreation services for the District, which encompasses the Lexington County portion of School District Five. Since 1981, the Commission has also served as the area Council on Aging, with two of our three sites, Crooked Creek Park and Seven Oaks Park, providing senior services in the community. As an area Council on Aging, ICRC is one of the primary service providers for Lexington County, offering congregate meals, home-delivered meals, transportation and health promotion to seniors. These services are funded by federal, state and local dollars as authorized by the Older Americans Act.

The Commission's goal is to serve seniors age 60 and above within our district in ways that enable them to live happy, productive and independent lives. We offer programs and support services that foster independent living, enhance quality of life and help seniors remain active.

NARRATIVE REQUIREMENTS

Applicant Overview

- Provide specific information related to the agency.
- Its mission and how this request will impact the region to include service area.
- Add any information related to how this project(s) will meet the needs of the applicants clients.

The Irmo Chapin Recreation Commission (ICRC) is a special purpose district formed in 1969 to serve community members living in the Lexington county portion of School District Five. ICRC exists to enhance the quality of life for all citizens of the district through the development of recreation programs that promote a lifestyle of wellness, physical activities and cultural experiences for all ages. It is the Goal of the Senior Services Department to assist older adults within our district in ways that enable them to live happy, productive, independent lives. Programs offered by the Irmo Chapin Recreation Commission are support services that foster independent living, enhance quality of life and help older adults meet their needs to remain active and in their own homes for as long as possible.

The main challenges facing the seniors we serve are transportation, utility assistance and medication assistance, as well as assistance paying for hearing aids, dentures and glasses. ICRC's needs reflect those needs, with a lack of available public transportation the top cause of increased social isolation for many seniors. ICRC also recognizes the impact COVID-19 has had on transportation programs serving older adults and the rising cost of living and economy also impact senior quality of life.

ICRC provides transportation to the senior center for meals and programs and to medical appointments. In fiscal year 2018/2019, Crooked Creek Park provided nearly 30,000 miles in transportation assistance to senior centers, medical appointments and other necessary services. During that year ICRC provided over 70,000 miles in transportation.

The Irmo Chapin Recreation Commission has provided services for older adults in Lexington County since 1980. The proposed vehicle will enable ICRC to continue to serve clients in the Lexington County portion of Lexington Richland School District 5 by replacing a 12 year old 2009 Ford Goshen with a new ADA Accessible Cut-A-Way.

Detailed Project Narrative/Scope

- Clearly define the project, including as much detail as possible.
- Identify the service area and type of services provided.
- Distinguish what portion of the service area is urban.
- Provide factors or data validating the number of clients served based on urban boundaries. These measures will assist with distribution of funds for each proposal and will also identify the number of clients being impacted by this funding source.

The proposed project will provide a replacement wheel chair accessible 14 passenger ADA Accessible Cut-A-Way to replace a 2009 Ford Goshen for transporting seniors in the Chapin/Crooked Creek Park portion of Lexington County School District 5. This area has been designated as Urban. ICRC currently provides transportation in the Chapin and Irmo portion of Lexington County. Service is provided in the Chapin Community 5 days per week. ICRC provides transportation to congregate meal programs, educational programs, fitness programs, recreational programs and medical appointments. ICRC provides services Monday-Friday from 8:00 am until 4:00 pm or as needed. Currently both communities served by ICRC are located in urbanized areas. 2020 Census data reports over 16% of the population of Lexington County is over the age of 65. That is a nearly 14% increase from 2010 Census report. 2020 Census report also show that 11% of people over the age of 65 live in poverty in Lexington County. As our population continues to grow older and the cost of transportation and other services continues to rise, the need for services provided by ICRC will rise.

Project Budget

Type of Equipment	Total Cost	Quantity	Federal Share (80%)	Local Share (20%)	Source of Local Share
ADA Cutaway	\$62,933	1	\$50,346	\$12,587	ICRC Funds on Hand

ICRC has sufficient fund balance above the match amount required.



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.

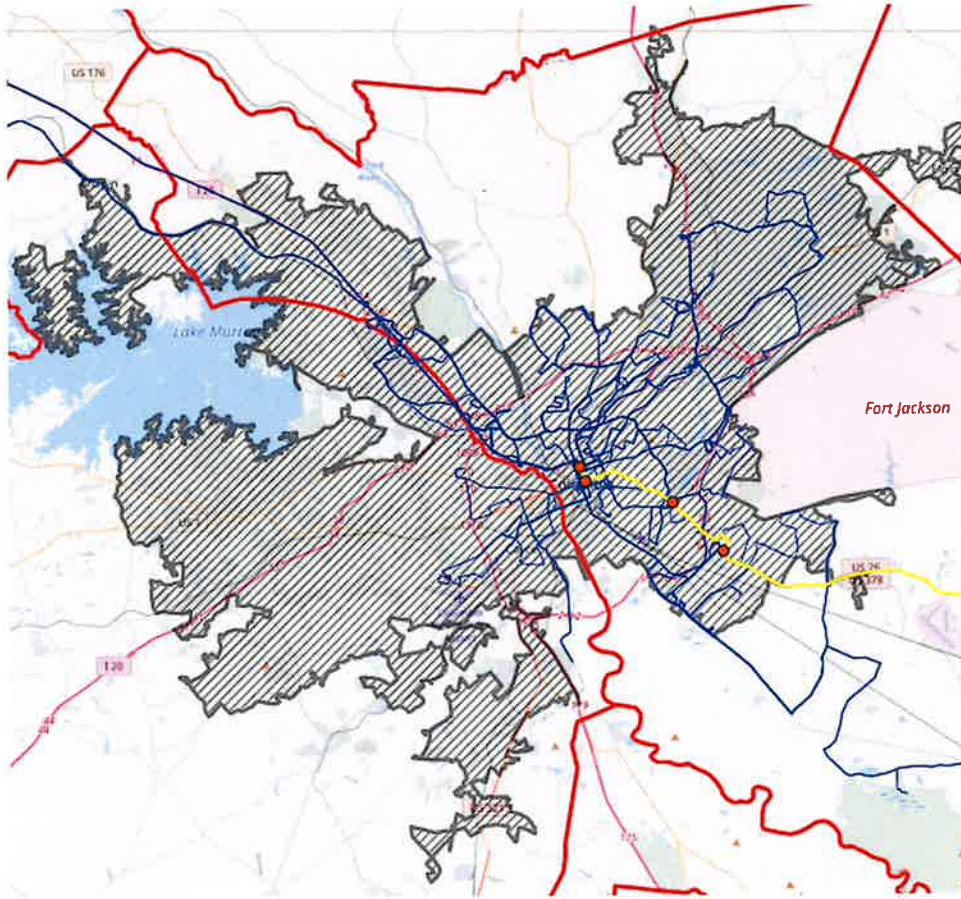
f. Targeted marketing to encourage seniors and people with disabilities to ride transit. Promotions and programs such as free ride days, merchant sponsorships, organized field trips and "transit ambassadors" (seniors and people with disabilities who promote transit to their peers) would help seniors 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.

Board Members:

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
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



Board of Directors

Connelly-Anne Ragley
President
SC Dept of Social Services

Chris Zecopoulos
Vice President
Extra Mile Consulting

Debra Slaughenhaupt
Secretary
First Citizens Bank

Rachel Elliott
Treasurer
Dominion Energy

Catherine Perry
Executive Committee
BlueCross BlueShield of SC

Tara Wise
Executive Committee
AllSouth Federal Credit Union

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



Please note this action also amended the 2020-2027 TIP

June 25, 2021

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

Approved by the CMCOG Board/MPO
Policy Committee on June 24th

Public comment period ended on
September 15th

No Public Comments Received

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



Please note this action also amended the 2020-2027 TIP

June 25, 2021

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

Approved by the CMCOG Board/MPO
Policy Committee on June 24th

Public comment period ended on
September 15th

No Public Comments Received

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.

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



Please note this action also amended the 2020-2027 TIP

June 25, 2021

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

Approved by the CMCOG Board/MPO
Policy Committee on June 24th

Public comment period ended on
September 15th

No Public Comments Received

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.

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

Central Midlands Council of Governments
Unaudited Financial Statement
July 1, 2020 through June 30, 2021

	<u>Approved Budget</u>	<u>Y-T-D</u>	<u>Percent of Budget</u>
Revenue			
Local Revenue			
Member Governments	\$594,466	594,466.00	100.00%
State Aid	140,814	70,407.00	50.00%
Interest Income	25	30.16	120.64%
208 Conformance Reviews	10,000	9,635.00	96.35%
Local Revenue -other	27,000	36,035.79	133.47%
Midlands River Coaliton	17,000	17,295.00	101.74%
Fringe Recovery	1,005,205	733,308.98	72.95%
Indirect Cost Recovery	637,034	517,554.11	81.24%
Total Local Revenue	2,431,544	1,978,732.04	81.38%
Regional Programs			
Aging Planning & Administration	921,579	1,400,645.80	151.98%
Ombudsman Program	449,400	385,292.16	85.73%
Midlands Workforce Development Board	1,266,318	1,331,466.55	105.14%
Transportation	1,481,515	1,252,204.60	84.52%
Hazard Mitigation Plan	44,845	28,304.01	63.12%
EPA 208 Planning/DHEC	13,000	39,035.75	300.28%
Economic Development Administration	70,000	82,741.59	118.20%
Comm Development Block Grant-Planning	50,000	50,000.00	100.00%
Total Regional Programs	4,296,657	4,569,690.46	106.35%
Community Development Block Grant Admin	161,815	33,738.04	20.85%
Local Technical Assistance Contracts	46,000	22,150.11	48.15%
Transfer From Other Program Areas-Matching, Other	427,642	370,920.90	86.74%
Total Operating Revenue	7,363,659	6,975,231.55	94.73%
Contracted Services Revenue			
Aging	3,365,062	2,860,120.60	84.99%
WIOA Contractors	3,480,801	2,768,598.47	79.54%
Total Contracted Services Revenue	6,845,863	5,628,719.07	82.22%
Total Revenue	14,209,522	12,603,950.62	88.70%
Expenses			
Personnel Costs	2,929,606	2,539,374.16	86.68%
Fringe & Indirect Cost Allocation	1,642,239	1,250,863.09	76.17%
Operations and Maintenance	767,584	833,865.27	108.64%
Employee Development & Training	59,750	3,586.66	6.00%
Travel & Transportation	100,300	32,403.00	32.31%
Consultants & Contracts	1,278,037	833,169.77	65.19%
Capital Outlays	158,501	8,381.84	5.29%
Transfer to other Program Areas-Matching, other	427,642	301,468.94	70.50%
Total Operating Expenses	7,363,660	5,803,112.73	78.81%
Contracted Services Expenses			
Aging	3,365,062	3,654,690.67	108.61%
Midlands Workforce Development Board (WIA)	3,480,801	2,774,042.29	79.70%
Total Contracted Services Expenses	6,845,863	6,428,732.96	93.91%
Total Expenses	14,209,522	12,231,845.69	86.08%
Revenue Over/(Under) Expenses	-	372,104.93	



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 26, 2021

SUBJECT: **Subrecipient Title VI Plans**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests first reading approval to amend the 2022 & 2023 Unified Planning Work Program to add the Subrecipient Title VI Plan Update.

PROGRAM DESCRIPTION

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

The South Carolina Department of Transportation has been working with subrecipient of federal grant programs such as Section 5310 to develop their own Title VI Plan. CMCOG will coordinate with SCDOT to work with its subrecipients of the Large Urban Section 5310 Program to ensure they have an updated Title VI Plan that is complaint with Federal Transit Administration (FTA) requirements.

ATTACHMENT

UPWP Page

PROJECT NO:	3Z				
PROJECT TITLE:	Subrecipient Title VI Plans				
OBJECTIVE: To coordinate with state and federal transportation officials in assisting human service agencies who are subrecipients of federal funds in updating their Title VI Plans.					
METHODOLOGY: CMCOG in partnership with the South Carolina Department of Transportation will assist subrecipients of Section 5310 funds in updating their Title VI Plans. Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Title VI prohibits intentional discrimination as well as disparate impact on protected groups. The transportation planning regulations require consistency with Title VI and subsequent civil rights laws and regulations. CMCOG will coordinate with SCDOT to work with its subrecipients of the Large Urban Section 5310 Program to ensure they have an updated Title VI Plan that is complaint with Federal Transit Administration (FTA) requirements.					
END PRODUCT: Updated Subrecipient Title VI Plans.					
Project Sponsor/ Participating Agencies:		Funding Sources:			
Sponsor: COATS Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate		FY 2022		FY 2023	
		FHWA/FTA Consolidated	\$12,000.00	FHWA/FTA Consolidated	
		FTA (Section 5307)		FTA (Section 5307)	
		Local	\$3,000.00	Local	
		Total	\$15,000.00	Total	



Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 26, 2021

SUBJECT: CMCOG Transit Asset Management Plan

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests first reading approval to amend the 2022 & 2023 Unified Planning Work Program to add the CMCOG Transit Asset Management Plan.

PROGRAM DESCRIPTION

Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan.

The TAM plan should:

- Outline how people, processes, and tools come together to address asset management policy and goals
- Provide accountability and visibility for furthering understanding of leveraging asset management practices
- Support planning, budgeting, and communications to internal and external stakeholders

CMCOG is a Tier II agency which means that we are a direct or designated recipient of Section 5310 and/or 5307 Funds. As a Tier II agency, our TAM Plan will include the following elements:

1. An inventory of asset
2. A condition assessment of inventoried assets
3. Description of a decision support tool
4. A prioritized list of investments

ATTACHMENT

UPWP Page

PROJECT NO:	3Y				
PROJECT TITLE:	Transit Asset Management Plan				
OBJECTIVE: To develop a transit asset management plan in compliance with the Federal Transit Administration guidelines.					
METHODOLOGY: <p>Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan.</p> <p>The TAM plan should:</p> <ul style="list-style-type: none"> • Outline how people, processes, and tools come together to address asset management policy and goals • Provide accountability and visibility for furthering understanding of leveraging asset management practices • Support planning, budgeting, and communications to internal and external stakeholders <p>CMCOG is a Tier II agency which means that we are a direct or designated recipient of Section 5310 and/or 5307 Funds. As a Tier II agency, our TAM Plan will include the following elements:</p> <ol style="list-style-type: none"> 1. An inventory of asset 2. A condition assessment of inventoried assets 3. Description of a decision support tool 4. A prioritized list of investments 					
END PRODUCT: Development of a Transit Asset Management Plan					
Project Sponsor/Participating Agencies:		Funding Sources:			
Sponsor: COATS Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate		FY 2022			
		FY 2023			
		FHWA/FTA Consolidated	\$20,000.00	FHWA/FTA Consolidated	
		FTA (Section 5307)		FTA (Section 5307)	
		Local	\$5,000.00	Local	
		Total	\$25,000.00	Total	



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 26, 2021

SUBJECT: **2040 LRTP Amendment – Complete Streets**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests first reading approval to amend the 2040 Long Range Transportation Plan to add the SCDOT Engineering Directive 22 & Departmental Directive 28 for inclusion of multimodal accommodations on the state-owned highway system.

PROGRAM DESCRIPTION

The South Carolina Department of Transportation recognizes walking and bicycling as modes of travel on the state-owned highway system as well as the importance of transit accommodations within the highway network. The intent of the attached directives is to establish SCDOT's guidelines for programmatic inclusion of walking, bicycling, and transit accommodations on projects undertaken by SCDOT or other entities performing work on the state-owned highway system. SCDOT shall collaborate with MPOs, COGs, and regional transit providers to document walking, bicycling, and transit needs on targeted routes as part of their regional plans. This documentation will be critical as SCDOT will use its judgement and discretion to decide the feasibility of constructing multimodal accommodations along the state-owned highway system.

Staff will request to include these engineering directives into our 2040 Long Range Transportation Plan in order to enhance our coordination with SCDOT to continue to develop a more multi-modal transportation network.

ATTACHMENT

SCDOT Engineering Directive 22
SCDOT Departmental Directive 28

South Carolina Department of Transportation

Engineering Directive

Directive Number: ED-22 **Effective:** February 12, 2021

Subject: **Bicycling Accommodations on Resurfacing Projects**

References: **Engineering Directive 53 – Installation of Rumble Strips**
Manual on Uniform Traffic Control Devices (MUTCD)
AASHTO Guide for the Development of Bicycle Facilities
SCDOT Roadway Design Manual

Primary Department: **Maintenance**

This engineering directive addresses bicycling accommodations that will be considered as part of the South Carolina Department of Transportation's (SCDOT) annual pavement improvement program.

1.0 Planning

SCDOT recognizes that strategic planning for bicycling accommodations serves a critical role with ensuring a fiscally responsible approach for allocation of funds. SCDOT's Office of Planning will coordinate with Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs) to ensure they create bicycling accommodation plans that will serve as the basis for integrating bicycling onto the state system of roadways. The Director of Maintenance Office will review the approved MPO and COG bicycling accommodation plans and cross-reference with SCDOT's pavement improvement program to identify candidate projects for the inclusion of bicycling accommodations.

2.0 Eligibility

Candidate pavement improvement projects must be on the East Coast Greenway, the South Carolina Bicycling Touring Routes, or part of a MPO and/or COG approved bicycling plan for eligibility. In addition, the bicycling accommodation must be achieved within the scope of the pavement improvement project without requiring additional right-of-way, utility relocations, environmental permitting, and/or grading beyond the existing shoulder.

SCDOT will include eligible bicycling accommodations based upon sections 2.0 and 3.0 of this engineering directive as part of the Department's pavement improvement program. SCDOT reserves the right to eliminate bicycling accommodations from individual projects if the Department determines implementation to be infeasible based upon engineering analysis and/or scheduling demands.

3.0 Bicycling Accommodations Approved for Consideration in SCDOT Resurfacing Projects

The following bicycling accommodations are eligible as part of SCDOT's annual pavement improvement program:

Shoulder Sections

- Construction of a minimum 4-foot paved shoulder beyond the rumble strips/stripes.

Curb and Gutter Sections

- SCDOT will evaluate restriping the existing footprint based upon guidance found in the SCDOT Roadway Design Manual. This option does not alter the number of lanes currently in-place. Early planning is essential to ensure this is a valid option in coordination with the District Traffic Engineer.

All Sections

- SCDOT approved pavement markings and/or signage will be included to support the aforementioned bicycling accommodations, as determined appropriate by the District Traffic Engineer.

Submitted by: David B. Cook, P.E.
Director of Maintenance

Submitted by: Rob Perry, P.E.
Director of Traffic Engineering

Submitted by: John D. Boylston, P.E.
Director of Preconstruction

Recommended by: Andrew T. Leaphart, P.E.
Chief Engineer for Operations

Recommended by: Randall L. Young, P.E.
Chief Engineer for Project Delivery

Approved by: Leland Colvin, P.E.
Deputy Secretary for Engineering

Approved by: Brent Rewis, P.E.
Deputy Secretary for Intermodal Planning

History: Issued on July 10, 2004
First Revision on December 16, 2009
Second Revision on February 12, 2021

**SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DEPARTMENTAL DIRECTIVES**

Directive Number: 28

Date: February 4, 2021

Subject: Complete Streets

Referrals: SCDOT Roadway Design Manual

Purpose: Establish Guidelines for Inclusion of Multimodal Accommodations (Walking, Bicycling, and Transit) in Projects Undertaken on the State-Owned Highway System

This Directive serves as the foundation for the South Carolina Department of Transportation (Department) to implement a complete streets policy that requires and encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation. This Directive will initiate change with numerous other sources of information within the Department to ensure our approach to providing complete streets is integrated into our practices and procedures. This Directive supersedes all other Department guidance that conflicts with the information in this Directive.

General

The Department recognizes walking and bicycling as modes of travel on the state-owned highway system as well as the importance of transit accommodations within the highway network. The intent of this Directive is to establish the Department's guidelines for programmatic inclusion of walking, bicycling, and transit accommodations on projects undertaken by the Department and other entities performing work on the state-owned highway system in South Carolina. The Department shall collaborate with Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), and regional transit providers to document walking, bicycling, and transit needs on targeted routes as part of their regional plans. For the purpose of this Directive, transit accommodations include bus pads, accessible ramps, and bus turnouts where appropriate. Transit accommodations do not include passenger amenities, expansion of bus routes, or buses themselves as those elements are managed by the transit providers.

The MPO/COG plans will aid in ensuring that the local needs and a modal vision for the region occurs in a cohesive manner. The plans will also serve as a guide for design, construction, maintenance, and operations for the programs identified in this Directive. Additionally, the rapid growth of our state may result in contextual change to a location that has outpaced the approved MPO/COG plans. To address these rapidly changing areas, each proposed project should include a review of the modal travel patterns within the project footprint to determine if there are modal gaps for walking, bicycling, or transit accommodations that may have occurred after the MPO/COG plan was approved. If modal



gaps are observed within the project limits, further coordination with the MPO or COG will be needed to ensure the project scope will adequately address the gaps. Addressing modal gaps shall not be construed as a means to expand the project limits.

Ultimately, the Department must use judgement and discretion to decide on the feasibility of multimodal accommodations based upon the scope and context of the project. This judgement and discretion is critical to the success of complete streets because it will ensure the construction of accommodations occurs in a logical manner with well-defined termini in lieu of having fragmented accommodations scattered throughout the state-owned highway system.

Planning

The Department recognizes that strategic planning for walking, bicycling, and transit accommodations is critical to ensuring a comprehensive and fiscally responsible approach. The following considerations are intended to serve as guidance for the creation of MPO and COG walking, bicycling, and transit plans. Additional considerations may be included for planning as deemed appropriate by the local and regional planning authorities.

- Transportation equity
- Assessment of existing corridors
 - Level of Service analysis for all modes of travel
 - Presence of large wheelbase vehicles and freight distribution
 - Presence of worn footpaths
 - Proximity to schools, hospitals, recreational facilities, and other similar facilities that are destinations for walking, bicycling, and transit
- Comprehensive review of land use and transportation plans
- Safety data and safety audits from the Department
- Integration with other modes of travel
 - Proximity to transit and other multimodal accommodations
- Engineering feasibility with application of design principles
- Public involvement upon completion of planning and engineering analysis
- Prioritization

The Department shall facilitate coordination and collaboration between MPOs, COGs, and local transit providers to assist with the creation and implementation of approved plans in accordance with the existing MPO/COG plan update cycles. The Department will also assist with the exchange of guidance, information, and technology to perform routine updates to long-range transportation plans.

Funding

The Department will support the implementation of walking, bicycling, and transit accommodations when documented as part of MPO and COG approved plans. Inclusion of accommodations will be established based on the following guidance:

Program Category	Funding for Walking Accommodations	Funding for Bicycling Accommodations	Funding for Transit Accommodations
Safety ¹	Included with Project	Included with Project	Included with Project
Interstate Preventive Maintenance	N/A	N/A	N/A
Interstate Capacity	Included with Project for impacted crossing routes and consideration given for major river crossings	Included with Project for impacted crossing routes and consideration given for major river crossings	Included with Project for impacted crossing routes
Interstate Interchange	Included with Project	Included with Project	Included with Project
Bridge Replacement	Included with Project	Included with Project	Included with Project
Off System Bridge Replacement	Included with Project	Included with Project	Included with Project
Pavement Improvement ²	SCDOT-approved pavement markings and signage can be included with Project to enhance safety.	Included with Project	SCDOT-approved pavement markings and signage can be included with Project to enhance safety.
Statewide MPO and COG Widening	Included with Project	Included with Project	Included with Project
CMAQ	Included with Project	Included with Project	Included with Project
Locally Funded ³	Included with Project	Included with Project	Included with Project
CTC Projects	Included with Project	Included with Project	Included with Project

1. Safety projects may not always be appropriate for the inclusion of walking, bicycling, and transit accommodations due to the limited and targeted scope of these projects. Walking, bicycling, and transit accommodations will be included when the scope and context of the safety project is conducive to implementation of these accommodations.
2. Reference the SCDOT Americans with Disabilities Act (ADA) Transition Plan for guidance on accessible walking accommodations and Engineering Directive 22 for guidance on bicycling accommodations as part of pavement improvement projects.
3. Local Option Sales Tax projects will be in accordance with the referendum for projects authorized by the voters if implemented prior to the effective date of this Departmental Directive. For projects authorized after the effective date of this Departmental Directive, accommodations for walking, bicycling, and transit that are within the project scope are expected to comply with the MPO/COG plans.

All Department projects that are currently in the project development phase at the effective date of this Directive should be reviewed to determine if multimodal accommodations should be incorporated into the proposed project based on the guidance above. It is the Department's intent to quickly adapt these new guidelines to existing projects in the project development pipeline, short of requiring new permits or additional right of way impacts where right of way has already been secured from landowners.

Design

The Department has adopted numerous publications that have integrated design principles for accommodating walking, bicycling, and transit to include, but not limited to:

- American Association of State and Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets;
- AASHTO Guide for the Development of Bicycle Facilities;
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities;
- AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets;
- AASHTO Highway Safety Manual (HSM);
- Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD);
- Transportation Research Board (TRB) Highway Capacity Manual (HCM);
- SCDOT Roadway Design Manual (RDM);
- SCDOT Bridge Design Manual (BDM);
- SCDOT Standard Drawings;
- SCDOT Bridge Drawings and Details; and
- SCDOT Americans with Disabilities Act (ADA) Transition Plan.

The Department also recognizes publications from the following sources as applicable for discussion purposes to determine planning and design principles for accommodating walking, bicycling, and transit:

- Federal Highway Administration (FHWA);
- National Cooperative Highway Research program (NCHRP);
- Transportation Research Board (TRB);
- National Association of City Transportation Officials (NACTO); and
- National Highway Traffic Safety Administration (NHTSA).

Work Zone Traffic Control

Work zone traffic control plans must address all modes of travel that are currently accommodated within the limits of the construction project. This may require appropriate design features to adequately maintain existing accommodations during construction. This applies to all construction initiatives on the state-owned highway system.

Maintenance

The Department will maintain the following standard walking, bicycling, and transit accommodations, as defined in the SCDOT Roadway Design Manual unless previously addressed with a specific maintenance agreement:

- Sidewalks (concrete);
- Sidepaths (concrete);
- Paved shoulders;
- Bicycle lanes;
- Shared roadways;
- Shared lanes;
- Bus pads installed and owned by the Department (concrete);
- Bus turnouts adjacent to the travel lane; and
- Pavement markings and signage related to these accommodations that are installed and owned by the Department.

Safety and Operations

The Department will provide the following safety and operational resources to assist with planning and designing accommodations for walking, bicycling, and transit:

- Crash data;
- Safety Audit findings (if available);
- Pavement marking and signage guidance; and
- Other project specific information that is currently available.

The Department will develop and publish a detailed Bicycle and Pedestrian Safety Action Plan with the goal of:

- Increasing understanding of bicycling and walking crash patterns;
- Promote objectives and data-driven decision making;
- Promote investment in proven safety countermeasures; and
- Target locations with high needs and opportunities for successful outcomes.

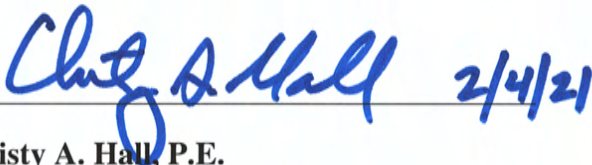
The Director of Traffic Engineering is responsible for preparing, updating, and managing the Department's Bicycle and Pedestrian Safety Action Plan.

Training

The Department will provide training regarding this policy, as well as the subsequent revisions to the Engineering Directives and the South Carolina Roadway Design Manual in order to fully implement this Directive.

Complete Streets Council

The Department will establish a council to facilitate ongoing communication for continuous improvement opportunities and initiatives regarding complete streets within South Carolina. The Deputy Secretary for Engineering and the Deputy Secretary for Intermodal Planning will jointly recommend the participants to the Secretary of Transportation. The participants will be comprised of Department staff, MPO/COG staff, local government staff and other external stakeholders. The Deputy Secretary for Intermodal Planning shall be responsible for organizing the meetings of this council.

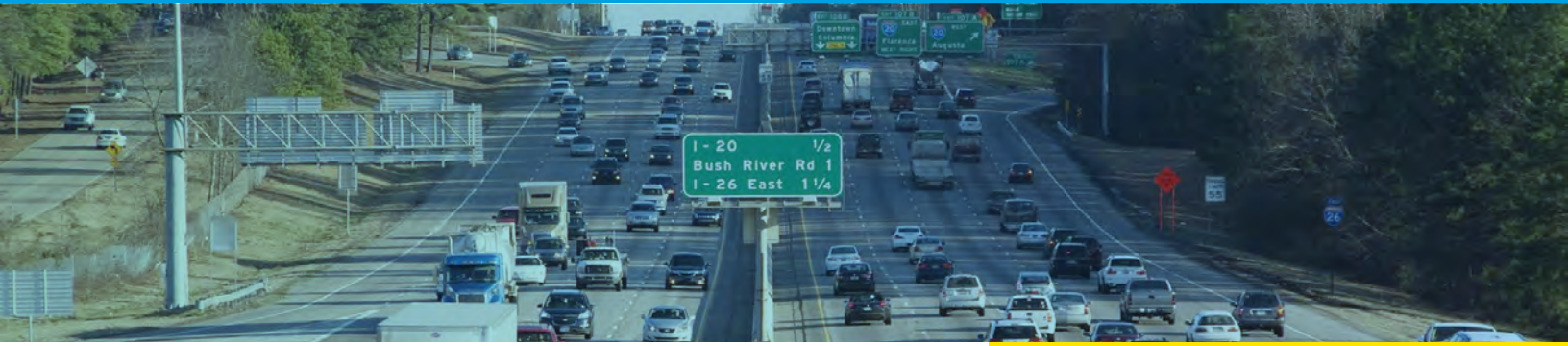


Christy A. Hall, P.E.

Secretary of Transportation

Office of Primary Responsibility: Deputy Secretary for Intermodal Planning

History: Issued as Departmental Directive 28 on February 4, 2021
Deleted on April 8, 2008 and divided into Engineering Directive 22



Malfunction Junction is getting a makeover.

The Carolina Crossroads Project is South Carolina's number one interstate improvement project. The project will improve 14 miles of I-20, I-26 and I-126. This includes the area commonly called "Malfunction Junction".

The Carolina Crossroads Project will be constructed in 5 phases.

Archer-United JV received NTP for Phase 1 in June 2021 for a \$208 million contract. On August 9, 2021 Archer-United JV was announced as the apparent Best Value design-build contractor for Phase 2 at \$127 million.

Major construction on Phases 1 and 2 will begin in spring and summer 2022, respectively. Procurement for Phase 3, Phase 4, and Phase 5 has not begun. All five phases of Carolina Crossroads are anticipated to be fully complete by the end of 2029.

The \$1.7 billion project is a part of SCDOT's 10-Year Plan to bring our state's infrastructure up to a state of good repair and modernize key portions of our interstates. The 10-Year Plan is funded with a combination of federal and state funds, including funds made possible by the 2017 state gas tax increase. The Carolina Crossroads project is expected to be funded by 90% federal funds and 10% state funds.

Key Facts

*Numbers are subject to change.

132

NEW
LANE MILES

14

WIDENED
INTERSTATE MILES

43

NEW
BRIDGES

7

RECONSTRUCTED
INTERCHANGES

5

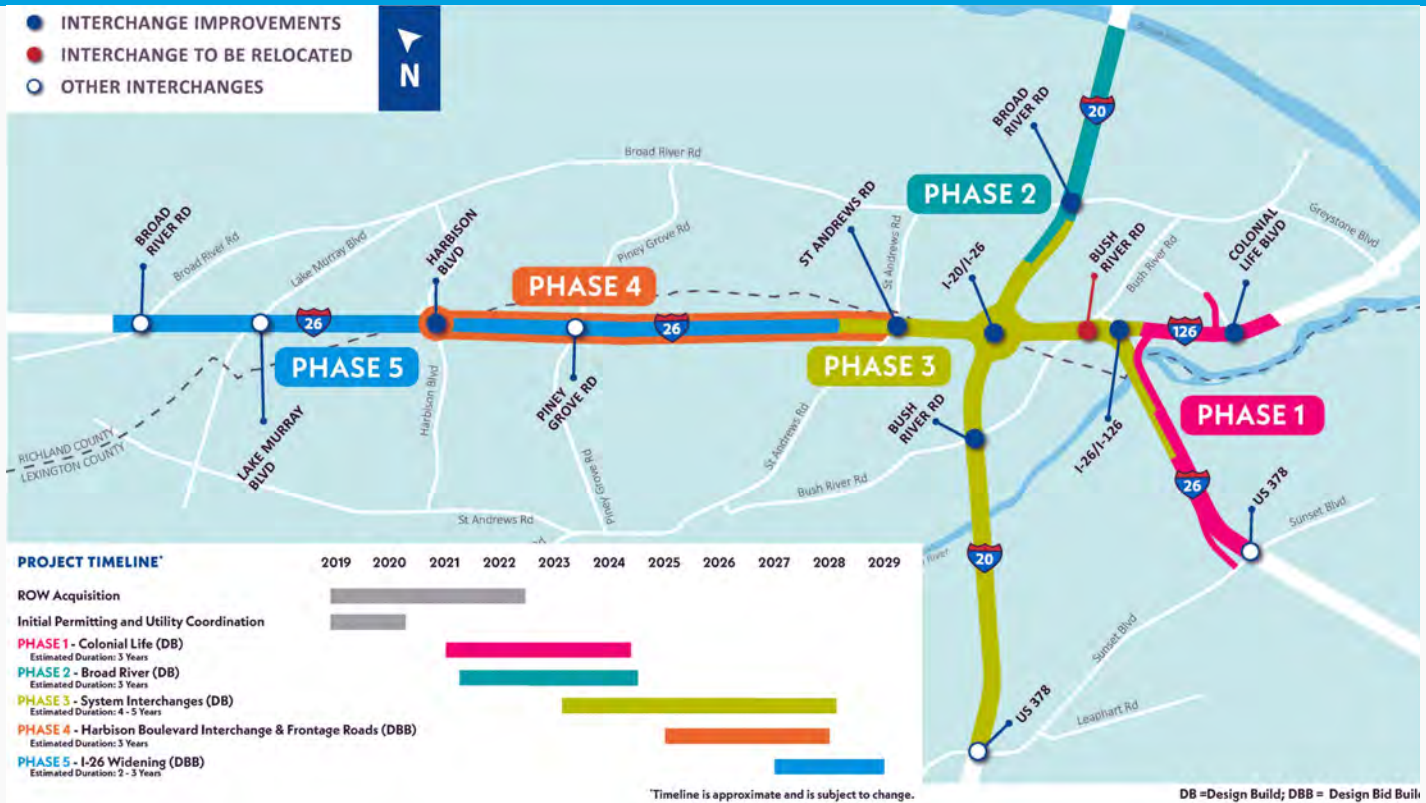
PROJECT
PHASES

9

YEARS OF
CONSTRUCTION

1.7

BILLION DOLLAR
INVESTMENT



Carolina Crossroads was born from our vision to rebuild a corridor that places priority on your time and safety and creates enduring change for the Midlands. The five-phase project is the largest construction venture in South Carolina transportation history and is a testament to the State's commitment to renovate this most congested portion of the Midlands' interstate system.

Without construction, the average commuter through the I-20/26/126 corridor would sit in traffic for 112 hours each year. We believe that is unacceptable. The Carolina Crossroads Project will help alleviate congestion in the corridor and give you back those extra hours – time you would rather spend with your family and loved ones.

Redesigning the corridor is a large, complex, and disruptive undertaking. But the results will be worth the investment of your time and patience. And by constructing the new corridor in phases, we will introduce significant quality-of-life improvements along the way.

Upon project completion, we will have an enhanced, innovative interstate system that improves safety while decreasing traffic delays and makes the Midlands a modern, more mobile region.



Reduces Traffic Congestion

Without the Carolina Crossroads Project, the average commuter through the area would sit in traffic for an extra 112 hours each year.

Modernizes Outdated Infrastructure

Innovative roadway design will, among other improvements, replace cloverleaf loops with a modern interchange to make it easier for drivers to change interstate highways and add traffic lanes in each direction of I-26 to accommodate more vehicles.

Improves Safety

The Carolina Crossroads Project will eliminate the need to weave across three lanes of traffic over a half-mile distance to connect to the next interstate, prioritizing driver safety.

Accommodates Growth

The Midlands region's population is projected to grow an average of 70% by 2040. This project will accommodate growth, directly and indirectly create over 1,300 jobs in the region throughout the duration of construction and add \$861 million to our economy.

Census 2020 Population and Housing

County	NAME	2020 Census Population	2020 Census Housing Units	2010 Census Population	2010 Housing Units	Pop Pct Change	HU Pct Change
Fairfield	Fairfield County	20,948	10,838	23,956	11,681	-12.56%	-7.22%
Lexington	Lexington County	293,991	127,887	262,391	113,957	12.04%	12.22%
Newberry	Newberry County	37,719	18,213	37,508	17,922	0.56%	1.62%
Richland	Richland County	416,147	182,408	384,504	161,725	8.23%	12.79%
CMCOG Reg	CMCOG Region	768,805	339,346	708,359	305,285	8.53%	11.16%
	Arcadia Lakes town	865	436	861	407	0.46%	7.13%
	Batesburg-Leesville town	5,270	2,458	5,362	2,510	-1.72%	-2.07%
	Blythewood town	4,772	1,760	2,034	782	134.61%	125.06%
	Cayce city	13,781	6,959	12,528	5,834	10.00%	19.28%
	Chapin Town	1,809	738	1,445	658	25.19%	12.16%
	Columbia city	136,632	61,010	129,272	52,471	5.69%	16.27%
	Eastover town	614	309	813	365	-24.48%	-15.34%
	Forest Acres city	10,617	5,452	10,361	5,376	2.47%	1.41%
	Gaston town	1,608	712	1,645	716	-2.25%	-0.56%
	Gilbert town	571	227	565	221	1.06%	2.71%
	Irmo town	11,569	4,825	11,097	4,595	4.25%	5.01%
	Jenkinsville town	40	29	46	28	-13.04%	3.57%
	Lexington town	23,568	10,211	17,870	8,101	31.89%	26.05%
	Little Mountain town	249	119	291	136	-14.43%	-12.50%
	Newberry City	10,691	4,595	10,277	4,521	4.03%	1.64%
	Peak town	51	32	64	37	-20.31%	-13.51%
	Pelion town	631	245	674	239	-6.38%	2.51%
	Pine Ridge town	2,167	939	2,064	849	4.99%	10.60%
	Pomaria town	127	64	179	78	-29.05%	-17.95%
	Prosperity town	1,178	558	1,180	519	-0.17%	7.51%
	Ridgeway town	266	142	319	156	-16.61%	-8.97%
	Silverstreet town	164	74	162	82	1.23%	-9.76%
	South Congaree town	2,377	1,067	2,306	1,045	3.08%	2.11%
	Springdale town	2,744	1,288	2,636	1,231	4.10%	4.63%
	Summit town	423	174	402	160	5.22%	8.75%
	Swansea town	722	354	827	405	-12.70%	-12.59%
	West Columbia city	17,416	9,068	14,988	7,665	16.20%	18.30%
	Whitmire town	1,390	740	1,441	760	-3.54%	-2.63%
	Winnsboro town	3,215	1,653	3,550	1,810	-9.44%	-8.67%

CMCOG OFFICERS & SPECIAL COMMITTEES — FY 2022

July 1, 2021 – June 30, 2022

EXECUTIVE COMMITTEE

Staff Contact: *Ben Mauldin, Executive Director*

Chairman — Foster Senn, City of Newberry

Vice-Chairman — Will Brennan, City of Columbia Council

Immediate Past Chairman — Steve MacDougall, Town of Lexington

Vina Abrams, Newberry County

Todd Cullum, Lexington County Council

Sam Davis, Columbia City Council

Paul Livingston, Richland County Council

Walt McLeod, Newberry County

Chakisse Newton, Richland County Council

Elise Partin, City of Cayce

Dr. Roger Gaddy, Town of Winnsboro

Darrell Hudson, Lexington County

Moses Bell, Fairfield County

REGIONAL AGING & DISABILITY ADVISORY COMMITTEE OFFICERS

Staff Contact: *Candice Holloway, AAA /ADRC Director*

Chairman-Dr. Roger Gaddy

Vice-Chairman-Debbie Summers

Fairfield County

MaryGail Douglas

Lexington County

Peggy Butler

Dr. Lorraine Fowler

Mary Joyner

Francis “Kay” Mitchell

Joyce Mize

Newberry County

Vina Abrams

Betty Schumpert

Richland County

Betty “Cookie” Brooks

Dr. Jim Bouknight

Larry Cooke

Julie Ann Dixon

Paul Livingston

Dr. Steven Lloyd

Joyce Mason

Nate Rhodes

ENVIRONMENTAL PLANNING ADVISORY COMMITTEE OFFICERS

Staff Contact: *Gregory Sprouse, Director of Research, Planning and Development*

Chairman — Smokey Davis, Lexington County

RURAL TRANSPORTATION PLANNING ADVISORY COMMITTEE

Staff Contact: *Reginald Simmons, Deputy Executive Director / Transportation Director*

Fairfield County

Cornelius Robinson, Fairfield County Council

VACANT, Fairfield County Council

Jason Taylor, Fairfield County

David Williams, Fairfield County

Transportation Committee

Annie McDaniel, Fairfield County Legislative

Delegation

Lexington County

Vice-Chairman- Larry Brigham, Lexington
County Council

Charles Simpkins, Lexington County

Lynn Sturkie, Lexington County Administrator

Todd Cullum, Lexington County Transportation
Committee

Chris Wooten, Lexington County Legislative
Delegation

Newberry County

Nick Shealy, Newberry County Council

Vina Abrams, Newberry County

Tony McDonald, Newberry County Administrator

Tim Carroll, Newberry Co. Transportation Comm.

Chairman-Walt McLeod, Newberry County

Richland County

VACANT, Richland County

Leonardo Brown, Richland County Administrator

Paul Livingston, Richland County Council

James Brown, Richland Co. Transportation Comm.

VACANT, Richland County Legislative Delegation

CMCOG OFFICERS & SPECIAL COMMITTEES — FY 2022

July 1, 2021 – June 30, 2022

TRANSPORTATION SUBCOMMITTEE

Staff Contact: *Reginald Simmons, Deputy Executive Director / Transportation Director*

Lexington County

Vice-Chair-Todd Cullum, Lexington County Council

VACANT, Lexington County Council

Steve MacDougall, Mayor of Lexington

City of Columbia

Sam Davis, Columbia City Council

Will Brennan, City of Columbia

VACANT, Columbia City Council

Richland County

Chairman Paul Livingston, Richland County Council

Yvonne McBride, Richland County Council

VACANT, Richland County Council

Lexington Small Towns

Elise Partin, Mayor of Cayce

Kershaw County

Russ VanPatten

Vic Carpenter

The Comet

Leroy Deschamps, The Comet

Paratransit Representative

Brittany Terry, Community Advocate, ABLESC

Calhoun County

John Nelson

OTHER APPOINTMENTS

Staff Contact: *Ben Mauldin, Executive Director*

♦ CENTRAL SOUTH CAROLINA ALLIANCE

Foster Senn, CMCOG Chair, City of Newberry

Alternate: Will Brennan, CMCOG Vice-Chair, City of Columbia

♦ RIVER ALLIANCE

Ben Mauldin, Executive Director, CMCOG

♦ S.C. ASSOCIATION OF REGIONAL COUNCILS (SCARC) BOARD

Foster Senn, CMCOG Chair, City of Newberry

Roger Gaddy, Fairfield County

Will Brennan, CMCOG Vice-Chair, City of Columbia