



CMCOG Meeting Notice

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

<https://us02web.zoom.us/j/84116020014?pwd=cEVyWXNaTHJQSGk2TmdtcWtHb3RwZz09>

Meeting ID: 841 1602 0014 ♦ Passcode: 754512 ♦ Dial-In Number (929) 205-6099

12:00PM

DATE: June 16, 2022

TO: CMCOG Board of Directors

FROM: Foster Senn, CMCOG Board Chair

Please be advised that the next meeting of the Central Midlands Council of Governments Board of Directors will be held on **Thursday, June 23, 2022 at Midlands Technical College, Airport Campus, Academic Center Room 143 (Mary B. Robertson Conference Center). See attached map of the campus for additional information.**

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

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

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

Enclosures

Serving Local Governments in South Carolina's Midlands

236 Stoneridge Drive, Columbia, SC 29210 ♦ (803) 376-5390 ♦ FAX (803) 376-5394 ♦ Web Site: <http://www.centralmidlands.org>



Board of Directors Meeting
Thursday, June 23, 2022 ♦ 12:00 p.m.
Midlands Technical College – Airport Campus
Academic Center Room 143 (Mary B. Robertson Conference Center)
1260 Lexington Drive West Columbia, SC 29170
or Zoom Meeting

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OVERALL AGENDA

ACTION

A. Call to Order and Introductions

Foster Senn, Chair

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

Foster Senn
Benjamin Mauldin

B. Consent Agenda

1. Approval of the May 26, 2022 Board Meeting Minutes (*Enclosure 1*)
2. 2045 LRTP Amendment – Assembly Street Rail Separation Project (*Enclosure 2*)

C. Regular Agenda

- | | |
|---|------------------|
| 1. FY 2023 CMCOG Annual Budget and Work Program (<i>Enclosure 3</i>) | Benjamin Mauldin |
| 2. *2020 – 2027 TIP Amendment – White Pond Road/Whiting Way Intersection (<i>Enclosure 4</i>) | Reginald Simmons |
| 3. *2020 – 2027 TIP Amendment – Section 5310 Projects (<i>Enclosure 5</i>) | Reginald Simmons |
| 4. *2045 LRTP Amendment – Town of Lexington Projects (<i>Enclosure 6</i>) | Reginald Simmons |
| 5. *FY 2023-2025 Disadvantaged Business Enterprises (DBE) Goal (<i>Enclosure 7</i>) | Reginald Simmons |
| 6. 2045 Rural LRTP Amendment – Drayton Street Bridge Replacement (<i>Enclosure 8</i>) | Reginald Simmons |

INFORMATION

D. Announcements / Committee or Staff Reports / Correspondences

1. Aging Spotlight – American Rescue Plan Special Projects
2. Research & Planning Spotlight: Overview of Planning Activities
3. Executive Director's Report

Candice Holloway
Gregory Sprouse
Benjamin Mauldin

E. Old/New Business

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board Meeting will be held on Thursday, August 25, 2022

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

*Denotes item is an Metropolitan Planning Organization (MPO) Urbanized Area Request



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

**Thursday, May 26, 2022 ♦ 12:00 p.m. ♦ Midlands Technical College – Airport Campus – Academic
Center Room 143 (Mary B. Robertson Conference Center) or via Zoom**

BOARD MEMBERS PRESENT:

Moses Bell, Fairfield County Council
Todd Beasley, Richland County
Larry Brigham, Lexington County Council
Julian Burns, Kershaw County
Kelly Busch, Town of Irmo
John Carrigg, Lexington County
Brian Carter, City of West Columbia
Rebecca Connelly, Lexington County
Glen Conwell, Lexington County Council
Kyle Crager, Fairfield County
Todd Cullum, Lexington County Council
Smokey Davis, Lexington County
Rusty Depass, City of Columbia
Bob Hall, Batesburg-Leesville
Darrell Hudson, Lexington County Council
Robert Liming, City of Columbia
Paul Livingston, Richland County Council
Steve MacDougall, Town of Lexington
Annie McDaniel, Fairfield County Leg. Delegation
Chakisse Newton, Richland County Council
Stephanie O'Cain, Richland County
Michelle Ransom, COMET
Dr. Ron Rhames, Midlands Technical College
Foster Senn, Chair, Mayor, City of Newberry
William Simon, Richland County
Lynn Sturkie, Lexington County
Joe Taylor, City of Columbia
Charli Wessinger, Lexington County Council

GUESTS PRESENT:

Roxanne Ancheta, SCDOT
Bill Jordan, AECOM
Darren Ledbetter, SCDOT
Christina Lewis, SCDOT
Joey McIntyre, SCDOT
Diane Lackey, SCDOT
Dr. Cindye Cotton, Brookland – Lakeview
Empowerment Center
Yolanda Morris, FHWA
Jana Jayroe, Mayor of Little Mountain, SC
Roland Bart, Volunteer

STAFF MEMBERS PRESENT:

Frederia Addison, LTC Ombudsman Volunteer
Coordinator/Information Support Specialist
Anna Harmon, Director, LTCOP
Candice Holloway, Director, Area Agency on
Aging/ADRC
Jason Kent, Manager, GIS
Missi Labbe, Finance Director
Ben Mauldin, Executive Director
Artellia Shaw, Family Caregiver Coordinator
Reginald Simmons, Deputy Executive Director/
Transportation Director
Gregory Sprouse, Director, Planning, Research
Chris White, Director, Workforce Development

A1. CALL TO ORDER

Chairman Foster Senn called the meeting to order at 12:07 p.m. on May 26, 2022.

A2. Approval Order and Contents of the Overall Agenda

Chairman Senn stated that a quorum was present at the time meeting was called to order.

Robert Liming moved for approval, seconded by Bob Hall to approve the Order and Contents of the Overall Agenda. The motion was approved unanimously.

A3. Invocation

Before the invocation, Chairman Senn called for a moment of silence due to the tragedy in Texas and the recent acts of gun violence in the Midlands including teenagers who were recently killed in Newberry, SC. After the moment of silence, the invocation was given by Smokey Davis.

A4. Chairman's Introduction

- **Good News from CMCOG – Around the Region and Regional Spotlight**

Workforce Participant – Virginia Priester

B. CONSENT AGENDA

- B1.** Approval of the April 28, 2022 Executive Committee Minutes.
- B2.** 2045 LRTP Amendment – Rural Intersection Projects
- B3.** 2022 & 2023 Unified Planning Work Program Update
- B4.** 2022 & 2023 Rural Planning Work Program Update

Smokey Davis moved for approval, seconded by Moses Bell to approve Consent Agenda. The motion was approved unanimously.

C. REGULAR AGENDA

C1. CMCOG FY 2022 Revised Budget

Ben Mauldin gave presentation regarding CMCOG's FY 2022 Revised Budget.

A brief discussion took place after the presentation.

MOTION, approved

Smokey Davis moved for approval, seconded by Robert Liming to approve CMCOG FY 2022 Revised Budget. The motion was approved unanimously.

C2. 2020 – 2027 TIP Amendment – CMRTA Section 5339 Funds

Reginald Simmons requested approval to amend the 2020 – 2027 TIP to add the following Section 5339 project requests for CMRTA. The Central Midlands Council of Governments (CMCOG) and Central Midlands

Regional Transit Authority (CMRTA) have a Memorandum of Understanding (MOU) that describes the cooperative working relationship of the two organizations. This MOU recognizes that each year most of the FTA grant dollars that are received by CMCOG as the designated recipient, will be required by a direct recipient, for the provision of public transit services. CMCOG will require some continuing FTA funding in order to meet our responsibilities under MAP-21 and the FAST Act as a Metropolitan Planning Organization.

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

- | | | |
|----------------------|---------|-----------|
| • Section 5339 Funds | FY 2019 | \$584,990 |
| • Section 5339 Funds | FY 2020 | \$626,271 |

The CMRTA is preparing grant applications for the Section 5339 funds for their capital needs. CMRTA is pursuing the following projects:

5339 (FY 2019)

- Purchase Bus Shelters – 80/20 match (\$584,990 – federal) – Purchase and installation of 11 bus shelters.

5339 (FY 2020)

- Purchase Bus Shelters – 80/20 match (\$626,271 – federal) – Purchase and installation of bus shelters at the Lucius Road Superstop.

MOTION, approved

Robert Liming moved for approval, seconded by Kelly Busch to approve the 2020 – 2027 TIP Amendment – CMRTA Section 5339 Funds. The motion was approved unanimously.

C3. 2045 LRTP Amendment – Assembly Street Rail Separation Project

Reginald Simmons requested approval to amend the 2045 Long Range Transportation Plan to add the Assembly Street Railroad Separation Project. The Assembly Street Railroad Separation Project and Huger Street Connector seeks to address one of the state's highest profile traffic areas where both vehicle and train traffic meet on a daily basis. Located adjacent to Williams Brice Stadium and minutes from the State House, this project will separate train and vehicular traffic permanently, allowing both to move freely through Columbia.

The City of Columbia is applying for grant funding through the Infrastructure Investment and Jobs Act to support the Assembly Street Railroad Separation Project. This request to include this project in the 2045 LRTP will strengthen the city's application.

MOTION, approved

Rusty Depass moved for approval, seconded by Smokey Davis to approve the 2045 LRTP Amendment – Assembly Street Rail Separation Project. The motion was approved unanimously.

C4. 2045 LRTP Amendment – Multi – Modal Transportation Center

Reginald Simmons requested approval to amend the 2045 LRTP to add the Multi-Modal Transportation Center. In September of 2016, the Central Midlands Council of Governments (CMCOG) initiated a study to examine the opportunities that a Regional Intermodal Transportation Center located in or around downtown Columbia would

bring to the Central Midlands area. It was expected that such a facility not only would enhance the traveler experience and the efficiency of transportation service operators in Columbia, but also would attract transit oriented development (TOD). Such development would be attracted because of its transportation access advantages and would be supportive of the transportation services found at the Center. Opportunities for transit oriented design and joint development were examined in the study.

The Central Midlands Regional Transit Authority is applying for grant funding through the Infrastructure Investment and Jobs Act to support the Multi-Modal Transportation Center. This request to include this project in the 2045 LRTP will strengthen CMRTA's application.

Smokey Davis moved for approval, seconded by Moses Bell to approve the 2045 LRTP Amendment – Multi – Modal Transportation Center. The motion was approved. Rusty Depass voted “No” on this action item.

C5. 2045 LRTP Amendment – White Pond Road/Whiting Way Intersection

Reginald Simmons requested approval to amend the 2045 LRTP to add the White Pond Road/Whiting Way Intersection Improvement Project. The Central Midlands Council of Governments (CMCOG), in cooperation with Kershaw County, has completed the West Wateree Transportation Study, a multimodal transportation plan that analyzes existing conditions and makes recommendations based upon best practices, existing plans, and citizen input for the vision and goals of the area. Recommendations address both transportation and land use concerns for the study area. One of the projects recommended for improvement is the White Pond Road/Whiting Way Intersection. Mr. Simmons requested to include this project into the 2045 LRTP for further analysis.

Julian Burns moved for approval, seconded by Smokey Davis to approve the 2045 LRTP Amendment – White Pond Road/Whiting Way Intersection. The motion was approved unanimously.

D. Announcements / Committee or Staff Reports / Correspondences

D1. Brookland Lakeview Empowerment Center

Dr. Cindye Cotton gave a presentation related to programs and services offered by Brookland Lakeview Empowerment Center. Contact information was also given should our agency need to refer individuals to them for further assistance.

D2. Rural Transportation Alternatives Program Overview

Roxanne Ancheta gave an overview of the SCDOT Local Government Office. She spoke about the services offered and provided contact information to the Board.

D3. Aging Spotlight – Senior Day Celebration

Candice Holloway provided a review of the celebration activities that occurred at Senior Day. Over 200 seniors were in attendance and were entertained by music, dancing, food, and great conversation.

D4. Executive Directors Report

Ben Mauldin gave the following report:

- WEAAD – World Elder Abuse Awareness One Day Conference will be held on Tuesday, June 14th at Central Midlands COG. You may attend in-person or via ZOOM.

- Fairfield County Council on Aging will host a Senior Picnic – Senior Day Celebration will be held on May 27th.
- The Central Midlands Area Agency on Aging held its 2022 Senior Day Celebration on May 12th at the Medallion Conference Center
- Grant Writing USA workshop will be held July 18-19th for beginners and September 19 - 20th for those more advanced. There are some available seats for our Board of Directors if you would like to attend, please reach out to Ben Mauldin for further information and to reserve your seat.
- Midlands River Coalition Kick-Off
- Upcoming Meeting Schedule

E. OLD / NEW BUSINESS

Chairman Senn gave a brief update on Kershaw County and Violence in the Midlands. More information to follow at a later date.

F. OTHER BUSINESS

No other business was brought forth.

G. Adjourn

There being no further business, the meeting adjourned at 1:30 p.m.

Benjamin J. Mauldin, Secretary-Treasurer

Foster Senn, Chairman



Approved by the CMCOG Board/MPO
Policy Committee on May 26th.

Public comment period ended on May
27th.

No Public Comments Received

Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 19, 2022

SUBJECT: Assembly Street Railroad Separation Project

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the 2045 Long Range Transportation Plan to add the Assembly Street Railroad Separation Project.

BACKGROUND

Columbia is the crossroads of the state of South Carolina with government, industry and education all coming together in the Capital City. Thousands of people go to work here, attend college here, and serve the people of South Carolina here in various capacities. With that comes thousands of commuters coming to the City daily, and thousands more on the weekends for conventions and events. Assembly Street is a heavily traveled artery and the combination of increased vehicular traffic congestion, freight rail volume and slow train traffic speeds results in unacceptable delays (both to vehicles and trains), increased air and noise pollution, and increased danger to pedestrians.

The Assembly Street Railroad Separation Project and Huger Street Connector seeks to address one of the state's highest profile traffic areas where both vehicle and train traffic meet on a daily basis. Located adjacent to Williams Brice Stadium and minutes from the State House, this project will separate train and vehicular traffic permanently, allowing both to move freely through Columbia.

ATTACHMENT

Assembly Street Railroad Separation Project Flyer



SCDOT

Assembly St. Railroad Separation Project



ASSEMBLY STREET RAILROAD SEPARATION PROJECT

Information Packet:

Purpose

Components

Status

Potential Funding Sources





Assembly St. Railroad Separation Project

Purpose

Columbia is the crossroads of the state of South Carolina with government, industry and education all coming together in the Capital City. Thousands of people go to work here, attend college here, and serve the people of South Carolina here in various capacities. With that comes thousands of commuters coming to the City daily, and thousands more on the weekends for conventions and events. Assembly Street is a heavily traveled artery and the combination of increased vehicular traffic congestion, freight rail volume and slow train traffic speeds results in unacceptable delays (both to vehicles and trains), increased air and noise pollution, and increased danger to pedestrians.



The Assembly Street Railroad Separation Project and Huger Street Connector seeks to address one of the state's highest profile traffic areas where both vehicle and train traffic meet on a daily basis. Located adjacent to Williams Brice Stadium and minutes from the State House, this project will separate train and vehicular traffic permanently, allowing both to move freely through Columbia.

Project Components

Although the preferred alternative has not been selected, the below description focuses on one of the leading alternatives. A map of this option is on the next page of this flyer.

Alternative A (Formerly 320): Eliminates 15 grade crossings (6 via horizontal; 9 via raised profile). Assembly Street would be lowered and the rail tracks would be elevated at Catawba and Whaley Streets. The existing at grade crossings at Dreyfuss and Assembly (near Capital City Stadium) and Rosewood and Assembly (near the Fairgrounds) would be removed. Road closures would occur for Lincoln and Flora Streets. The rail line crossing Assembly Street near the California Dreaming Restaurant (400 block of Assembly Street) will remain – the low volume of train traffic has minimal impact on vehicular congestion.

Huger Street Connector:

As part of the project, a proposed new vehicular road with bridge over the current rail line would be built connecting Huger Street with Wayne Street. The at grade crossing at Huger Street would remain for local traffic.

Status

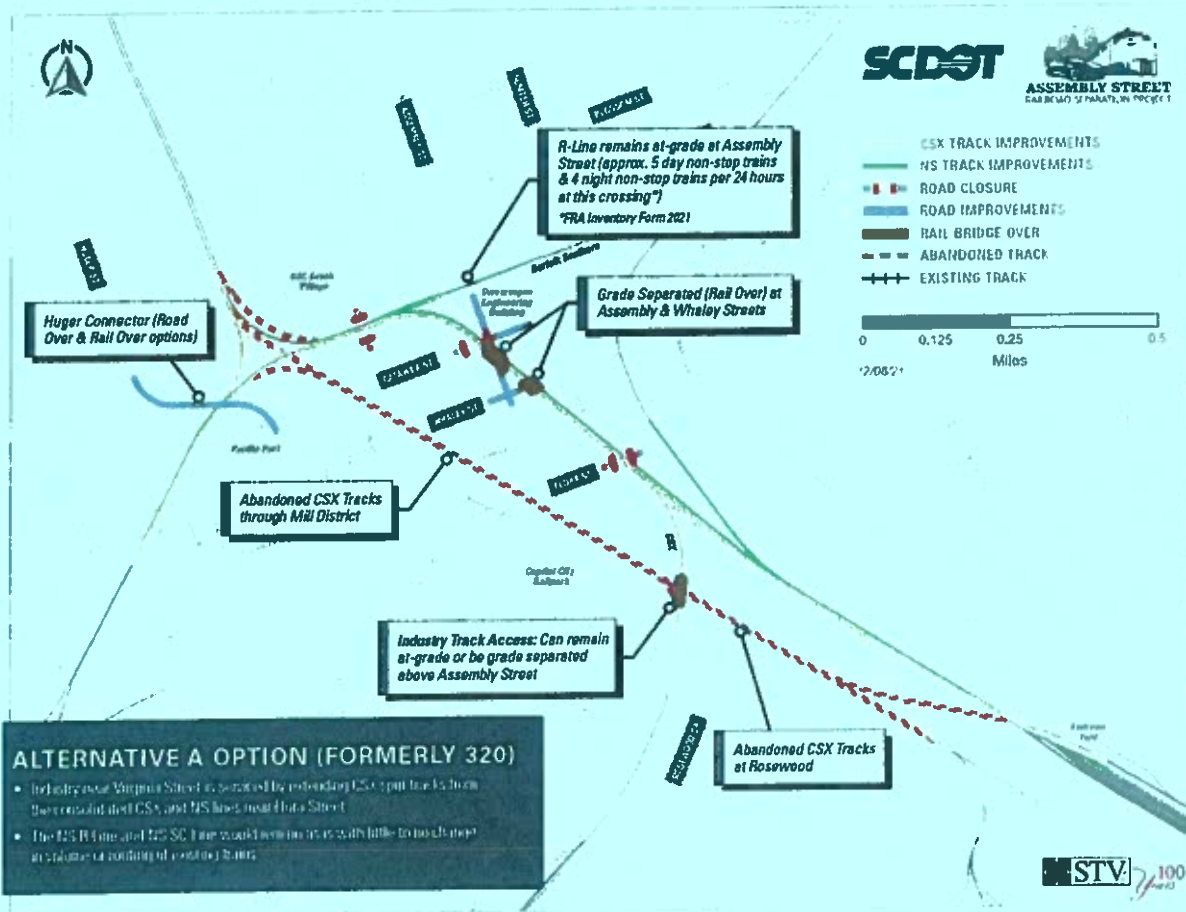
The City of Columbia and the South Carolina Department of Transportation (SCDOT) are collaborating to advance the project forward while securing funding for the next steps. Preliminary Engineering Agreements have been established with CSX and Norfolk Southern. The railroads have provided comments to alternatives and SCDOT are reviewing them internally. The EA (Environmental Assessment) and the FONSI (Finding of No Significant Impact) are expected to be complete by 4th quarter 2022. Because of the preliminary status of the project, a final project cost estimate has not yet been determined. However, the current estimated range as provided by the SCDOT is \$180 – \$220 million for the entire project.





SCDOT

Assembly St. Railroad Separation Project

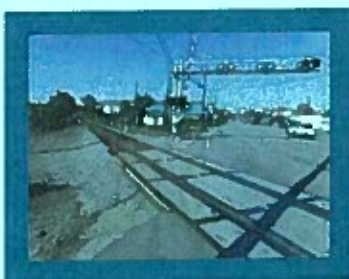


A larger map can be found at

www.assemblystreetrailproject.com.

More Information

The South Carolina Department of Transportation has created a website where citizens can provide input and learn more about the project. It is at www.assemblystreetrailproject.com.





Assembly St. Railroad Separation Project

Infrastructure Investment and Jobs Act

The \$1.2 Trillion Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, includes \$550 billion in new funding to rebuild roads and bridges, water infrastructure, resilience, internet, and more. Congress intends the competitive grant programs to fund transformational and generational projects.

The Assembly Street Project falls squarely in this category. It also meets most, if not all, of the Administration's equity, climate, and state of good repair goals and is a project of regional significance with broad community and regional support across a diverse group of stakeholders.

Competitive Transportation Grant Programs

IIJA provides funding over five years (FY 2022-FY 2026) as follows.

- Mega Projects: \$1 billion per year for FY 2022-FY 2026 (total of \$5 billion over 5 years)
- INFRA: \$1.64 billion per year for FY 2022-FY 2024 and \$1.54 billion per year for FY 2025 and FY 2026 (total of \$8 billion over 5 years)
- CRISI: \$1 billion per year FY 2022-FY 2026 (total of \$5 billion over 5 years)
- Railroad Grade Crossing Discretionary: \$600 million per FY 2022-FY 2026 (total of \$3 billion over 5 years)

Note that these funds are either Highway Trust Fund contract authority or General Fund advance appropriations provided by IIJA. Congress could choose to provide additional funding for any of these programs in any given fiscal year, similar to how they provided an additional \$775 million for RAISE this year.

Funding Options

Mega/INFRA is the Infrastructure for Rebuilding America funding opportunity made available through the U.S. Department of Transportation for highway and rail projects.

1. 2022 applications open March 25, 2022 with application due May 23, 2022
2. Match requirement: 40% (\$72-\$88 million)

CRISI is the Consolidated Rail Infrastructure and Safety Improvements Grant funding opportunity made available through the Federal Railroad Administration.

1. Usually due end of November
2. 20% match required (\$36-\$44 million), 50% preferred
3. Can be phased (PE/NEPA – 30% design)

SCTIB is the South Carolina Transportation Infrastructure Bank funding opportunity made available through the South Carolina State Government.

1. Due – No date posted
2. 25% match required (\$45 – \$55 million)
3. Match funds can be federal or local

Railroad Grade Crossing Elimination is a funding opportunity made available through the Federal Railroad Administration.

1. Expect applications to open later this year
2. Match requirement: 20% (\$36-\$44 million)

Potential Grant Opportunity Schedule

2022	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
FONSI		Finding of No Significant Impact									
INFRA/Mega											
CRISI											
SCTIB		Ongoing									



FY 2023

CMCOG Budget & Work Program



Foster Senn Chairperson

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

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

Table of Contents

Mission Statement	3
Guiding Principles	3
Executive Summary	4
Letter to CMCOG Board of Directors.....	5
Organizational Structure	9
CMCOG Staff Members.....	10
Member Governments	12
Budget Summary	13
FY 2023 Work Program Goals and Objectives.....	17
Administration.....	18
Area Agency on Aging / Aging & Disability Resource Center	19
Long-Term Care Ombudsman Program	20
Research, Planning and Development.....	21
Transportation Planning	24
Workforce Development	26
CMCOG Operating Principles	28
FY 2023 Employee Salary Classifications.....	29
CMCOG Board of Directors	31

Mission Statement

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

Guiding Principles

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

EXECUTIVE SUMMARY



LETTER TO CMCOG BOARD OF DIRECTORS

June 13 2022

To the CMCOG Board of Directors:

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

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

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

Any significant funding changes from the previous year, accomplishments from the current fiscal year, and goals and new projects for the upcoming year are then reviewed to determine if any specific questions or concerns need to be addressed by management and the CMCOG Executive Committee.

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

It is the goal of management and staff of the Central Midlands Councils of Governments to always provide the highest quality, most efficient, economical and effective services possible to our member jurisdictions. It is also the goal of this budget document to provide a clear, coherent and informative description of CMCOG from both a programmatic and fiscal standpoint.

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

Best Regards,

Benjamin J. Mauldin
Executive Director

EXECUTIVE SUMMARY

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

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

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

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

BUDGET OVERVIEW

CMCOG continues to implement budget strategies to protect its short and long term positive fiscal condition. The FY 2023 budget reflects sensitivity to the overall regional economic climate while maintaining services that support our member local governments. The budget has been developed guided by a strong focus on continuing with planned long-term goals and initiatives designed to sustain and enhance the overall quality of life in the region.

BUDGET PROCESS

The budget schedule for FY 2023 is as follows:

Feb.	CMCOG Director's Team Discussion / Management Team discussion – Internal Consultation.
Mar.	CMCOG Director's submit budget requests / Work Programs.
Mar. – Apr.	Proposed Draft Budget is developed.
Apr.- May	Executive Director Finalizes Proposed Draft Budget. Current FY Budget revision presented to the CMCOG Board.
June	CMCOG Executive Committee approves budget. Final budget approval by full CMCOG Board, including Work program and Policy Manual Revisions.

FY 2022 MAJOR ACCOMPLISHMENTS

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

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

BUDGETARY HIGHLIGHTS

Highlights of the FY 2023 Proposed Budget are:

- The total recommended budget is \$14,952,452 including pass-thru dollars. Indirect costs remain relatively the same from the current budget.
- Local Membership Dues: Local membership dues were calculated based on the 87 cents per capita formula in the CMCOG bylaws.

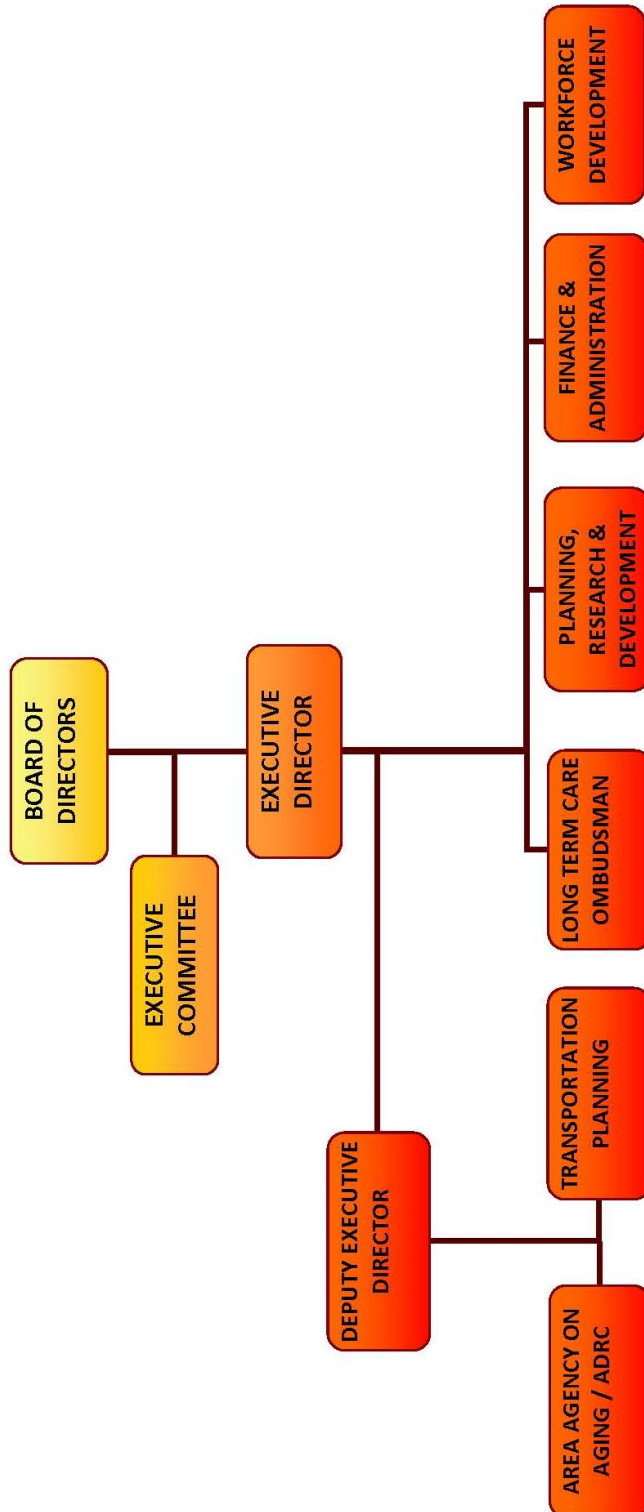
- Employee Compensation: A five (5%) percent cost of living increase is budgeted.
- Capital improvement projects that are planned to the CMCOG office building:
 - 1) General office improvements
 - 2) HVAC Replacement
 - 3) Painting
 - 4) Kitchen Renovation
 - 5) Server Replacement
 - 6) Window Replacement
 - 7) Equipment and Software Upgrades
 - 8) Meeting Space – Lab Renovation
 - 9) Attic Spray Insulation

CONCLUSION

The proposed budget for FY 2023 has been prepared within the financial context of the maintaining meaningful and responsible commitments to our programs and services that add value to the quality of life in our region. Staff will continue to implement cost effective operations measures as we move forward into the upcoming fiscal year. The use of local membership dues to fund programs will be monitored closely for effectiveness and feasibility.

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

ORGANIZATIONAL STRUCTURE



CMCOG STAFF MEMBERS

ADMINISTRATION

Benjamin J. Mauldin
Executive Director

Reginald Simmons
*Deputy Executive Director /
Director of Transportation*

Sherry Shepherd
Receptionist

FINANCE

Missi Labbe
Finance Director

Jessica Collins
Senior Accountant

Vacant
Accountant

AREA AGENCY ON AGING/AGING & DISABILITY RESOURCE CENTER

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

Shelia Bell-Ford
SHIP Coordinator

Jajuana Davis
Aging Program Coordinator

Jenny Andrews
Family Caregiver Advocate

Joe Perry
Aging Program Coordinator

Ebony Davis
Aging Program Assessor

Jessica Kelly
Aging Program Assessor

Amber Hilton
Aging Program Assessor

Janyce Davis
Aging Program Assistant

Antionette Davis
Information & Referral Specialist

Hope McFadden
Aging Finance Manager

Artellia Shaw
Family Caregiver Coordinator

LONG-TERM CARE OMBUDSMAN PROGRAM

Anna Harmon
*Long-Term Care Ombudsman
Director*

Freteria Addison
*Ombudsman Volunteer
Program Coordinator*

LaToya Buggs-Williams
*Senior Ombudsman
Investigator*

Vacant
*Ombudsman
Investigator*

RESEARCH, PLANNING & DEVELOPMENT

Gregory Sprouse
*Director, Research, Planning
and Development*

Guillermo Espinosa
Senior Planner

Jason Kent
GIS Manager

TRANSPORTATION PLANNING

Reginald Simmons
*Deputy Executive Director /
Director of Transportation*

Roland E. Bart
CMCOG Volunteer

MIDLANDS WORKFORCE DEVELOPMENT BOARD

Chris White
*Director, Workforce
Development*

Anastasiya Hay
SCWOS Coordinator

Kynshari Smith
SCWOS Coordinator

Tammy Beagen
*Assistant Director, Workforce
Development*

Stephen Knight
Business Services Liaison

Sheron Sutton
WIOA Assessment Manager

Dwayne McLean
WIOA Assessment Coordinator

Brooke Seaton
SCWOS Coordinator

MEMBER GOVERNMENTS

Fairfield County	
Newberry County	
Lexington County	
Richland County	
Batesburg-Leesville	
Blythewood	
Columbia	
Irmo	
Newberry, City	
West Columbia	
Cayce	
Forest Acres	
Lexington, Town	
Springdale	
Winnsboro	

BUDGET SUMMARY

CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS

FY 2022-2023

	Proposed	Revised	Percent
	FY2023	FY2022	of Budget
	<u>Budget</u>	<u>Budget</u>	<u>of Change</u>
Revenue			
Local Revenue			
Member Governments	700,353	611,944	14.45%
State Aid	70,407	70,407	0.00%
Interest Income	75	75	0.00%
WorkKeys	0	3,200	0.00%
Local Revenue-Transportation	0	10,000	0.00%
Local Revenue-Other	0	10,000	0.00%
Fringe Recovery	1,090,327	974,000	11.94%
Indirect Cost Recovery	965,310	554,000	74.24%
Total Local Revenue	2,826,472	2,233,626	26.54%
Regional Programs			
Aging Planning & Administration	1,282,793	1,004,254	27.74%
Ombudsman Program	482,574	466,971	3.34%
Midlands Workforce Development Board	940,194	1,374,987	-31.62%
Transportation	2,226,858	750,000	196.91%
Regional Planning	120,000	119,000	0.84%
Economic Development	290,000	199,000	45.73%
Total Regional Programs	5,342,418	3,914,212	36.49%
Community Development Block Grant Admin	183,000	63,600	187.74%
Local Technical Assistance Contracts	35,500	44,500	-20.22%
Transfer From Other Program Areas-Matching, Other	481,641	424,955	13.34%
Total Operating Revenue	8,869,031	6,680,893	32.75%
Contracted Services Revenue			
Aging	3,673,468	3,942,642	-6.83%
MWDB Contractors	2,409,953	2,292,456	5.13%
Total Contracted Services Revenue	6,083,421	6,235,098	-2.43%
Total Revenue	14,952,452	12,915,991	15.77%

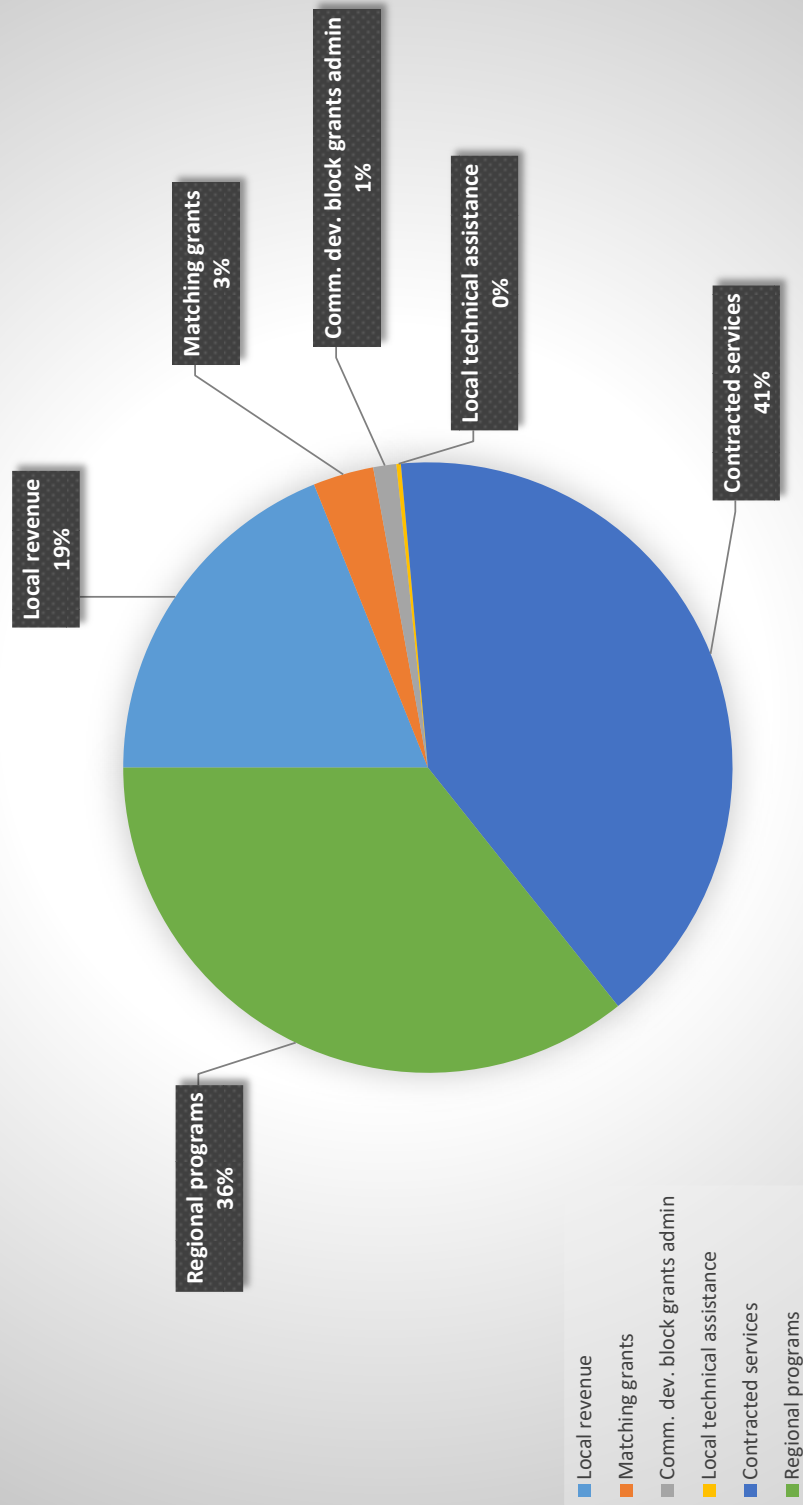
Expenses

Personnel Costs	3,343,133	2,688,499	24.35%
Fringe & Indirect Cost Allocation	2,055,637	1,528,000	34.53%
Operations and Maintenance	988,754	724,371	36.50%
Employee Development & Training	83,050	16,750	395.82%
Travel & Transportation	164,476	58,150	182.85%
Consultants & Contracts	1,468,340	1,071,074	37.09%
Capital Outlays	284,000	59,330	378.68%
Transfer To Other Program Areas-Matching, Other	481,641	534,719	-9.93%
Total Operating Expenses	8,869,031	6,680,893	32.75%

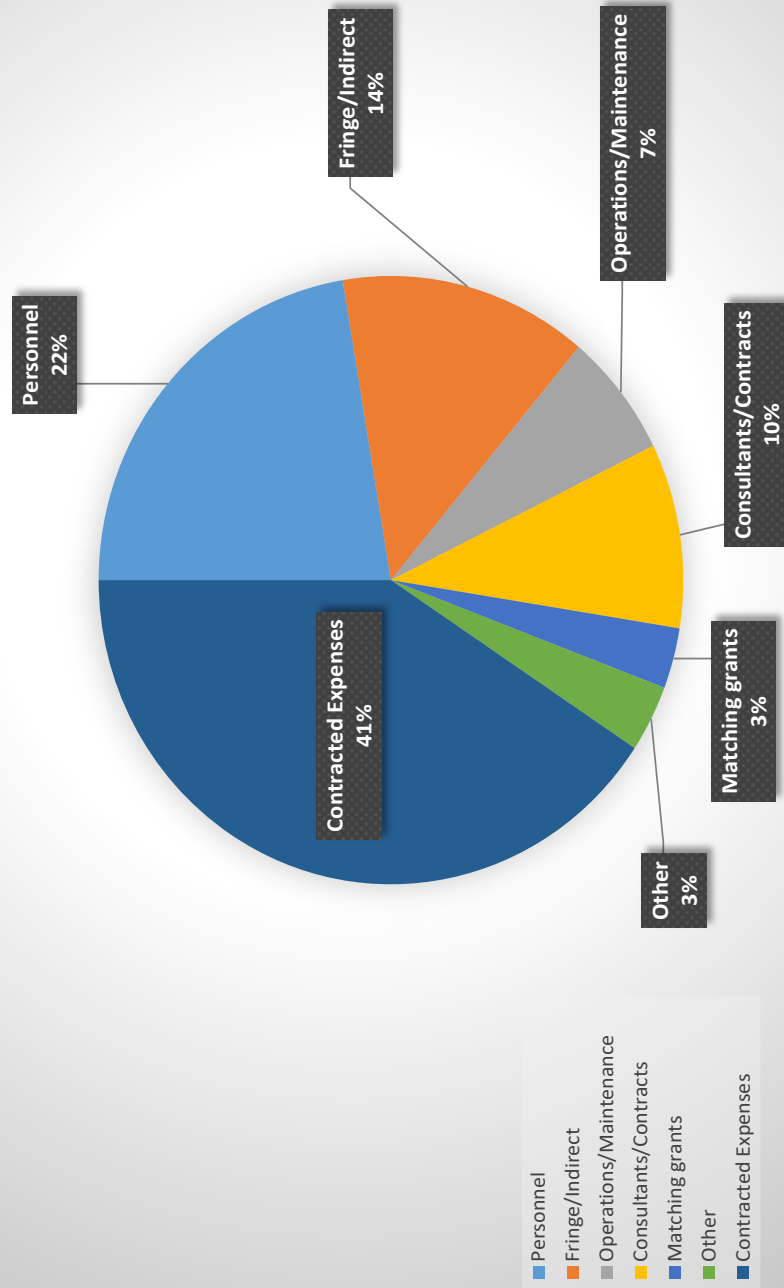
Contracted Services Expenses

Aging	3,673,468	3,942,642	-6.83%
MWDB Contractors	2,409,953	2,292,456	5.13%
Total Contracted Services Expenses	6,083,421	6,235,098	-2.43%
Total Expenses	14,952,452	12,915,991	15.77%
Revenue Over/(Under) Expenses	(0)	0	

FY 2023 Revenues



FY 2023 Expenditures



FY2023 WORK PROGRAM GOALS AND OBJECTIVES



ADMINISTRATION

EXECUTIVE DIRECTOR: Ben Mauldin

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

I. PROGRAM PRIORTIES / FOCUS- FY 2023	
1	Staff Supervision
2	Board of Directors support and liaison
3	Promote awareness of Council's work progress among member governments and community organizations
4	Maintain and manage all accounting functions
5	Prepare internal and external financial reports
6	Prepare financial reports as required by grantor agencies
7	Assist management staff with budget preparation & monitor department budgets
8	Ensure building, vehicles, and grounds are properly maintained and in good repair
9	Oversee maintenance and upkeep of office equipment
10	Provide Information Technology services to the Agency
11	Maintain the Council's Capital Improvement Program
12	Provide Human Resource services
II. CURRENT / FUTURE PROJECTS - FY 2023	
1	Update CMCOG Strategic Plan
2	Update / Implement Capital Improvements Plan
3	Develop funding and service objectives/strategies for the CM Development Corp.

AREA AGENCY ON AGING / AGING & DISABILITY RESOURCE CENTER

DIRECTOR: Candice Holloway

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

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

Community Services:

- Insurance Counseling
- Group Dining
- Health and Wellness
- Information and Referral
- Legal Assistance
- Nutrition Education
- Transportation
- Volunteer Opportunities

In-Home Services:

- Home Delivered Meals
- Home Care
- Respite Care

I. PROGRAM PRIORTIES / FOCUS- FY 2023	
1	Plan and implement the Medicare/Managed Care Program
2	Continue to implement the ADRC
3	Implement data entry changes
4	Continue to plan and implement Consumer Choice selection portion of direct services
5	Implement distribution of the Alzheimer's Association vouchers
6	Revamp the FCSP to meet the SCDOA documentation requirements
7	Plan and implement the SHIP training
8	Continue to pursue non -traditional venues for Outreach
9	Attend training as required
10	Cross training will continue
11	Advocacy at the state and national levels will continue
12	Implement distribution of Respite Vouchers
13	Outreach to immigrant populations continues
14	Grandparent Support group continues
15	Continue to offer Advance Directives training
16	Attendance at Community Collaborative Response team will continue
17	Emergency Preparedness Plan updated to include COVID-19
II. CURRENT / FUTURE PROJECTS- FY 2023	
1.	Update Area Plan
2.	Update and distribute Agency Resource Guide
3.	Expend COVID-19 Vaccine Grant
4	Needs Assessment Survey
5.	Implement American Rescue Plan Programs

LONG-TERM CARE OMBUDSMAN PROGRAM

DIRECTOR: Anna Harmon

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

The following summarize the duties of the Ombudsman Program:

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

I. PROGRAM PRIORTIES / FOCUS FY 2023	
1	Investigate complaints (abuse and neglect complaints being a priority)
2	Provide educational information re: Resident Rights and Omnibus Adult Protection Act/Abuse, Neglect & Exploitation
3	Provide information and coordinate with other agencies on behalf of residents
4	Serve as a resident advocate and increase advocacy efforts
5	Recruit, train, and monitor volunteer related activities
6	Provide Advance Directive education
7	Encourage Resident and Family Councils
8	Expand the Volunteer Ombudsman Program
9	Conduct Routine Visits to long-term care facilities
10	Provide residents and families with advocacy information and materials
11	Address/remedy any Conflict of Interest that is identified or exist.

II. CURRENT / FUTURE PROJECTS - FY 2023	
1	Distribute materials related to long-term care, elder abuse, Advance Directives, Resident Bill of Rights
2	Events related to volunteers, advance directives, abuse, neglect & exploitation at least twice yearly
3	Recruit at least 10 additional volunteers for the region

RESEARCH, PLANNING AND DEVELOPMENT

DIRECTOR: Gregory Sprouse

OBJECTIVES:

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

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

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

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

I. PROGRAM PRIORTIES / FOCUS- FY 2023	
1	Transportation Planning Program Support
2	Local Government Technical Service Contract Administration
3	208 Water Quality Program Management
4	Geographic Information Systems (GIS) Management
5	Graphic/Cartographic Design Support
6	Grant/Contract Development Activities
7	Socio-economic Research Activities
8	Hazard Mitigation Planning
9	Joint Land Use Military Planning
10	Local and Regional Food System Planning
II. CURRENT / FUTURE PROJECTS - FY 2023	
1	Local government GIS base mapping
2	GIS Database Maintenance

3	Growth and Development Tracking
4	Economic Indicators
5	ACCRA - quarterly Cost of Living Survey
6	Demographic Database Updates
7	Employment Database Updates
8	Regional Population and Employment Projections
9	Regional Hazard Mitigation Plan Adoption and Amendments
10	Joint Land Use/Sentinel Landscape Coordination
11	Local Food Policy Council Development and Planning
14	208 Conformance Reviews and Plan Amendments
15	208 Water Quality Management Plan Update
16	Midlands Rivers Coalition Coordination
17	Three Rivers Watershed Based Plan Coordination and Implementation
18	Town of Pine Ridge Planning and Zoning Technical Assistance
19	Town of South Congaree Comprehensive Plan Update
20	Town of Batesburg-Leesville Comprehensive Plan Update
21	Fairfield County Comprehensive Plan Update
23	Central Midlands Development Corporation (CMDC) Support
24	Congaree Biosphere Advisory Council

COMMUNITY AND ECONOMIC DEVELOPMENT

DIRECTOR: Gregory Sprouse

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

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

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

I. PROGRAM PRIORTIES / FOCUS- FY 2023	
1	CDBG Project Administration through end of grant period
2	CDBG, EDA & Related Training
3	CDBG Project Development and Outreach
4	EDA Regional Planning Grant Administration
5	CDBG Regional Planning Grant Administration
II. CURRENT / FUTURE PROJECTS - FY 2023	
1	Whitmire – Simms Street Sewer Upgrade (Project Administration)
2	Newberry County – (Project Development – Fall)
3	Eastover – Old Elementary School Demolition (Project Administration – Closeout)
4	Eastover – (Project Development – Fall/Spring)
5	Fairfield County/Winnsboro – Zion Hill Neighborhood Revitalization Project (Project Administration)
6	Fairfield County/Ridgeway/Winnsboro (Project Development – Fall/Spring)
7	Fairfield County/Newberry County – CDBG CV (Project Administration)
8	Winnsboro/Fairfield County – WWTP Generator - (Project Administration)
9	City of Newberry – West End Blight Removal Community Enrichment Project (Project Administration)
10	City of Newberry – (Project Development – Fall)
11	Brookland Center for Community Economic Change – BLEC Bathroom/Gym Renovations (Project Administration)
12	Brookland Center for Community Economic Change – NPS Civil Rights Grants (Project Administration)
13	Comprehensive Economic Development Strategy (CEDS) Update
14	Alianza Latina – Grow Local SC USDA Grant (Project Administration)

TRANSPORTATION PLANNING

DIRECTOR: Reginald Simmons

OBJECTIVES:

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

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

I. PROGRAM PRIORTIES / FOCUS- FY 2023	
1	Implementation of the Lower Richland Sub-Area Plan
2	Implementation of the Regional Freight Mobility Transportation Plan
3	Implementation of the Regional Congestion Management Plan Update
4	Implementation of the Human Services Transportation Coordination Plan Update
5	Implementation of the White Knoll Sub-Area Plan
6	Implementation of the Blythewood Traffic Improvement Area Plan
7	Implementation of the FTA Sections 5316 & 5317 Program Management Plan
8	Implementation of the 2045 Long Range Transportation Plan
9	Implementation of the Commuter Rail Feasibility Study
10	Implementation of the Regional Travel Demand Model
11	Implementation of the Bicycle and Pedestrian Pathways Plan
12	Implementation of the West Metro Bicycle Master Plan & Bike Share Plan
13	Implementation of the Regional Gateways Project
14	Implementation of the Irmo/Dutch Fork Sub-Area Plan
15	Implementation of the Elgin/Richland Northeast Sub-Area Plan
16	Implementation of the Batesburg-Leesville/Columbia Transit Feasibility Study
17	Implementation of the Camden/Columbia Alternative Analysis
18	Implementation of the Broad River Road Corridor & Community Study

19	Implementation of Air Quality and Conformity Analysis
20	Implementation of Rail, Truck, and Transit Planning
21	Implementation of Sustainable Community Initiatives
22	Implementation of Environmental Mitigation
23	Implementation of Safety & Security Planning Analysis
24	Implementation of the 2020 Title VI Plan and Language Assistance Plan
25	Implementation of the 2020 Disadvantaged Business Enterprise Program
26	Implementation of the Newberry/Columbia Alternative Analysis Phase I
27	Implementation of the Calhoun County Sub-Area Plan
28	Implementation of the Transit Site Selection Study
29	Implementation of the City of Columbia Bike/Ped Master Plan & Bike Share Plan
30	Implementation of the Regional Transit Needs Assessment and Feasibility Study
31	Implementation of the 2020-2027 Rural TIP
32	Implementation of the 2020-2027 Urban TIP
33	Implementation of the 2022-2023 Unified Planning Work Program
34	Implementation of the 2022-2023 Rural Planning Work Program
35	Implementation of the West Wateree Transportation Study
36	Implementation of the 2023-2025 DBE Goal
37	Implementation of the Section 5310 Program
38	Implementation of the COATS MPO Transportation Alternatives Program
39	Implementation of SCDOT Performance Measures
40	Implementation of Scenario Planning Initiatives
41	Implementation of the Saluda Greenway Feasibility Study
42	Implementation of the Public Participation Plan Update

II. CURRENT / FUTURE PROJECTS - FY 2023

1	Short Range Transit Plan, Origin, Destination, & Demographic Survey & Comprehensive Operational Analysis
2	Regional Bike and Pedestrian Studies
3	Regional Commuter Rail Plan
4	Charlotte to Columbia Feasibility Study
5	Regional Bike Share Plan
6	Columbia East Sub-Area Plan
7	Transportation Alternatives Program
8	Annual Listing of Obligated Projects
9	Section 5310, 5307, 5339 Programs
10	Site Selection Analysis
11	Service and Fair Equity Analysis
12	Transportation and Land Use Analysis
13	Regional ITS Architecture
14	Regional Growth and Development Planning
15	Traffic Signals Operational Assessment
16	COATS MPO Resiliency Plan
17	On Call Public Participation Consultant
18	On Call Translation Services

WORKFORCE DEVELOPMENT

DIRECTOR: Chris White

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

Clients can obtain the following services:

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

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

Business services available are:

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

I. PROGRAM PRIORTIES / FOCUS- FY 2023	
1	SC Works Center Virtual service expansion
2	Apprenticeship program expansion and partnerships
3	Operation of the Midlands WIOA system and assessment programs
4	Sector Strategies (Regional Workforce system)
5	Pandemic Impact and labor shortage recovery
II. CURRENT / FUTURE PROJECTS – FY 2023	
1	Evaluation of service delivery options during nation/local emergency situations
2	Leverage new funding resources & partnerships

3	Regional & Local Area plan enhanced activities
4	Youth Internship and Apprenticeships
5	Create Opportunity Columbia initiative expansion
6	Support to County & State Economic Development programs
7	Digital Literacy expansion
8	Youth Work-Based Learning expansion
9	MWDB Strategic Planning
10	SC Works Centers re-certification
11	Work-based Learning (On-the-Job-Training, Transitional Jobs & Work Experience) host site expansion
12	Rapid Response Team Service Deliver & Orientation
13	Workforce Innovation Grant partnerships
14	Community, career and resource fair events – in-person & virtual
15	Expansion of demand driven Business Services
16	Expanded partner collaborations
17	Increase services to priority populations
18	SC Works Center Satellite/Access Point expansion opportunities
19	Incumbent Worker Training program & Customized Training expansion
20	Career Readiness system expansion – Job Analysis

CMCOG OPERATING PRINCIPLES

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

FY23 EMPLOYEE SALARY CLASSIFICATIONS

Central Midlands Council of Governments Employee Salary Classifications FY 2023

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

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

CMCOG BOARD OF DIRECTORS

FAIRFIELD COUNTY

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

Winnsboro

John McMeekin, Mayor

Fairfield County Legislative Delegation

Rep. Annie McDaniel – *Elected*

LEXINGTON COUNTY

Rebecca Connelly
Paul Lawrence “Larry” Brigham, Jr., Councilman – *Elected*
Glen Conwell, Councilman – *Elected*
M. Todd Cullum, Councilman – *Elected*
George H. “Smokey” Davis
Darrell Hudson, Councilman – *Elected*
Joe Mergo III
Lynn Sturkie, Administrator
David Busby
John Carrigg
Charli Wessinger, Councilman – *Elected*

Batesburg-Leesville

Bob Hall, Councilman – *Elected*

Cayce

Elise Partin, Mayor – *Elected*

Irmo

Kelly Busch, Councilman – *Elected*

Lexington, Town

Steve MacDougall, Mayor – *(PAST CHAIR) Elected*

Springdale

Juston Ricard, Councilman – *Elected*

West Columbia

Brian Carter, City Administrator

Lexington County Legislative Delegation

Rep. Chris Wooten – *Elected*

THE COMET

Derrick Huggins, Interim Executive Director

NEWBERRY COUNTY

Vina Abrams
Walt McLeod
Neal Shealy – *Elected*

Newberry, City

Foster Senn, Mayor *(CHAIR) – Elected*

Newberry County Legislative Delegation

Rep. Rick Martin – *Elected*

RICHLAND COUNTY

Charles Appleby
Todd Beasley
Cheryl English, Councilwoman – *Elected*
T. Wayne Gilbert
Paul Livingston, Councilman – *Elected*
Jessica Mackey, Councilwoman – *Elected*
Yvonne McBride, Councilwoman – *Elected*
Chakisse Newton, Councilwoman – *Elected*
Stephanie O’Cain
Derrek Pugh, Councilman – *Elected*
William C. Simon

Blythewood

Sloan Jarvis Griffin III – *Elected*

Columbia

Will Brennan, Councilman – *(VICE-CHAIR) -Elected*
Howard Duvall, Councilman – *Elected*
Rusty Depass
Robert Liming
Joe E. Taylor, Councilman – *Elected*
Amadeo Geere
Katherine Myers Wilson

Forest Acres

Shaun Greenwood, City Administrator

Richland County Legislative Delegation

Rep. Beth Bernstein – *Elected*

KERSHAW COUNTY

Julian Burns, Council Chairman – *Elected*

SCDOT COMMISSIONER

Bill Dukes, District 2





Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: June 16, 2022

SUBJECT: 2020 – 2027 TIP Amendment - White Pond Road/Whiting Way Intersection

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the 2020 – 2027 TIP to add \$2 million in guideshare funds for the White Pond Road/Whiting Way Intersection Improvement Project

BACKGROUND

The West Wateree area of Kershaw County is experiencing the pressures of growth that are facing the entire Central Midlands region. Both transportation and land use are impacted by this growth, with new challenges to overcome but also opportunities to embrace. The Central Midlands Council of Governments (CMCOG), in cooperation with Kershaw County, has completed the West Wateree Transportation Study, a multimodal transportation plan that analyzes existing conditions and makes recommendations based upon best practices, existing plans, and citizen input for the vision and goals of the area. Recommendations address both transportation and land use concerns for the study area. One of the projects recommended for improvement is the White Pond Road/Whiting Way Intersection. Staff will request to include this project into the 2020 – 2027 TIP.

ATTACHMENT

White Pond Road/Whiting Way Intersection



Figure 4.3-2 | Long-term Proposed Improvements for White Pond Road/I-20

White Pond Road/Whiting Way

The intersection of White Pond Road at Whiting Way was addressed in the ERNE Sub-Area Plan and it was recommended that a left-turn lane be installed on White Pond Road to keep through-traffic from being delayed behind queuing left-turning traffic onto Whiting Way. This was a near-term (i.e., 0-2 years) recommendation made in 2010, but it has not yet been implemented. Left-turns at this location have only increased in the last seven years and the West Wateree Transportation Study also recommends that a left-turn lane be added to White Pond Road at its intersection with Whiting Way. This is not a complex or expensive solution and it should be implemented as soon as possible. **Figure 4.3-3** depicts this recommendation graphically.

The ERNE Sub-Area Plan also recommended a more robust solution in the long-term (i.e., 10-20 years), including signalization, widening of White Pond Road, paved shoulders, crosswalks, and pedestrian signals. For the West Wateree Transportation Study, a conceptual design was developed for these improvements (see **Figure 4.3-4**), which helped in refining them further. Access management has been included to prevent dangerous, conflicting turning movements to/from adjacent properties in close proximity to the intersection. These improvements could be implemented independently, or as part of the conversion of White Pond Road to a Three-Lane Rural Arterial, but should occur in the mid-term (i.e., 5-10 years).



Figure 4.3-3 | Near-term Proposed Improvements for White Pond Road/Whiting Way



Figure 4.3-3 | Mid-term Proposed Improvements for White Pond Road/Whiting Way



Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: June 16, 2022

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 2023 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 May 3rd and June 1st staff released a call for projects for the FFY 2020 funding cycle. Staff will present those requests for inclusion in the Human Services Coordination Plan and the 2020 - 2027 TIP.



May 12, 2022

RECEIVED

MAY 12 2022

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

Central Midlands COG

Commissioners

John A. Sowards
Bruce P. Loveless
William H. Harmon
Tim Stewart
Gary Boyd

Executive Director

Mark Smyers

ICRC Administration

5605 Bush River Road
Columbia, SC 29212
(803) 772-1228

Crooked Creek Park

1098 Old Lexington Hwy.
Chapin, SC 29036
(803) 345-6181

Saluda Shoals Park

5605 Bush River Road
Columbia, SC 29212
(803) 772-1228

Seven Oaks Park

200 Leisure Lane
Columbia, SC 29210
(803) 772-3336

Dear Mr. Simmons:

I am writing to confirm Irmo Chapin Recreation Commission's intent to apply for Section 5310 funds to purchase an ADA Compliant Ford Mobility Transit -10 passenger to be used in the Chapin Community at Crooked Creek Park, 1098 Old Lexington Hwy, Chapin, SC 29036. This vehicle is currently on state contract. Kim Bowers, Senior Services Manager will be the contact person. He may be contacted at 803.213.1190 or kbowers@icrc.net.

We are requesting a purchase of vehicle project with a total of \$70,000. We are requesting \$56,000 for this vehicle with a \$14,000 match. Irmo Chapin Recreation Commission is able to provide match with funds currently available on hand.

This project will replace a current vehicle being used in the Irmo Community. This vehicle is SCDOT owned.

Vin #: 1fdee35199da92481
Make: 2009 Ford
Model: Goshen
Mileage: 120,000

A.A.
3:25pm

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. With a lack of available public transportation the top cause of increased social isolation for many seniors. Both Richland and Lexington Counties have cut back public transportation in recent years. The rising cost of living and poor economy also impact senior quality of life.

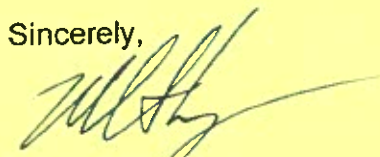
ICRC provides transportation to the senior center for meals, socialization, programs and medical appointments. The proposed project will replace a wheelchair accessible 14 passenger 2009 Ford Goshen being used to provide transportation for seniors to the Crooked Creek Park Senior Center located in the Irmo portion of Lexington County School District 5. 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 16.2% of the population of Lexington County is over the age of 65. As our population continues to grow older the need for transport will rise.

While the primary responsibility is to serve those living within our district, we also serve clients in neighboring counties including Richland and Newberry.

At this time Irmo Chapin Recreation Commission has appropriate local match to cover the total project cost.

Thank you for your consideration of our request.

Sincerely,



Mark Smyers
Executive Director

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

Application Form

Federal Fiscal Year 2022-2023

Name of Applicant: Central Midlands Regional Transit Authority dba The COMET

Amount Requested: \$ 248,233

Type of Request: Purchase of Service

Capital

(Purchase of Service or Vehicle)

County Where Service to be Provided Lexington and Richland

Agency DUNS Number: 148132322

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 12, 2022 @ 2 p.m.

Full Application Deadline: May 20, 2022 @ 2 p.m.



COATS MPO ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM

SECTION 5310 APPLICATION

FFY 2022-2023

Applicant Overview

Who we are:

The Central Midlands Regional Transit Authority (CMRTA) dba The COMET was established in 2002 and provides transit service in the cities of Columbia, Cayce, West Columbia, and Forest Acres, the towns of Springdale and Arcadia Lakes, and portions of unincorporated Richland and Lexington Counties. The Central Midlands Council of Governments (CMCOG), the local MPO, is the designated recipient of FTA funds for the Columbia urbanized area. The COMET, a regional transit authority, is a direct recipient of FTA funds. The COMET Board of Directors is comprised of 11 voting members and 7 advisory members. The COMET currently contracts with RATP Dev, a private company, to manage and operate fixed route and paratransit services. The population of the service area is approximately 390,000 persons.

The COMET's complementary paratransit service, known as DART, operates during the same days and hours of service as the fixed routes. RATPDev provides The COMET's fixed route bus service. The COMET contracts with Transport Care Services, another private company, to provide the ADA complementary paratransit service. Maintenance of the vehicles used in the ADA service is performed by RATPDev.

Our mission:

The COMET, through the guiding decisions of the Board of Directors, the actions of its staff and the commitments from its contractors, will maintain an environment that supports regional economic development, environmental stewardship and community quality of life through the following:

- Safety
- Reliability

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3613 Lucius Road
Columbia, SC 29201

803.255.7133 p
803.255.7113 f
info@TheCOMETSC.gov

CatchTheCOMETSC.gov

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Allison Terracio, Chair
John V. Furgess, Sr., Vice Chair
Christopher Lawson, Secretary
Andy Smith, Treasurer

Board Members:

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

- Friendliness
- Cleanliness & Comfort
- Cost Effectiveness

The COMET intends to improve its enhancement of mobility of seniors and individuals with disabilities by continuing and enhancing the Access To Care program that was originally funded by a federal Innovative Coordinated Access and Mobility (ICAM) grant.

Detailed Project Narrative/Scope

The Central Midlands Council of Governments, Human Services Coordination Plan has identified **transportation to medical and wellness appointments** as a critical need. [pg. 44]

"While many services are available, the demand during certain times of the day often exceeds available resources. Also, for individuals who cannot afford to use private transportation, do not live within a public transportation service area, and/or do not qualify for DHHS or other programs, subsidized transportation to appointments is only available if the individual drives or can obtain a ride from a friend or family member."

Nationally research has documented transportation barriers in access to care. For example, a recent study in New York on low-income families in poverty, 55% of patients reported that following a hospital discharge, they had trouble filling the prescription. In addition, 65% of patients felt having transportation assistance with access or cost would improve medication use after hospitalization or clinic visits. Another recent study in Ohio showed that of adults living at or below 125% of the federal poverty level, almost one third reported that it was "hard" or "very hard" to find transportation to their health care providers. Research also has indicated in a recent report, that of the non-driving dialysis patients who were surveyed, 16% indicated that their clinic would not accommodate them if they arrived late. In addition, 33% of non-driving patients had shortened treatment due to being late at least once over a three-month period, while 9% reported having had an appointment canceled during this time as a result of arriving late. These same barriers are ever present within Richland and Lexington county South Carolina in the Columbia region. A city that was established over 200 years ago faces unique challenges with housing, transportation infrastructure, and social service demands.

In addition, the Human Services Coordination Plan highlights **access to transportation** as an identified need [p. 45] - highlighting challenges with accessible bus stops, limitations with non-emergency medical transportation that impact families who are uninsured, or underinsured, and cost of private transportation.

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The COMET Access to Care program will serve older adults and individuals with disabilities in Richland and Lexington County with door to door and first and last mile transportation to healthcare related appointments. This service originated as a US DOT FTA iCAM (Innovative Coordinated Access and Mobility) grant program and due to the success of the pilot program, we are seeking to continue and expand the services. The service budgeted for the proposal will support approximately 24 trips per day on average, across the two-county area - at 21 days per month, which is 504 rides per month, and 6,048 rides per year. The current service with 1 driver is providing 12 rides/day on average. With two drivers optimization of routes and services will be provided as well as multi-loading when medically appropriate. The Access to Care program has filled vital gaps in access to care for seniors and individuals with disabilities. Additionally, findings from surveys completed by medical providers and patients during first quarter 2022 indicate that patients need door-to-door transportation due to a variety of physical, psychological, and medical reasons. In fact, 85% of patients using the program stated that without the Access to Care service they would have had no way to get their healthcare appointment. Attached is the mid-way survey report and map of trips provided.

Project Budget

\$310,292 is budgeted to support purchase of service for Feonix - Mobility Rising Rides to Wellness transportation. The budget is inclusive of 80 hours of service per week, and includes the cost of the vehicle, driver, vehicle insurance, customer support, dispatch, ride booking technology, driver training and education, cleaning supplies, gas, driver administrative oversight, and program outreach.

\$248,233 in Federal Funds is requested from the 5310 FY 2023 Program

\$62,058 in Matching Funds will be provided by The COMET, Feonix - Mobility Rising, and local healthcare program partners as well as private donors.

Ongoing funding for the program due to the success of the initiatives is highly likely due to the engagement of FTA iCAM program partners. Current collaborators on the project include:

1. Lexington Medical Center
2. Lexington Richland Alcohol Drug Abuse Centers (LRADAC)
3. Prisma Health
4. WellPartners
5. FoodShare
6. Power in Changing
7. American Renal
8. South Carolina Department of Health and Environmental Control (DHEC)

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- 9. United Way of the Midlands
- 10. South Carolina Department on Aging
- 11. Able SC

For the healthcare partners, there is also a return on investment (ROI) when patients are able to access appointments, they are able to improve patient throughput, increase billings to insurance companies and Medicaid, stabilize and improve patient outcomes, and reduce stress for their case managers and care coordinators.

Coordination and Program Outreach

The COMET Access to Care transportation service during the course of the FTA iCAM pilot program has coordinated trips with the Fixed Route service and ADA Paratransit service. The first priority of the service is to make connections to the fixed route service, solving first and last mile gaps in service. In addition, before patients are able to receive door to door service, case managers or social workers have to complete a form that indicates the necessary reason why they are not able to use the current public transit available.

Monthly, there is an Access to Care service stakeholder meeting, which provides collaborators with the most updated metrics as well as brainstorming solutions for challenges that were occurring while serving unique passenger and caregiver needs. The monthly stakeholder meeting will continue as part of the service. With the Access to Care pilot program 31 nurses, social workers, and case managers have been engaged and trained on the program as well as been provided education and awareness of The COMET fixed route and paratransit services to further expand referrals to patients to use those services directly when available.

Implementation Plan

The COMET Access to Care service will be provided for older adults and individuals with disabilities in Richland and Lexington County, Monday through Friday, 6:00 AM - 6:00 PM with variations in service times available on a case-by-case basis for patient need and travel time. Rides must be scheduled 24 hours in advance by a participating community collaborator.

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3613 Lucius Road
Columbia, SC 29201

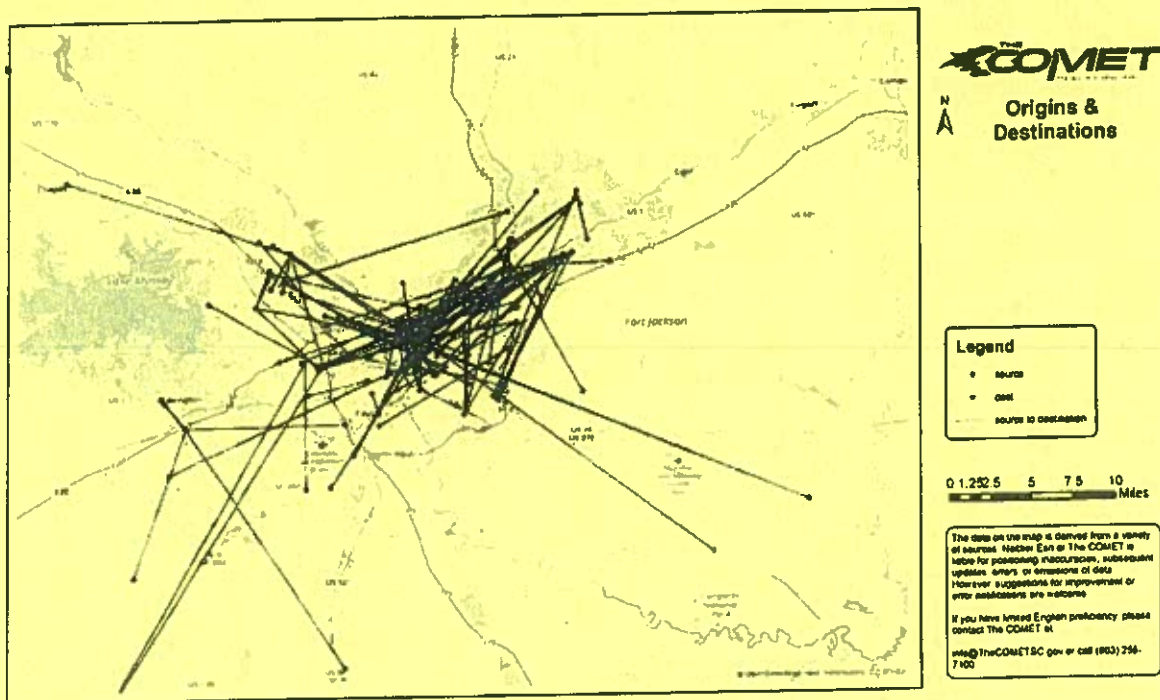
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Above a map of The COMET Access to Care service trips that were provided - highlighting the distances traveled and density of where trips have occurred during the course of the first part of the grant period.

The awareness of the program will be spread throughout the 2-county region with current partners of The COMET as well as grant collaborators. In addition, during resource sharing events and conferences for social workers the Access to Care program is promoted. Each month over the course of the grant, 2-3 new collaborators have joined the program. The Access to Care program is modeled after the Flint Michigan Rides to Wellness program that was started with FTA funding in 2016.

Customer Service and Accessibility

The COMET has been providing service for....

The Access to Care program budgeted for this application includes 2 drivers, 3 customer support agents, 1 dispatcher, and 1 administrative manager. The agency will hire additional staff to support the program as needed and funds allow. The Access to Care drivers complete the following training programs: Non-Emergency Medical Transportation - Certified Transport Specialist NEMTAC, CTAA Passenger Assistance Training, First Aid, CPR, and Disability Awareness.

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The agency's vehicle maintenance program includes pre-trip inspections, regular routine preventative maintenance, and if equipment is out of service, alternative options are available through rental of local vehicles from 3rd party providers within 24-48 hours.

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Letter of Intent

Name of Agency: Babcock Center, Inc.

Contact Person: Phillip Powell, Director of Support Services

2725 Banny Jones Avenue, West Columbia, SC 29170

Phone: 803-608-8085 Fax: 803-799-3418

Amount of Request: \$39,691.00

Local Match: Total revenue for the Babcock Center for fiscal year ending June 30, 2021 was \$37,257,7378. Revenue from state agencies (primarily the SC Department of Disabilities and Special Needs) totaled \$31,700,633. None of these funds were provided by the SCDOT. All revenue (unless otherwise restricted) is pooled together for the operations of the agency, including transportation needs. The total cost for the requested vehicle is \$49,614. Babcock Center will secure the \$9,926 in match through funds obtained from the SC Department of Disabilities and Special Needs.

Project Category: Capital Equipment

- Ford Transit ADA 15 Passenger Van

Project Scope: Babcock Center currently serves residents with intellectual disabilities, autism, head and spinal cord injuries and related disabilities within Richland and Lexington counties in South Carolina. Our mission is to empower people with lifelong disabilities to enjoy life by promoting abilities and respecting choice.

Babcock Center currently provides transportation services to approximately 730 individuals with disabilities in the urban and rural areas of Richland and Lexington counties. Of these individuals, 319 reside within Babcock Center residential programs and receive care 24 hours per day, 7 days a week and 411 are individuals we provide transportation to and from our Work Activity Centers five days per week during working hours.

Babcock Center's fleet is composed of (136) vehicles leased through the State of SC and (20) owned by Babcock Center, for a total of (156) vehicles. Our request is to purchase an ADA vehicle that will allow for the safe transportation of individuals with cognitive and physical disabilities. This vehicle will transport (4) individuals, multiple trips per day, (7) days per week. The route originates at 1011 Lydia Drive in Pelion, SC and travels through Columbia, Lexington and West Columbia.

Project Budget: See attached.

- Statement of Match: Babcock Center, Inc. has within our organizations' financial capacity the appropriate local match for this project in the amount \$9,926.

President/CEO Signature: _____



Date: June 7, 2022

Thoyd B. Warren

Babcock Center Inc.

Large Urban Section 5310

FY 2022 -2023

Budget

<u>Project</u>	<u>Total Amount</u>	<u>Local Share</u>
ADA Vehicle	<u>\$ 49, 614</u>	<u>\$9,926</u>
<hr/>		
TOTAL	<u><u>\$49,614</u></u>	<u><u>\$9,926</u></u>
	Total Funding Request	Total Local Match



Letter of Intent

Name of Agency: Babcock Center, Inc.

Contact Person: Phillip Powell, Director of Support Services

2725 Banny Jones Avenue, West Columbia, SC 29170

Phone: 803-608-8085 Fax: 803-799-3418

Amount of Request: \$65,534

Local Match: Total revenue for the Babcock Center for fiscal year ending June 30, 2021 was \$37,257,737.8. Revenue from state agencies (primarily the SC Department of Disabilities and Special Needs) totaled \$31,700,633. None of these funds were provided by the SCDOT. All revenue (unless otherwise restricted) is pooled together for the operations of the agency, including transportation needs. The total cost for the requested vehicle is \$81,917. Babcock Center will secure the \$16,383 in match through funds obtained from the SC Department of Disabilities and Special Needs.

Project Category: Capital Equipment

- ADA 12X12X1 Cutaway

Project Scope: Babcock Center currently serves residents with intellectual disabilities, autism, head and spinal cord injuries and related disabilities within Richland and Lexington counties in South Carolina. Our mission is to empower people with lifelong disabilities to enjoy life by promoting abilities and respecting choice.

Babcock Center currently provides transportation services to approximately 730 individuals with disabilities in the urban and rural areas of Richland and Lexington counties. Of these individuals, 319 reside within Babcock Center residential programs and receive care 24 hours per day, 7 days a week and 411 are individuals we provide transportation to and from our Work Activity Centers five days per week during working hours.

Babcock Center's fleet is composed of (136) vehicles leased through the State of SC and (20) owned by Babcock Center, for a total of (156) vehicles. Our request is to purchase an ADA vehicle that will allow for the safe transportation of individuals with cognitive and physical disabilities. This vehicle will transport (4) individuals, multiple trips per day, (7) days per week. The route originates at 8133 Bay Springs Rd. in Columbia, SC and travels through Columbia and West Columbia.

Project Budget: See attached.

- Statement of Match: Babcock Center, Inc. has within our organizations' financial capacity the appropriate local match for this project in the amount \$16,383.

President/CEO Signature:



Date: June 7, 2022

Thoyd B. Warren

Babcock Center Inc.

Large Urban Section 5310

FY 2022 -2023

Budget

<u>Project</u>	<u>Total Amount</u>	<u>Local Share</u>
ADA Vehicle	<u>\$81,917</u>	<u>\$16,383</u>
<hr/>		
TOTAL	<u>\$81,917</u>	<u>\$16,383</u>
	Total Funding Request	Total Local Match



Empowering seniors to remain healthy & independent

Board of Directors

Connelly-Anne Ragley
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Verizon

Kathi Price
Colonial Life

Cam Varner
Recruiting Solutions

William Beaman
Pearson Properties

Jack Heinsohn
Spring Valley Presbyterian Church

Jonathan Knicely
Nelson Mullins

Rebecca Gillespie
Community Volunteer

Jeff Manning
South State Bank

Andrew Boozer
Executive Director

May 10, 2022

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.

I request a meeting for clarifying on the application process. Please contact me at (803) 252-7734, ext. 261.

Thank you for the opportunity to apply for this funding.

Sincerely,

Andrew Boozer
Executive Director

NARRATIVE REQUIREMENTS

Applicant Overview

Agency: Senior Resources, Inc.

Address: 2817 Millwood Avenue, Columbia, SC 29205

Phone Number: 803-252-7734 **Fax Number:** 803-929-0349

Agency Service Area: Richland County

Service Area for this Grant: Richland County

Target Population: 60 years of age and older

Office Hours: 8:30 a.m. to 5:00 p.m. Monday through Friday

Senior Resources, Inc. has been providing services to the frail and elderly in the Midlands for over 50 years. We are a non-profit organization, whose mission is to provide coordinated services to seniors and disabled adults to promote and empower 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, by being the most trusted, reliable and recognizable provider of services required to support independent living for seniors in our area. 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 seniors. Providing transportation services to group dining facilities and other essential destinations allows seniors to stay actively engaged in the community through socialization, receive disease prevention educational programming, and maintain healthy nutritional habits that support independent living.

Detailed Project Narrative/Scope, Including Statement of Need & Organizational Capacity

Statement of Need and Organizational Capacity

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, 2021, Senior Resources provided 59,224 passenger miles to 84 clients through our Transportation program, as effects of the pandemic impacted operations. Transportation services are resuming more normal workloads during the current fiscal year, with over 67,296 miles and 92 clients through the first three quarters of our fiscal year.

We expect this replacement vehicle to regularly serve our metro 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.

As referenced in the Older Adult Population Density Map (Figure 2.3) of the CMCOG-COATS MPO Human Services Transportation Coordination Plan, this urban geographic area represents one of the highest density portion of the urbanized area. The report suggests that high density areas are most in need for transportation services and funding. The report also highlights that Richland County leads all areas in the region by percentage of low income citizens (17%) who more often rely on public transportation services, including 7% of citizens who are zero-vehicle households. Also the report references a growing number of older adults in the coming years as the nation's population ages and the need to provide increased public transportation possibilities to meet this growing need.

Senior Resources hold the organizational capacity to continue the transportation program supported by the vehicle. Mekia Burgess, Director of Community Based Services, manages the transportation program, as well as the group dining program. All drivers and the transportation manager direct report to her to full compliance to internal and external policies and procedures. The agency's Director of Finance and Administration, Marcus Hunter, leads a staff of three accounting professionals to ensure agency controls are in place for all operational expenses and purchases. The volunteer board of directors for Senior Resources oversees the organization, including an audit committee which receives an independent third party audit each year. Senior Resources consistently received unmodified opinions of our financial statements by an independent auditor each year. Executive Director, Andrew Boozer, works at the will of the board of directors and has responsibility for all

organizational activities. All program directors direct report to the Executive Director.

Project Budget and Cost Effectiveness

The replacement vehicle will be a 14 passenger cut-away Ford F-350 purchased on state contract through an approved vendor.

Total Vehicle Purchase:	5310 Request:	Local Match (20%):
\$100,000.00	\$80,000.00	\$20,000.00

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. Richland County has financially supported Senior Resources for over 50 years.

On-going operational support for the program will be provided through coordination of Older Americans Act Title IIIB funding, private fundraising from corporations, individuals and foundations, and local support from Richland County government.

Coordination and Program Outreach

The transportation program of Senior Resources requires coordination through a variety of sources. These programs are currently funded through a contract with Central Midlands Council of Governments, funding through Richland County, and private donations. Central Midlands and Richland County receive regular monthly or quarterly reports, as required, to ensure services are being provided to clients as described in the grants or contracts.

The group dining transportation program coordinates with community partners, including the Columbia Housing Authority and Richland County Parks and Recreation which own the facilities in which our services are offered. In addition these partners work as referral sources to older adults who are in need of services.

We currently coordinate our drivers' training with various State Agencies as well as public and private entities throughout the state. We provide assistance on a daily basis concerning access to transportation to current clients as well as citizens throughout the state who reach out to us through our website and social media. . We constantly advocate for and seek additional funding to increase transportation options for seniors throughout the county.

Implementation Plan

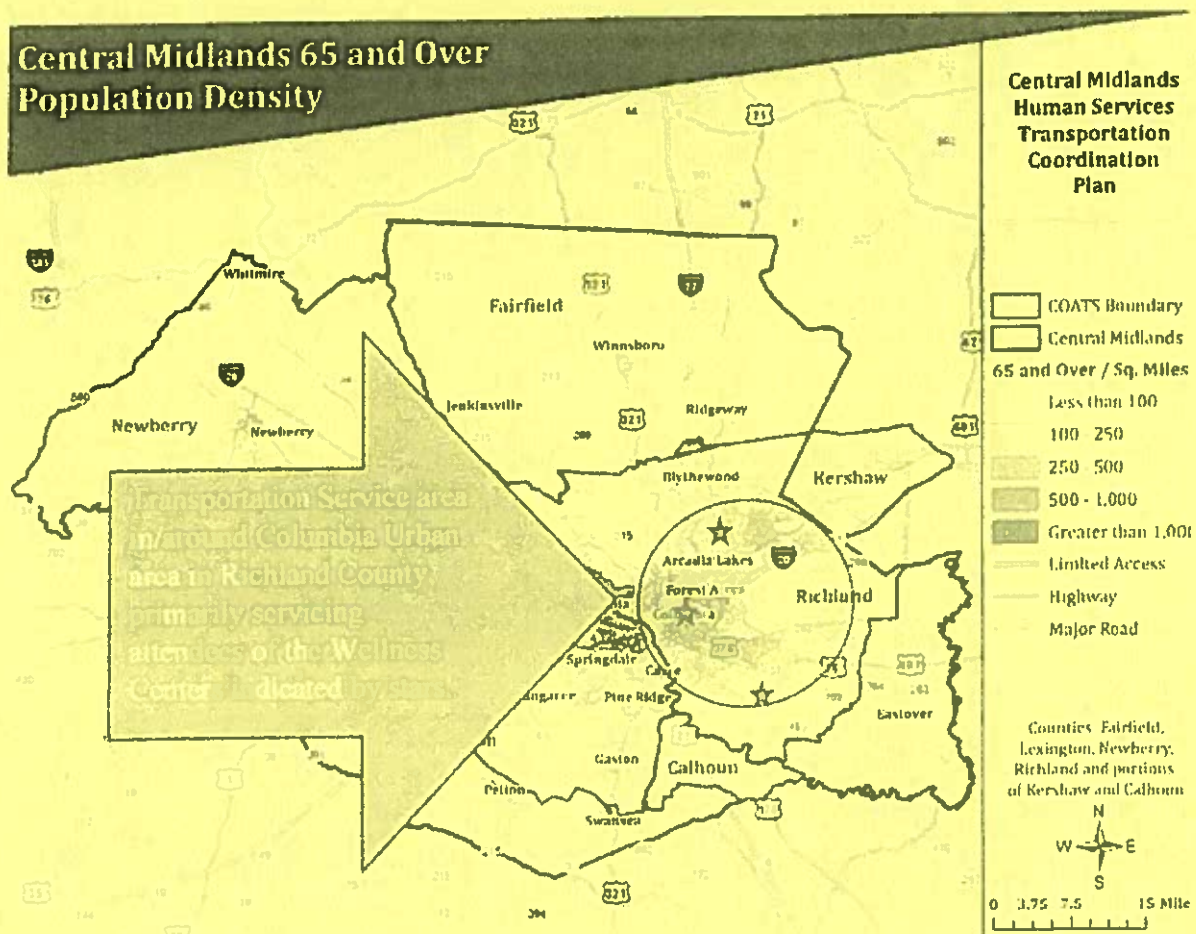
Transportation will be offered Monday-Friday between the hours of 8am and 4pm to older adults who have been assessed for transportation deficiencies in our community. The program will provide door to door transportation to seniors in the urbanized area.

The primary function will be transporting seniors to the Senior Resources Wellness Centers with most participants residing in the 29203, 29204, 29205, and 29223 ZIP codes in the surrounding neighborhoods. The Columbia Wellness Center also includes an active partnership with Columbia Housing Authority to transport senior public housing residents to the closest center.

While the primary role of the vehicle will be to provide group transportation services to the wellness centers, the vehicle will also provide the flexibility to provide essential and medical transportation services. Senior Resources provides these transportation services through Title IIIB Supportive Services of the Older Americans Act as a contracted provider. All participants who are assessed and qualify for transportation services will have access to these necessary services, which are outlined as necessary trip destinations in the area plan. It is projected that at least 95% of all trips will originate or end within the Columbia Urbanized Area.

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. Approximately 85% of clients participating in our group dining program do not have transportation or cannot drive. 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.



Customer Service and Accessibility

Senior Resources has provided services to high needs older adults since 1967. This includes decades of transportation, group dining, home delivered meal, and other services. Transportation is a key program to the Senior Resources coordination of

services to improve the health and independence of older adults in Richland County.

Senior Resources employs six to eight drivers in the transportation program, as well as transportation manager, and director of community based services. All drivers must have a clean driver's record and complete drivers training to include ADA assistance for riders with personal mobility limitations. Training courses are arranged through the Transportation Association of South Carolina, SCDOT, and South Carolina Council on Aging Directors.

Senior Resources vehicle maintenance procedures include pre and post-trip inspections, regularly scheduled preventive and routine maintenance procedures, and emergency procedures in case of unplanned vehicle difficulties. The agency possesses a fleet of buses, including a spare bus to allow for continuous coverage of transportation services. Additionally, the transportation manager and program director service as backup drivers in the event of an unplanned absence. In 2021, 100% of planned trips were made for seniors.



Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: June 16, 2022

SUBJECT: 2045 LRTP Amendment – Town of Lexington Projects

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2045 Long Range Transportation Plan (LRTP) to add a list of the Town of Lexington transportation projects.

PROGRAM DESCRIPTION

The Town of Lexington has developed its own Local Transportation Improvement Plan (LTIP). This LTIP is used to address transportation needs as it related to development impacts and long-range planning for the town. The Town has since used this LTIP to submit 22 possible projects to the Lexington County Capital Sales Tax plan. This plan is being proposed for the 2022 general election ballot.

The town has requested for these projects to be included in the 2045 LRTP. CMCOG will review this project list and request to include those projects that are federally eligible.

ATTACHMENT

Town of Lexington Project List

Crashes {3-

Project	LTIP Rank	year	ADT Main	ADT Cross	ADT Sum	Cost Estimate	Final Rank
Hope Ferry Road at Sunset Boulevard (US378) Intersection Improvements(LTIP 25)	6	136	42,000	7,200	49,200	\$6,710,000	1a
Mineral Springs Connector (Included W/#1)	n/a	n/a	n/a	n/a		\$9,730,000	1b
Corley Mill Bypass	n/a	202	n/a	n/a		\$28,289,000	2
Gibson Road Parkway	n/a	10	7,300	n/a		\$25,421,700	3
East Main Street (US 1) Additional Inbound Lane (LTIP 16)	n/a	56	29,300	0	29,300	\$11,872,500	4
Ginny Lane and Woodside Road Connector	n/a	16	n/a	n/a	n/a	\$18,652,000	5
Old Cherokee Road and Old Chapin Road Intersection Improvements (LTIP 1)	8	17	12,340	7,350	19,690	\$3,728,000	6
West Main Street (US 1) at LMC Intersection Improvements (LTIP 4)	25	35	41,800	2,140	43,940	\$640,200	7
Sunset Boulevard Widening from Coventry Drive to Northside Boulevard	n/a	n/a	36,600	n/a		\$137,683,500	8
Sunset Boulevard (US 378) from Coventry to Walmart (LTIP 18)	10	15	36,600	2,210	38,810	\$1,487,600	9
West Main Street (US 1) at Gibson Road (LTIP 5) (also included with #3)	7	86	41,800	11,090	52,890	\$1,234,000	10
South Lake Drive (SC 6) at I-20 Adaptive Signals (LTIP 14)	9	n/a	20,800	n/a		\$560,100	11
South Lake Drive (SC 6) at Railroad Avenue Intersection Improvements (LTIP 12)	13	19	20,800	610	21,410	\$118,900	12
Hope Ferry Road at Midway Road Intersection Improvements (LTIP 26)	14	16	7,200	3,500	10,700	\$615,600	13
Sunset Boulevard (US 378) at Park Place Trail Intersection Improvements (LTIP 27)	16	0	31,180	850	32,030	\$152,900	14
Barr Road at Wildlife Road Intersection Improvements (LTIP 8)	18	6	11,500	5,470	16,970	\$774,100	15
Old Chapin Road at Maxle Road Intersection Improvements (LTIP 2)	20	4	7,730	3,400	11,130	\$241,900	16
Reed Avenue at Old Chapin Road Intersection Improvement	n/a	5	8,300	1,300	9,600	\$639,200	17
Barr Road at Hendrix Street Intersection Improvements (LTIP 7)	22	1	9,800	2,300	12,100	\$356,100	18
Pilgrim Church Road at Settlers Trail Intersection Improvements (LTIP 30)	23	0	11,400	480	11,880	\$652,800	19
Northside Boulevard at Ginny Lane Traffic Signal (LTIP 288)	26	2	5,750	3,470	9,220	\$261,500	20
Parker Street at Swartz Road Intersection Improvements (LTIP 15)	28	0	2,800	1,200	4,000	\$232,700	21
Snelgrove Road Improvements (LTIP 3)	29	7	10,340	1,670	12,010	\$341,500	22
						\$250,395,800	

\$250,395,800



August 1, 2022

Ms. Dee Foster
Federal Transit Administration
Region IV Civil Rights Officer
230 Peachtree St., N.W., Suite 800
Atlanta, GA 30303

RE: Federal Identification Number: 1069 for the FY 2023 – 2025 DBE Goal

Dear Ms. Foster:

The Central Midlands Council of Governments has presented an overall FY 2023 – 2025 Disadvantaged Business Enterprise goal of 8% for federal funds that will be expended in DOT-assisted contracts. We plan to achieve our goal through 7% race conscious and 1% race-neutral methods.

I have attached two spreadsheets and a written explanation of the methodology that was used to establish our goal. The base goal was calculated to be 1.38%. The past participation was calculated at 14.55%. Based on the average of these calculations, the DBE Goal was established at 8%. CMCOG is dedicated to providing outreach and to promote the certification of DBEs through the South Carolina Department of Transportation UCP Process. CMCOG will continue to ensure that a good faith effort is made to include DBEs in FTA assisted contract opportunities

If you have any questions or need additional information, please do not hesitate to contact me at 803-744-5133 or just send an email to rsimmons@centralmidlands.org. Thank you for your interest in this matter.

Sincerely,

Reginald Simmons
Deputy Executive Director/Transportation Director
Central Midlands Council of Governments

Attachments: FY 2023 – 2025 Goal (Step 1)
FY 2020 – 2022 Participation (Step 2)
FY 2023 – 2025 DBE Public Notice
FY 2023 – 2025 DBE Goal Flyer
FY 2023 – 2025 DBE Goal Powerpoint

Serving Local Governments in South Carolina's Midlands

236 Stoneridge Drive, Columbia, SC 29210 (803) 376-5390 FAX (803) 376-5394 Web Site: <http://www.centralmidlands.org>

FY 2023 – 2025 FTA Overall DBE Goal Calculation (§26.45)

DBE Goal Setting Process

The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) overall DBE goal for FY 2023 thru FY 2025 is eight percent (8%) of the federal financial assistance the COATS MPO will expend in FTA-assisted contracts. The DBE goal will be reviewed annually and updated every three (3) years in accordance with FTA regulations. It is estimated that the DBE goal will be eight percent (8%) based the calculation of the FY 2023 through FY 2025 DBE goal.

The methodology used to establish the overall goal, including determining the relative availability of DBEs in the normal market area for procurement of goods and services for the COATS MPO, consists of a multi-step process. Those steps include the following:

A. Identifying the Geographic Scope of the Market Area

1. Before the calculation of the base goal can be made, the reasonable market area for procuring goods and services must be identified to establish geographic parameters for statistical analysis. The parameters are the 46 counties in the State of South Carolina.
2. The budget for proposed projects or any other relevant documents are examined by the COATS MPO to ascertain the type and scope of projects involving FTA funds proposed for the upcoming three fiscal years.
3. The list of projects is analyzed to determine the types of firms/services by North American Industry Classification System (NAICS) codes with which the COATS MPO would likely engage to execute FTA-assisted projects.
4. Using Census definitions, a list of relevant NAICS codes are compiled based on the firm types identified in Step A.3.

B. Determining the Relative Availability of DBEs in the Market Area

1. Once the geographic scope of the market area is determined, the availability of DBEs in the market area can be ascertained. The primary source for this determination will be the State of South Carolina UCP Directory.
2. From the UCP Resource Directory, the relative availability of all DBEs within the market area are identified and placed in a excel spreadsheet.
3. This list is further narrowed down through the identification of only firms that performed work relevant to the COATS MPO's FTA-assisted projects (i.e., the same NAICS codes identified in step A.3).
4. The DBE firms identified in Step B.2 are tallied.

C. Determining Relevant Market Conditions

1. Using the NAICS numbers identified in Step A, recent County Business Patterns Census data for the service area are examined to determine the total number of firms that perform the type of work relevant to the COATS MPO's estimated FTA-assisted contracts.

D. Determining the "Base" DBE Goal

1. The number of (all) firms in the relevant NAICS categories from Step C serve as the denominator.
2. The number of DBE firms determined in Step B serve as the numerator.
3. The percent derived from items 1 and 2 provides the base goal.

E. Determining Adjustments for the "Overall" DBE Goal

After the base DBE goal has been developed in Steps A–D, additional information and data relevant to the COATS MPO's contracting experiences will be considered to determine what adjustment, if any, is needed to the base goal to derive at a final overall goal.

In setting its overall goal, the COATS MPO considers the level at which DBEs have performed work on FTA-assisted contracts for the previous three years. If, historically, this percentage is higher than the established goal, the COATS MPO will see cause to adjust the base figure DBE goal by averaging the base goal and historical DBE performance percentage resulting in the adjusted overall DBE goal. The COATS MPO will continually assess the availability of research documents and demographic studies that may provide additional data on the extent to which DBE firms are "ready, willing, and able" to engage in contracting opportunities and successfully performing on contracts as determined by subcontract and prime contract awards.

Once the COATS MPO arrives at a DBE goal, it will publish the DBE goal information in *The State* newspaper and the Central Midlands Council of Government (CMCOG) website.

Details concerning the methodology used to obtain this goal will be available for review at the CMCOG/COATS MPO offices and website for thirty (30) days following the publication of the notice. Written comments via the U. S. Postal Service addressed and email comments will be accepted for forty-five (45) days from the publication of the notice. Comments may also be directed to FTA Region IV, 230 Peachtree St NW, Suite 800, Atlanta, GA 30303.

FY 2023 – 2025 DBE Goal Calculation

The COATS MPO, in compliance with 49 CFR, Part 26.45, Subpart C, has estimated a goal of eight percent (8%) for federal FYs 2023 – 2025 for DBE participation. The goal was developed using the methodology previously described in this attachment. The specific calculations supporting the FY 2023 – 2025 goal are provided below.

Calculation of Base Goal

The COATS MPO's future anticipated FTA-assisted contracting opportunities through FY 2025 were identified and included in the following categories:

- Other Scientific & Technical Consulting Services
 - This industry comprises establishments primarily engaged in providing advice and assistance to businesses and other organizations on scientific and technical issues (except environmental).

- Office of Lawyers
 - This industry comprises offices of legal practitioners known as lawyers or attorneys (i.e., counselors-at-law) primarily engaged in the practice of law.

Based on the above, 2020 NAICS codes, contracting opportunities were identified. Table 1 identifies the categories of FTA-assisted contracting opportunities and associated NAICS codes.

Table 1: NAICS Codes for Future FTA-Assisted Contracting Opportunities

Contracting Category	NAICS Code(s)
Other Scientific & Technical Consulting Services	Consulting and Technical Services 54169
Office of Lawyers	Lawyers or Attorneys 54111

Table 2 presents the total amount and percent distribution of FTA-assisted contracting opportunities for each category.

Table 2: Future FTA-Assisted Contracting Opportunities (FY 2023–2025)

Contracting Category	Total Contracting Opportunity (\$ Amount)	Total Contracting Opportunity (% Distribution)
Other Scientific & Technical Consulting Services	\$1,050,000	99.62%
Office of Lawyers	\$4,000	0.38%
Total	\$1,054,000	100%

Note: Contracting opportunities identified by COATS MPO for July 1, 2022 – June 30, 2025.

Table 3 presents the percent of DBEs ready, willing and able to perform the work identified by the COATS MPO for FTA-assisted contracts between now and FY 2025. The number of DBEs used to calculate the figures in this table are from the SCDOT UCP DBE Directory and the County Business Patterns Census Data for the geographic area under the identified NAICS codes from Table 1.

Table 3: Availability of DBEs to Perform Identified Work

Contracting Category	% of Ready, Willing, and Able DBEs
Other Scientific & Technical Consulting Services	15.28%
Office of Lawyers	0.12%

The calculation of the base goal is presented in Table 4. The percent is derived from the total number of UCP DBEs divided by the total number of ready, willing, and able DBEs for each contracting category. The calculated sum equals to the base goal of 1.38%.

Table 4: Calculation of Base Goal

Contracting Opportunities	NAICS Code	SCDOT UCP DBE Directory	County Business Patterns	% of Ready, Willing, & Able DBEs
Site Selection Analysis	54169	35	229	15.28%
Legal Services	54111	3	2,526	0.12%
Transportation and Land Use Analysis	54169	35	229	15.28%
Commuter Rail Study	54169	35	229	15.28%
Regional ITS Architecture	54169	35	229	15.28%
Resiliency Analysis	54169	35	229	15.28%
Base DBE Goal		38	2,755	1.38%

Adjustment to Base Goal

In accordance with regulations, the COATS MPO utilized the Step 2 Methodology outlined by the Federal Transit Administration, Office of Civil Rights, in the PowerPoint presentation “Disadvantaged Business Enterprises Goal Setting Methodology.” The methodology proposed four criteria to determine the adjusted base figure. They include the current capacity of existing DBEs to do the work, disparity studies, input from interested parties, and past participation. Of the criteria proposed, past participation, was determined to be applicable. The requirement that the upcoming contract opportunities are similar to past contract opportunities was met. Past DBE participation was determined for the preceding four years.

- ✓ FY 2019 = 25%
- ✓ FY 2020 = 35 %
- ✓ FY 2021 = 23%
- ✓ FY 2022 = 6%

The total for past participation was determine by calculating the median from the past four year while removing any years that are not consistent with previous participation and may be considered outliers. Thus the years for FY 2021 and FY 2022 were used to determine the median for past participation. The years of FY 2019 and FY 2020 were considered to be outliers due to the lack of consistency in DBE participation. The calculated amount for past participation equals to 14.55%.

In determining the actual DBE participation for each year the following calculations were used:

- In FY 2019, two Certified DBE firms were part of a consulting team to perform Video Production Services. The Certified DBE firms provided casting services and administrative support to the overall project. The total overall FTA contract amount was \$105,000. The Certified DBE participation amount was \$25,777.13.
- In FY 2020, four Certified DBE firms were part of consulting teams performing planning analysis. The Certified DBE firms provided technical assistance and engineering support to the overall projects. The total overall FTA contract amount was \$285,024. The Certified DBE participation amount was \$98,424.70.

- In FY 2021, five Certified DBE firms were part of consulting teams performing planning analysis. The Certified DBE firms provided technical assistance and engineering support to the overall project. The total overall FTA contract amount was \$351,574.16. The Certified DBE participation amount was \$79,586.
- In FY 2022, a Certified DBE firm was part of a consulting team performing planning analysis. The Certified DBE firm provided technical assistance and engineering support to the overall project. The total overall FTA contract amount was \$227,411. The Certified DBE participation amount was \$14,740.

In total, each of these contracts provided an actual DBE participation which was higher than the base figure for the FY 2023 – 2025 DBE goal.

The calculation of the weighted goal is presented in Table 5. The percent is derived from the total contracting opportunities multiplied by the number of ready, willing, and able DBEs for each contracting category. The calculated sum equals to the weighted goal of 15.23%.

Table 5: Weighted Distribution in FTA-Assisted Contracts

Contracting Opportunity	NAICS Code	Total Contracting Opportunity	% of Ready, Willing, & Able DBEs	Results = % of Weighted Distribution
Site Selection Analysis	54169	23.72%	15.28%	3.63%
Legal Services	54111	0.38%	0.12%	0.00%
Transportation and Land Use Analysis	54169	14.23%	15.28%	2.18%
Commuter Rail Study	54169	23.72%	15.28%	3.63%
Regional ITS Architecture	54169	18.98%	15.28%	2.90%
Resiliency Analysis	54169	18.98%	15.28%	2.90%
Weighted DBE Goal				15.23%

Table 6 presents the COATS MPO's FTA overall DBE goal for FYs 2023 – 2025. The base goal of 1.38% is averaged with the historical participation median of 14.55% to provide an overall goal of 7.97% (rounded to 8%).

Table 6: Calculation of Overall DBE Goal

Base DBE Goal	Historical Participation	Adjusted Overall DBE Goal
1.38%	14.55%	7.97%

The COATS MPO's overall FTA DBE goal for FYs 2023-2025 is eight percent (8%). The next update of the COATS MPO's DBE goal will be due to FTA by August 1, 2025.

Public Outreach Activities for Goal Setting

To be provided following the 45-day public comment period from June 8th – July 27, 2022

- Website advertisement: www.centralmidlands.org
- Facebook: <https://www.facebook.com/cmcog/>
- DBE Program informational flyers
- DBE Goal Powerpoint
- DBE direct consultation activity by request.

Breakout of Estimated Race-Neutral & Race-Conscious Participation

The COATS MPO will meet the maximum feasible portion of the overall goal by using race-conscious means of facilitating DBE participation. The COATS MPO uses the following race-conscious means to increase DBE participation.

- Providing a contract goal on each FTA assisted contract to ensure that a good faith effort is made to include a UCP Certified DBE for consideration.

The COATS MPO historically has not met its DBE goal through race-neutral measures and estimates that, in meeting the overall goal of 8%, 7% will be obtained from race-conscious participation and 1% through race-neutral measures. The following is a summary of the basis of the COATS MPO's estimated breakout of race-neutral and race-conscious DBE participation:

1. Arranging solicitations, times for the presentation of bids, quantities, specifications and delivery schedules in ways that facilitate DBE participation.
2. Direct all inquiries regarding becoming a certified DBE to the UCP Program at SCDOT.
3. Direct all inquiries regarding training on federal bonding and loans to SCDOT.
4. Continue to solicit in general circulation newspapers advertisements concerning contracting opportunities, and also solicit quotes that are issued to DBEs or small businesses and also send to businesses that are on bidders list.
5. Notify and disseminate information concerning contracting opportunities to the UCP Office of SCDOT and the local minority business programs by e-mail.
6. Use any other reasonable means thought of during the coming year to energize the program by getting better DBE participation or at least making a good faith effort.
7. Attending and/or sponsoring conferences and workshops to increase interaction with potential DBEs, certified DBEs, and DBE program officials at SCDOT.

To ensure that the COATS MPO's DBE program will be narrowly tailored to overcome the effects of discrimination, if it doesn't use contract goals, it will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation (see §26.51(f)) and it will track and report race-neutral and race-conscious participation separately. For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to, the following:

- DBE participation through a prime contract it obtains through customary competitive procurement procedures;
- DBE participation through a subcontract on a prime contract that does not carry a DBE goal;
- DBE participation on a prime contract exceeding a contract goal; and
- DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.



Central Midlands Transit

Join Us For A DBE Public Participation Meeting!

(In Partnership with Central Midlands Council Of Government)

Date: Thursday, June 16, 2022

**Location: The COMET
3613 Lucius Road, Columbia, SC 29201**

Time: 12:00 p.m. to 1:30 p.m.

For the purpose of discussing the DBE Program, upcoming contracting opportunities, and DBE Certification.

For additional information, you can call (803) 255-7129, or email
compliance@thecometsc.gov

If you are planning to attend the event, please register using the link below, no later than Tuesday, June 14, 2022.

[Click Here to Register or Scan QR Code:](#)



FACT SHEET



FTA Overall DBE Goal (FY 2023 – 2025)

What is the COATS MPO Disadvantaged Business Enterprise (DBE) Program?

The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) is dedicated to serving our community, including ensuring nondiscrimination of disadvantaged business enterprises (DBEs) in the award and administration of U.S. Department of Transportation (DOT) Federal Transit Administration (FTA)-assisted contracts. The goals of the program are:

- To ensure a "level playing field in which DBEs can compete fairly for FTA-assisted contracts
- To ensure the DBE Program is narrowly tailored
- To help remove barriers to DBE participation in USDOT assisted contracts.
- To ensure that only firms that meet federal standards are permitted to participate as DBEs

DBE Goal Setting Process

The COATS MPO's DBE goal is developed based on the agency's specific circumstances. The methodology used to develop the goal is reviewed for agreement and accepted or rejected by FTA.

FY 2023 – 2025 FTA Overall DBE Goal

The COATS MPO has calculated an overall **DBE Goal of 8%** for fiscal years (FY) 2023 – 2025, which must be submitted to FTA by August 1, 2022. The goal setting process must include a 45-day public comment period, which extends from June 8th – July 27, 2022. The next update of the COATS MPO's DBE goal is due to FTA no later than August 1, 2025.

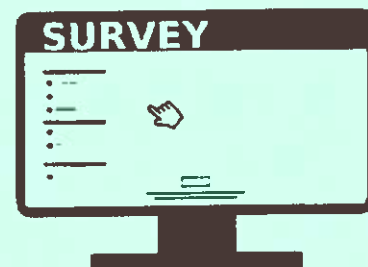
What is a Disadvantaged Business Enterprise?

A disadvantaged business enterprise or DBE means a for profit small business -

- 1) That is at least 51% owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51% of the stock is owned by one or more such individuals; and
- 2) Whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

Source: Title 49 of the Code of Federal Regulations (CFR) Part 26

https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfr26_main_02.tpl



Please turn over for opportunities to participate in the COATS MPO DBE goal setting process and provide input via the DBE Program Assessment Survey!

<https://www.surveymonkey.com/r/5BB9LRT>

FACT SHEET



FTA Overall DBE Goal (FY 2023 – 2025)

DBE Program Powerpoint

Please review the COATS MPO Powerpoint about the FY 2023 – 2025 FTA DBE Goal on the CMCOG website located at www.centralmidlands.org. The powerpoint will include a detail description on the goal setting process and contact information for questions and comments.

Presentations on the DBE Goal Setting Process will be held on June 9th and June 23rd @ 12 p.m. at the Transportation Subcommittee and CMCOG Board of Directors meetings respectively. These meetings will be held at the offices of the Central Midland Council of Governments and Midlands Technical College Airport Campus. As well a joint presentation with the COMET will be held on June 16th at 12 p.m. at the offices of the Central Midlands Regional Transit Authority.

Please contact Reginald Simmons, Deputy Executive Director /Director of Transportation at rsimmons@centralmidlands.org to schedule a meeting to discuss the DBE goal in more detail.

DBE Program Assessment Survey

The COATS MPO is committed to its DBE Program. To help us determine what services would increase the participation of DBE firms in federal-aid contracts we have developed the DBE Program Assessment Survey. Please take a few minutes to complete this important survey, which can be found on the CMCOG website noted above and at the following link: <https://www.surveymonkey.com/r/5BB9LRT>

For complaints, questions or concerns about the DBE and/or Title VI Programs; or for accessible formats for individuals with disabilities, please contact Reginald Simmons, Deputy Executive Director/Director of Transportation, at (803) 376-5390 or rsimmons@centralmidlands.org.

For more information, please contact:

Reginald Simmons, Deputy Executive Director/Director of Transportation
Central Midlands Council of Governments
236 Stoneridge Drive, Columbia, SC 29210
Phone: (803) 376-5390 – Email: rsimmons@centralmidlands.org.

Useful Links:

COATS MPO DBE Program:

<https://centralmidlands.org/wp-content/uploads/FINAL-CMCOG-COATS-MPO-DBE-PROGRAM-2020.pdf>

State of South Carolina DBE Program:

<https://www.scdot.org/business/bus-development-overview.aspx>

State of South Carolina Unified Certification Program Directory:

<https://www.scdot.org/business/bus-development-dbe-sbe-cert.aspx>

South Carolina Division of Small and Minority Business Contracting and Certification:

<http://osmba.sc.gov/index.html>

South Carolina Division of Small and Minority Business Contracting and Certification DBE Directory:

<http://osmba.sc.gov/directory.html>

Columbia Area Transportation Study (COATS)

Metropolitan Planning Organization (MPO)

Regional Transportation Planning Program

FY 2023, 2024, & 2025 DISADVANTAGED BUSINESS ENTERPRISE GOAL									
Page 11									
C/M/C/OG Project	Type of Firm NAICS Code (from the 2020 County Business Patterns)	Anticipated Project Cost	Percentage of the Total Anticipated Project Cost divided by the Total Cost of DOT Anticipated Contracts						
Site Selection Analysis	54169 Other Scientific & Technical Consulting Services	\$ 250,000.00	23.72%						
Legal Services	54111 Office of Lawyers	\$ 4,000.00	0.38%						
Transportation and Land Use Analysis	54169 Other Scientific & Technical Consulting Services	\$ 150,000.00	14.23%						
Commuter Rail Study	54169 Other Scientific & Technical Consulting Services	\$ 250,000.00	23.72%						
Regional ITS Architecture	54169 Other Scientific & Technical Consulting Services	\$ 200,000.00	18.98%						
Resiliency Analysis	54169 Other Scientific & Technical Consulting Services	\$ 200,000.00	18.98%						
Total DOT Anticipated Contracts		\$ 1,054,000.00	100%						
C/M/C/OG Project	Type of Firm NAICS Code (from the 2020 County Business Patterns)	Number of DBEs (from NCDOT Directory of DBEs updated June 2022)	Number of Firms (from the 2020 County Business Patterns)	Relative Availability (a of DBEs divided by a of all firms)	Weight (from % of the Total in above chart)	Relative Availability multiplied times Weight			
Site Selection Analysis	54169 Other Scientific & Technical Consulting Services	35	229	15.28%	23.72%	3.63%			
Legal Services	54111 Office of Lawyers	3	2,536	0.12%	0.38%	0.00%			
Transportation and Land Use Analysis	54169 Other Scientific & Technical Consulting Services	35	229	15.28%	14.23%	2.18%			
Commuter Rail Study	54169 Other Scientific & Technical Consulting Services	35	229	15.28%	23.72%	3.63%			
Regional ITS Architecture	54169 Other Scientific & Technical Consulting Services	35	229	15.28%	18.98%	2.90%			
Resiliency Analysis	54169 Other Scientific & Technical Consulting Services	35	229	15.28%	18.98%	2.90%			
Total		18	2,556	15.14%	1,0000	15.31%			

2023, 2024, & 2025 Goal Using Ratio (from Combined Total of Relative Availability)

1.38%

2023, 2024, & 2025 Goal Using Weighting (from Relative Availability multiplied times Weight)

15.23%

2023, 2024, & 2025 Goal Using the Average (Ratio plus Weight divided by 2)

8.30%

Staff Recommended Goal for Fiscal Years 2023, 2024, & 2025

8%

2020 - 2022 CMCOG Actual DBE Participation
(Step 2)

CMCOG Project	Prime Contractor	Overall FTA Contract Amount	Prime Contractor SCDOT LCP Certified DBE	Subcontractor(s)	Subcontractor Amount Paid	Subcontractor SCDOT LCP Certified DBE?	Percentage of SCDOT LCP Certified DBE Participation	Amount of SCDOT LCP Certified DBE Participation
Long Range Transportation Plan, Congestion Management Plan, & Travel Demand Model	WSP USA, LLC	\$524,752	No	Toole Design Group, LLC	\$ 54,103.66	No		
				High Street Consulting Group, LLC	\$ 52,064.00	No		
				Civic Communications, LLC	\$ 12,825.00	Yes	2%	\$ 12,825.00
				EA Harper Consulting, LLC	\$ 66,440.00	Yes	13%	\$ 66,400.00
Short Range Transit Plan, Origin to Destination Study, & Comprehensive Operational Analysis	Jarrett Walker + Associates	\$384,399	No		\$ -			
				AECOM, Inc.	\$ 120,129.00	No		
				DESA, Inc.	\$ 18,670.87	Yes	5%	\$ 18,670.87
					\$ -			
Human Services Transportation Coordination Plan	RLS & Associates	\$125,501	Yes	Forcsight Communications	\$ 26,556.18	Yes	100%	\$ 26,556.18
							100%	\$ 125,501.00
Totals		\$1,034,651			\$ 350,788.71			\$ 249,953.05

CMCOG 2020 - 2022 Goal:

5%

Actual Overall DBE Participation (Actual Participation Amount divided by Total Contracts Amount) (%):

24.16%

Actual Overall DBE Participation (Actual Overall DBE Participation %age multiplied by Total Contracts Amount (\$):

5249,953.05

- (1) (ii)= no disparity studies conducted by MPO in last five years
(1)(iii)= base figure of another recipient not utilized
(2)= not available
(3)=no adjustment attempted for past discrimination



FY 2023 – FY 2025 DBE GOAL



The COATS MPO sets an overall goal for Disadvantaged Business Enterprise (DBE) participation in Federal Transit Administration (FTA)-assisted contracts.



The MPO does set contract-specific DBE goals, but reserves the right not to if the overall goal will be otherwise met.

FY 2023 – FY 2025 DBE GOAL



Required by 49 CFR Part 26



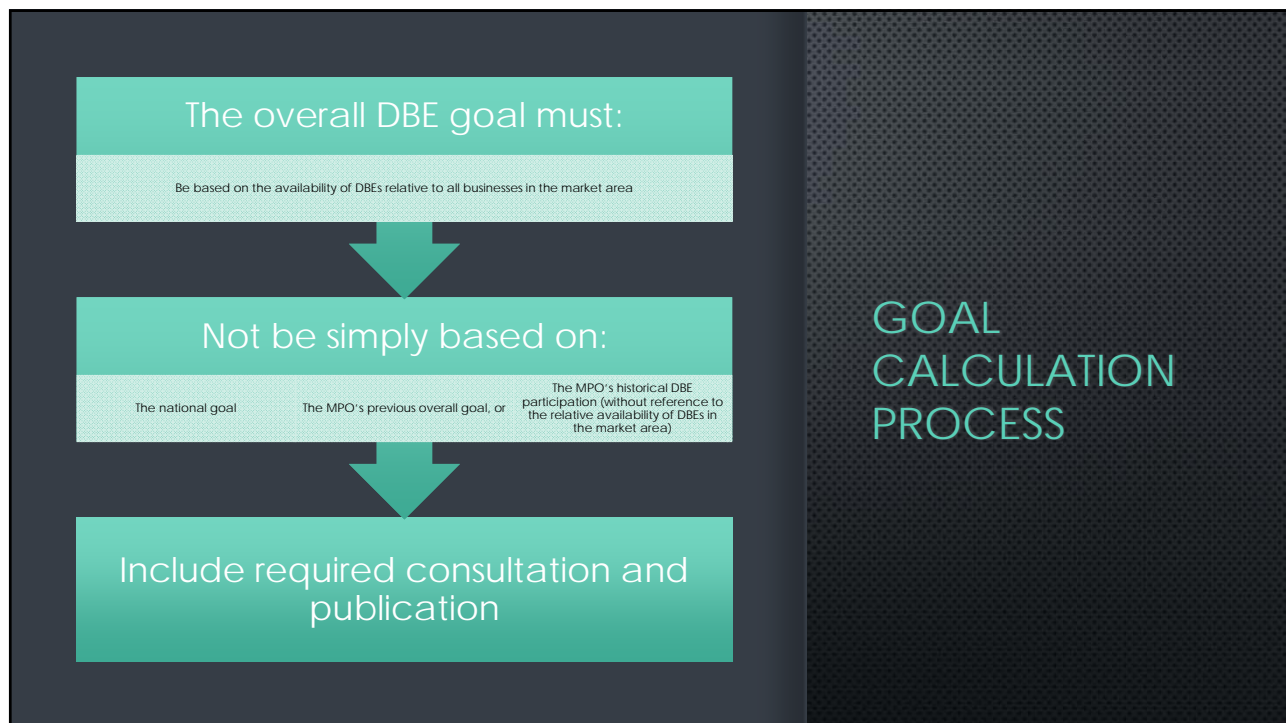
Must be updated every three years



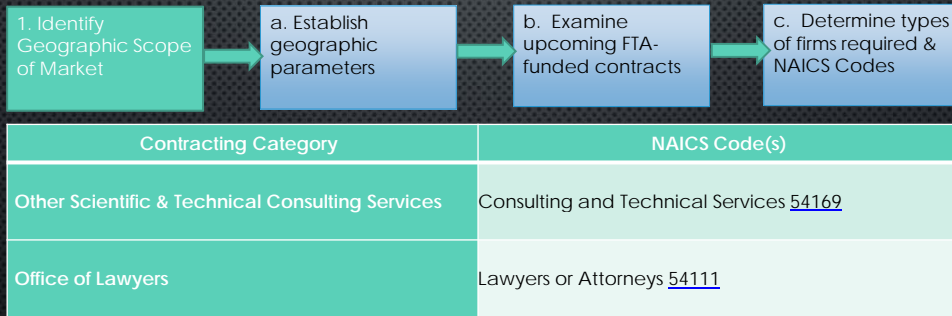
Goal calculation methodology due to FTA no later than August 1 (of year due)



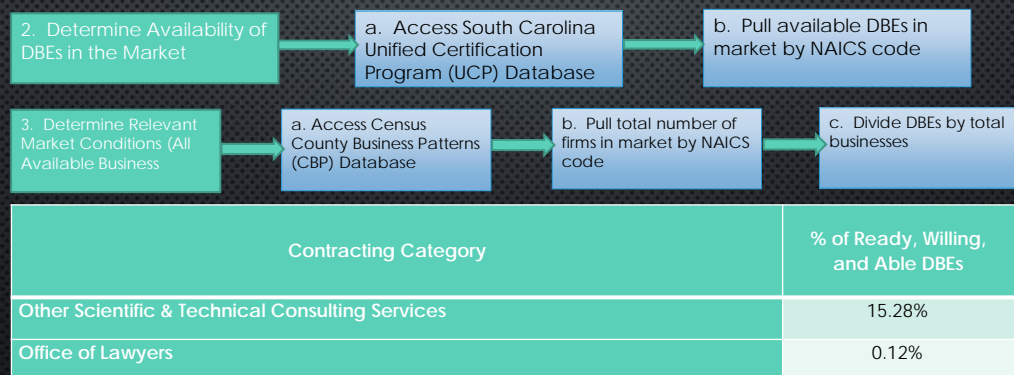
Methodology reviewed and approved or rejected by FTA



GOAL CALCULATION PROCESS (STEP 1)



GOAL CALCULATION PROCESS (STEPS 2 & 3)



GOAL CALCULATION PROCESS (STEP 4)

4. Determine "Base" DBE Goal

a. Total of
UCP DBEs/CBP
=
Sum is Base Goal

Contracting Opportunities	NAICS Code	SCDOT UCP DBE Directory	County Business Patterns	% of Ready, Willing, & Able DBEs
Site Selection Analysis	54169	35	229	15.28%
Legal Services	54111	3	2,526	0.12%
Transportation and Land Use Analysis	54169	35	229	15.28%
Commuter Rail Study	54169	35	229	15.28%
Regional ITS Architecture	54169	35	229	15.28%
Resiliency Analysis	54169	35	229	15.28%
Base DBE Goal		38	2,755	1.38%

GOAL CALCULATION PROCESS (STEP 5)

5. Determine "Weighted" DBE Goal

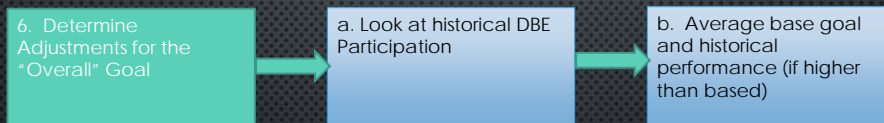
a. Percent of
Contracting Opportunity Multiplied by
Number of Ready, Willing and Able DBEs
=
Sum is Weighted Goal

Contracting Opportunity	NAICS Code	Total Contracting Opportunity	% of Ready, Willing, & Able DBEs	Results = % of Weighted Distribution
Site Selection Analysis	54169	23.72%	15.28%	3.63%
Legal Services	54111	0.38%	0.12%	0.00%
Transportation and Land Use Analysis	54169	14.23%	15.28%	2.18%
Commuter Rail Study	54169	23.72%	15.28%	3.63%
Regional ITS Architecture	54169	18.98%	15.28%	2.90%
Resiliency Analysis	54169	18.98%	15.28%	2.90%
Weighted DBE Goal				15.23%


GOAL CALCULATION PROCESS (HISTORICAL PARTICIPATION)

CMCOG Project	Prime Contractor	Overall FTA Contract Amount	Prime Contractor SCDOT UCP Certified DBE	Subcontractor(s)	Subcontractor Amount Paid	Subcontractor SCDOT UCP Certified DBE?	Percentage of SCDOT UCP Certified DBE Participation	Amount of SCDOT UCP Certified DBE Participation
Long Range Transportation Plan, Congestion Management Plan, & Travel Demand Model	WSP	\$524,752	No	Toole Design Group, LLC	\$ 54,103.66	No		
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Short Range Transit Plan, Origin to Destination Study, & Comprehensive Operational Analysis	Jarrett Walker + Associates	\$384,399	No	AECOM, Inc.	\$ 120,129.00	No		
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Human Services Transportation Coordination Plan	RLS & Associates	\$125,501	Yes	Foresight Communications	\$ 26,556.18	Yes	100%	\$ 26,556.18
							100%	\$ 125,501.00
Totals		\$1,034,651			\$ 350,788.71			\$ 249,953.05
CMCOG 2020 - 2022 Goal:				5%				
Actual Overall DBE Participation (Actual Participation Amount divided by Total Contracts Amount) (%)				24.16%				
Actual Overall DBE Participation (Actual Overall DBE Participation %age multiplied by Total Contracts Amount (\$)):				\$249,953.05				

GOAL CALCULATION PROCESS (STEP 6)




Base DBE Goal	Historical Participation	Adjusted Overall DBE Goal
1.38%	14.55%	8%




45-Day public comment period


June 8, 2022 to July 27, 2022
Advertisements: *Website*



Website advertisement:
www.centralmidlands.org




DBE Program Informational Flyers




DBE direct consultation activity
(this powerpoint presentation)

PUBLIC
COMMENT
PERIOD

PUBLIC COMMENT PERIOD



Presentations on the DBE Goal Setting Process will be held on June 9th and June 23rd @ 12 p.m. at the Transportation Subcommittee and CMCOG Board of Directors respectively. These meetings will be held at the offices of the Central Midland Council of Governments and Midlands Technical College Airport Campus. A joint meeting with the COMET will also be held on June 16th at the offices of the Central Midlands Regional Transit Authority.



Please contact Reginald Simmons, Deputy Executive Director /Director of Transportation at rsimmons@centralmidlands.org to schedule a meeting to discuss the DBE goal in more detail.



DBE PROGRAM ASSESSMENT SURVEY

- DBE PROGRAM ASSESSMENT SURVEY
 - FOLLOWING LINK:
[HTTPS://WWW.SURVEYMONKEY.COM/R/5BB9LRT](https://www.surveymonkey.com/r/5BB9LRT)

QUESTIONS

FOR MORE INFORMATION, PLEASE CONTACT:
REGINALD SIMMONS, DEPUTY EXECUTIVE DIRECTOR/
DIRECTOR OF TRANSPORTATION
CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS
236 STONERIDGE DRIVE, COLUMBIA, SC 29210
PHONE: (803) 376-5390
EMAIL: RSIMMONS@CENTRALMIDLANDS.ORG.



Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: June 16, 2022

SUBJECT: 2045 Rural LRTP Amendment – Drayton Street Bridge Replacement Project

REQUESTED ACTION

The Central Midlands Council of Governments staff requests first reading approval to amend the 2045 Rural LRTP to add the Drayton Street Bridge Replacement Project

BACKGROUND

The proposed Drayton Street Bridge Replacement Project addresses an aging, city-owned bridge located on a main corridor to the city's West End Neighborhood community. The proposed replacement is a 25-foot span concrete bridge with a decorative guardrail and sidewalks. The estimated replacement cost is \$2,300,000.

The Drayton Street Bridge is located in Newberry, SC, a municipality with 10,691 residents as of the 2020 census. The approximate street address is 1412 Drayton Street. Drayton Street is a main thoroughfare for the West End Neighborhood, with the bridge seeing an average daily traffic count of 2,100 vehicles. It should also be noted that a major disruption or permanent weight reduction for the bridge could increase fire response times to the West End Community and increase school bus commute times.

The proposed project is in census tract 9505.02, which is an Area of Persistent Poverty and a Historically Disadvantaged Community. The site also falls within one of the four federally designated community development zones, as it is recognized as an Opportunity Zone.

ATTACHMENT

SCDOT Bridge Report
Preliminary Cost Opinion

SCDOT BRIDGE INSPECTION FORM

(008) BRIDGE ID: 3690009100100	(005) ROUTE: NEWBERRY L-91
(420) ASSET NO: 449	(006) CROSSING: SCOTTS CREEK
(419) RAMP NO:	(009) LOCATION: DRAYTON/NEWBERRY
(028) FUNCTIONAL CLASS: 15	(018) LAT: 34d 16m 23.73s (017) LON: 81d 37m 36.94s

GENERAL BRIDGE DATA

	EXISTING	REVISED		EXISTING	REVISED
(027) Year Built	1930		(042) Type Serv; On(A) Und(B)	5 5	
(106) Year Recon	0		(028) Lanes; On(A) Und(B)	2 0	
(031) Design Load	0	2	(107) Deck Struct	1	
(36A) Railings	0		(108) Wear Surf/Membrane/Prot	6 8 8	
(36B) Transitions	0			MAT-SUP-SUB	MAT-SUP-SUB
(36C) Appr Guard	0		(043) Main Original (A)	3 2 1	
(36D) Appr Guard End	0		Main Reconst (B)		
(037) History	5		(044) Appr Original (A)	0 00 0	
(319) Last Paint Date			Appr Reconst (B)		

GEOMETRIC DATA

	EXISTING	REVISED		EXISTING	REVISED
				FT	IN
(032) Appr Rdway	24		(053) Vert Clr Above Deck	99	99
(033) Bridge Median	0		(54A) Vert Clear Ref	N	
(034) Skew	10		(54B) Vert Clear Right	0 0	0 0
(035) Flared	0		(54C) Vert Clear Left	0 0	0 0
(045) # Main Spans	1		(10A) Great Min Clr Over/Und	99	99
(046) # Appr Spans	0		(10B) Great Min Right	99	99
(048) Max Span Lgth	25		(10C) Great Min Left	99	99
(308) Appr Span Lgth	0				
(049) Struct Length	25		(55A) Lat Clear Ref	N	
(47A) Horz Clear Right	24		(55B) Lat Clear Right	0	
(47B) Horz Clear Left	0		(056) Lat Clear Left	0	
(47UA) Horz Clear Right	0	0			
(47UB) Horz Clear Left	0	0	(038) Navigation Cont	0	
(50B) Sidewalk Right	5		(039) Nav Vert Clear	0	
(50A) Sidewalk Left	5		(040) Nav Horz Clear	0	
(051) Curb to Curb	24		(111) Nav Pier Port		
(052) Deck Out-Out	54				

RATINGS DATA

	EXISTING	REVISED		EXISTING	REVISED
(58) Deck	5		(041) Traffic Status	P	B
(59) Super Str	5		(063) Rating Method	0	8
(60) Sub Str	5		(064) Operating Method	20.70	0.11
(061) Channel	8		(065) Rating Method	0	8
(062) Culv Ret	N		(066) Inventory Rating	15.30	0.08
(071) Water Adeq	6		(411) Date Rated	06/2012	11/2020
(072) Appr Rdway	8		(418) Conditions During Rating	5 5 5	
(113) Scour Critical	5			Freq Mth/Year	Freq Mth/Year
(067) Structure	4		(091, 090) Routine Insp	24 06/2020	24 06/2020
(068) Deck Geom	3		(92A, 93A) Fracture Critical	N	
(069) Underclear	N		(92B, 93B) Underwater Insp	N	
(070) Bridge Post	2		(92C, 93C) Special Insp	N	

Inspection Leader: MICHAEL W. CRAIG, WSP	Reviewed By:
Date:	Date:

Bridge Element Group Textual Data

Bridge ID: 36-9-00091-0-01-00

02 Feb 2021

Abutments and/or Headwalls:

RC ABUTMENTS; LARGE HONEYCOMB AREAS; FULL HEIGHT NARROW VERT CRACK @ BT 1; NARROW DIAGONAL CRACK @ BT 2 UNDER DRAIN PIPE

Bents and/or Piers:

Bearings:

Girders/Floor Beams/Stringers and/or Beams:

19 STEEL BEAMS @ @ 37" OC; HEAVY RUST ON BEAMS @ ABUTMENTS; LIGHT/MODERATE RUST THRU-OUT; BEAMS ARE ENCASED IN CORRUGATED METAL AND CONCRETE.

Truss Members:

Expansion Joints:

Decks and/or Slabs:

CAST IN PLACE RC DECK W/1" ASPHALT OVERLAY; SOFFIT: LIGHT/MODERATE EFFLORESCENCE @ BEAMS 2-4, 15-17

Curbs:

RC SIDEWALK

Bridge Railing/Parapets and/or Median Barriers:

STEEL BRIDGE RAILS AND POSTS ON LEFT SIDE, PIPE RAILS AND POSTS ON RIGHT SIDE

Paint Systems:

4 POOR-ON STEEL

Waterway and Scour:

INUNDATED @ TIMES

Fender System:

Roadway Alignment:

Traffic Signs:

4 END MARKERS AND POSTED SIGNS(10 T/A 23 T/G) IN PLACE

Encroachments:

(2) 10" METAL PIPES RUNNING THRU ABUTMENTS; (2) 4"PVC PIPES ATTACHED TO RAILS AND POSTS
DOWNSTREAM SIDE

Miscellaneous Notes:

DRAYTON ST

Bridge Element Level Data

02 Feb 2021

<u>Element No</u>	<u>Element Name/Description</u>	<u>Units</u>	<u>Env</u>	<u>Defect</u>	Quantity in Each Condition State				<u>Total Qty</u>
					1	2	3	4	
107	Steel Open Girder/Beam	feet	3	Yes					
107	Corrosion	feet	3	1000	0	475	0	0	475
107	Steel Open Girder/Beam	feet	3	Yes	0	475	0	0	475
12	Reinforced Concrete Deck	sq feet	2	Yes					
12	Efflorescence/Rust Staining	sq feet	2	1120	0	50	0	0	50
12	Reinforced Concrete Deck	sq feet	2	Yes	1300	50	0	0	1350
215	Reinforced Concrete Abutment	feet	2	Yes					
215	Cracking (RC and Other)	feet	2	1130	0	8	0	0	8
215	Abrasion/Wear (PSC/RC)	feet	2	1190	0	17	0	0	17
215	Reinforced Concrete Abutment	feet	2	Yes	85	25	0	0	110
330	Metal Bridge Railing	feet	3	No	50	0	0	0	50
510	Wearing Surfaces	sq feet	1	No	750	0	0	0	750

[illegible]

Preliminary Cost Opinion
Drayton Street Bridge Replacement
Newberry County, South Carolina

Drayton Street Bridge Replacement (25-foot Span) Guardrail, Sidewalks					Unit Price	Total
No.	Quantity	Unit	Item Description			
1	1	LS	Mobilization/Bonds		\$ 70,000	\$ 70,000
2	1	LS	Traffic Control		\$ 15,000	\$ 15,000
3	1	AC	Site Stripping		\$ 3,500	\$ 3,500
4	1	LS	Demolition of Existing Structure		\$ 250,000	\$ 250,000
5	300	LF	Double Row Silt Fence		\$ 4	\$ 1,200
6	2	EA	Construction Entrance		\$ 10,000	\$ 20,000
7	1	LS	Earthwork (Excavation / Backfill / Compaction)		\$ 25,000	\$ 25,000
8	1	LS	Bypass Pumping of Scots Creek during Construction		\$ 50,000	\$ 50,000
9	60	LF	25-FT Span x 60-Foot Length Cortez Bridge Deck Assembly and Concrete		\$ 10,000	\$ 600,000
10	1	LS	End Bent Walls with Steel Sheet Piles and Foundation for Bridge		\$ 500,000	\$ 500,000
11	75	SY	2-Inch Asphalt Surface Course (Type C)		\$ 50	\$ 3,750
12	200	SY	Light Duty Concrete Paving and Sidewalks		\$ 65	\$ 13,000
13	4	EA	Concrete Flumes at Each End Bent		\$ 10,000	\$ 40,000
14	100	LF	Decorative Guardrail along Sidewalks		\$ 250	\$ 25,000
15	200	CY	Rip Rap (Outlet Protection)		\$ 50	\$ 10,000
16	250	SY	Biodegradable Erosion Control Matting		\$ 4	\$ 1,000
17	1	LS	Striping & Signage		\$ 2,000	\$ 2,000
18	1	AC	Grassing		\$ 3,500	\$ 3,500
Subtotal:					\$	1,633,000
Contingency:					\$	335,500
Topographic Survey:					\$	5,000
Design Level Geotechnical Subsurface Exploration:					\$	10,000
Wetlands Determination and USACE Verification					\$	5,000
Bridge Design:					\$	50,000
Engineering Design and Permitting Services:					\$	125,000
Bidding and Award:					\$	6,500
Construction Administration and Observation:					\$	70,000
Construction Materials Testing:					\$	50,000
Record Drawings/Project Close-Out/Notice of Termination (NOT)					\$	10,000
Site Improvements Total:					\$	2,300,000

Notes:

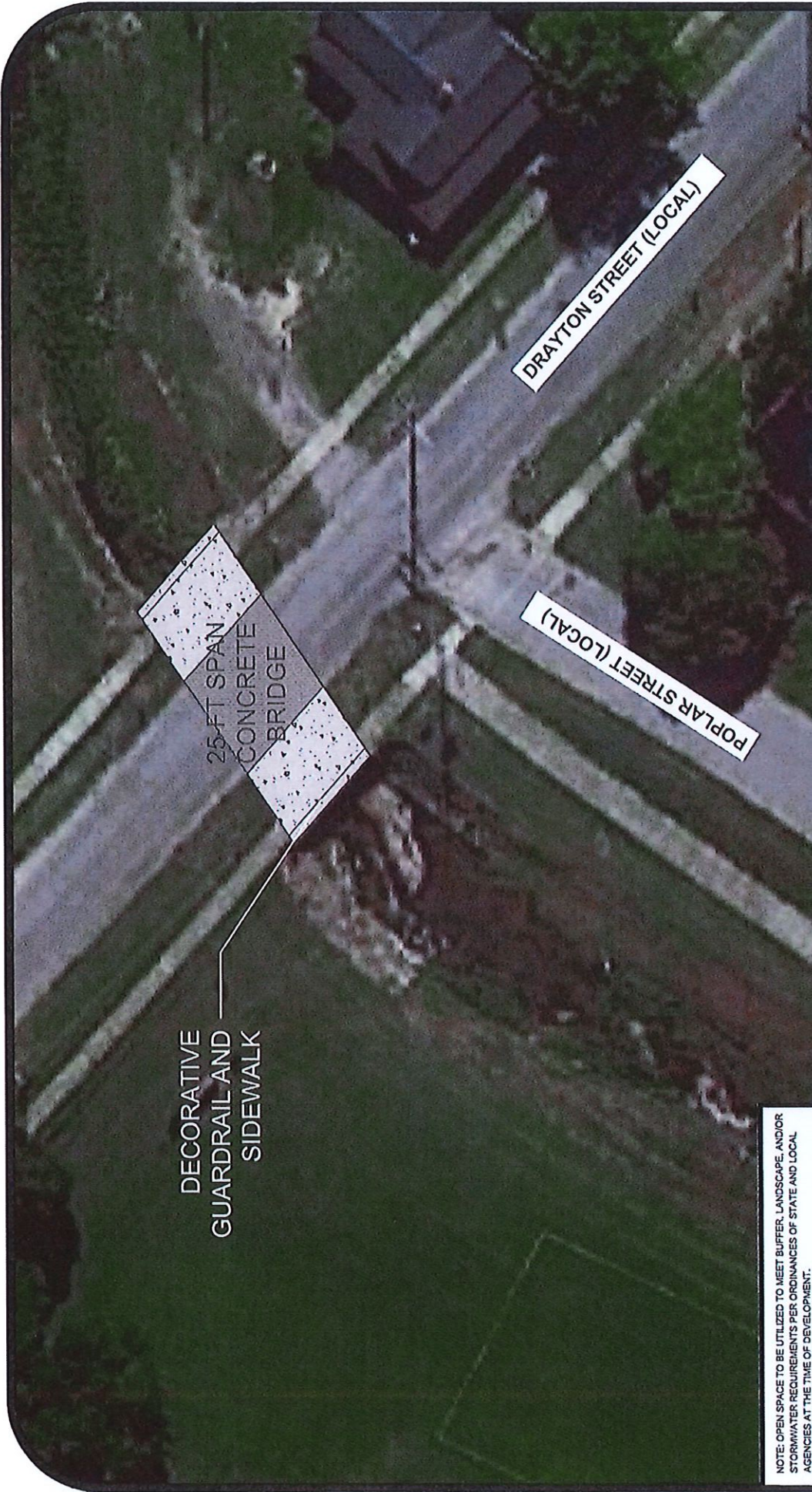
- Alliance Consulting Engineers, Inc. does not guarantee the accuracy of probable costs. Such probable costs represent only Alliance Consulting Engineers, Inc.'s judgment as a professional opinion and are supplied for general guidance for the Downtown Amphitheater based on the *Aerial Exhibit for Drayton Street Bridge* in City of Newberry, Newberry County, South Carolina dated March 9, 2022.
- Unit Prices and quantities are subject to variation upon final design.
- Preliminary Cost Opinion assumes on-site soils are suitable to meet compaction criteria.
- Cost of Materials are based on rate of \$124/barrel on crude oil and recent bid climate in the area.
- Preliminary Cost Opinion does not include any permitting, review or impact fees associated with SCDOT, SCDHEC, City of Newberry, or Newberry County.
- Preliminary Cost Opinion does not include the acquisition of additional Right of Way.
- Preliminary Cost Opinion does not include any allowances for Drainage Easements
- Preliminary Cost Opinion assumes typical project scope for similar development in the Newberry County area.
- Preliminary Cost Opinion assumes Pavement sections to be verified based on Geotechnical Subsurface Exploration.
- Construction Materials Testing Services have been provided for budgetary purposes and should be verified upon completion of construction plans.

PRELIMINARY

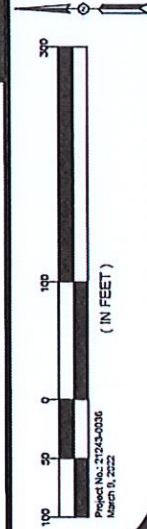
March 9, 2022
Project No.: 21243-0036



Prepared by: Alliance Consulting Engineers, Inc.



NOTE: OPEN SPACE TO BE UTILIZED TO MEET BUFFER, LANDSCAPE, AND/OR STORMWATER REQUIREMENTS PER ORDINANCES OF STATE AND LOCAL AGENCIES AT THE TIME OF DEVELOPMENT.



Aerial Exhibit

Drayton Street Bridge Replacement

Newberry County, South Carolina

