



CMCOG Meeting Notice

**Midlands Technical College – Harbison Campus
7300 College Street, Irmo, SC 29063
Continuing Education Center, Room 113
or Zoom Meeting**

<https://us02web.zoom.us/j/87055995013?pwd=Q1ZucHZKZ2FRcnNwaHlHODBBZHZzQT09>

Meeting ID: 870 5599 5013 ♦ Passcode: 354944 ♦ Dial-In Number (929) 205-6099

12:00 P.M.

DATE: September 15, 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, September 22, 2022 at Midlands Technical College Harbison Campus, Continuing Education Center, Room 113. See attached map of the campus for additional information.**

You may also join by Zoom. Please join the meeting 10 minutes prior to the 12:00 p.m.

The meeting will start promptly at 12:00 P.M., 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, September 22, 2022 ♦ 12:00 p.m.

Midlands Technical College – Harbison Campus (in person)

7300 College Street, Irmo, SC 29063

Continuing Education Center, Room 113 and Zoom Meeting (Virtual)

<https://us02web.zoom.us/j/87055995013?pwd=Q1ZucHZKZ2FRcnNwaHlHODBBZHZzQT09>

Meeting ID: 870 5599 5013 ♦ Passcode: 354944 ♦ Dial-In Number (929) 205-6099

OVERALL AGENDA

ACTION

A. Call to Order and Introductions

Foster Senn, Chair

1. Determination of a Quorum
2. Approve Order and Contents of the Overall Agenda
3. Invocation
4. Introduction of Guests
5. Introduction of New Staff:
 - Cindy Muldrow, Grant Coordinator
6. Chairman's Introduction
 - Good News from CMCOG – Around the Region and Regional Spotlight

**Foster Senn
Benjamin Mauldin**

B. Consent Agenda

1. Approval of the August 25, 2022 Board Meeting Minutes (*Enclosure 1*)
2. Rural Planning Work Program Amendment – Planning Funds (*Enclosure 2*)

C. Regular Agenda

1. Quarterly Financial Status Report (thru June 30, 2022) (*Enclosure 3*) Will be emailed
2. 2020 – 2027 Rural TIP Amendment – Longtown Road Resurfacing Project (*Enclosure 4*)
3. 2045 LRTP Amendment – Rural Intersection Improvement Projects (*Enclosure 5*)
4. RPWP & *UPWP Amendments – Interstate System Access Change Request (*Enclosure 6*)
5. *2020 – 2027 MPO TIP Amendment – Lower Saluda Greenway (*Enclosure 7*)

**Melissa Labbe
Reginald Simmons
Reginald Simmons
Reginald Simmons
Reginald Simmons**

INFORMATION

D. Announcements / Committee or Staff Reports / Correspondences

1. SCDOT Project Updates
2. Growing Local SC
3. Comprehensive Economic Development Strategy Introduction and Timeline
4. Executive Director's Report

**Darren Ledbetter
Guillermo Espinosa
Gregory Sprouse
Benjamin Mauldin**

E. Old/New Business

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board Meeting will be held on Thursday, October 27, 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, August 25, 2022 ♦ 11:15 a.m. ♦ Midlands Technical College – Harbison Campus – 7300
College Street, Irmo, SC 29063 Continuing Education Center (CE), Room 113 or via Zoom**

BOARD MEMBERS PRESENT:

Vina Abrams, Newberry County
Moses Bell, Fairfield County Council
Todd Beasley, Richland County
***Will Brennan, Vice-Chair, Columbia City
Council***
Julian Burns, Kershaw County
Rebecca Connelly, Lexington County
Kyle Crager, Fairfield County
Todd Cullum, Lexington County Council
Smokey Davis, Lexington County
William “Rusty” DePass, City of Columbia
Bill Dukes, SCDOT Commissioner
Howard Duvall, City of Columbia
T. Wayne Gilbert, Richland County
Shaun Greenwood, City of Forest Acres
Sloan Griffin, III, Town of Blythewood
Bob Hall, Batesburg-Leesville
Robert Liming, City of Columbia
Paul Livingston, Richland County Council
Steve MacDougall, Town of Lexington
Walt McLeod, Newberry County
Rep. Annie McDaniel, Fairfield Co. Delegation
John McMeekin, Mayor, Town of Winnsboro
Joe Mergo, Lexington County
Stephanie O’Cain, Richland County
Dr. Ron Rhames, President, MTC
Foster Senn, Chair, Mayor, City of Newberry
Nick Shealy, Newberry County
William Simon, Richland County
Charli Wessinger, Lexington County Council

GUESTS PRESENT:

Bill Jordan, AECOM
Lynn Stockman, NCCOA
Brent Rewis, SCDOT
Morgan Harrell, Dominion Energy
B.J. Unthank, City of West Columbia
Joe White, District 40 State Representative Elect
Jay Kilmartin, District 85
Nicholle Burroughs, Town of Chapin
Al Koon, Mayor, Town of Chapin
Ann Maletic, Public Citizen
Christopher Inglis, City of Newberry
Jana Jayroe, Mayor, Little Mountain
Roland Bart, CMCOG Volunteer

STAFF MEMBERS PRESENT:

Fretoria Addison, LTC Ombudsman Volunteer
Coordinator/Information Support Specialist
Tammy Cunningham, Senior Accountant
Guillermo Espinosa, Environmental Planner
Anna Harmon, Director, LTCOP
Candice Holloway, Director, AAA/ADRC
Jason Kent, GIS Manager
Missi Labbe, Finance Director
Ben Mauldin, Executive Director
Hope McFadden, Accounting Specialist
Reginald Simmons, Deputy Executive Director/
Transportation Director
Ed “Rocky” Simmons, CDBG Planner
Markus Smith, LTC Ombudsman
Gregory Sprouse, Director, Planning, Research
Chris White, Director, Workforce Development

A1. CALL TO ORDER

Chairman Foster Senn called the meeting to order at 12:06 p.m. on August 25, 2022.

A2. Approve Order and Contents of the Overall Agenda

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

MOTION, *approved*

Walt McLeod moved for approval, seconded by Moses Bell to approve the Order and Contents of the Overall Agenda. The motion was approved unanimously.

A3. Invocation

The invocation was given by Vina Abrams.

A4. Introduction of New Staff:

CMCOG welcomes new staff members Tammy Cunningham, Senior Staff Accountant, Ed Simmons, CDBG Planner and Markus Smith, Associate Ombudsman.

A5. Chairman's Introduction

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

Chairman Foster Senn mentioned good news from around the region to include:

- SC Workforce - 60 new employers
- LTC Ombudsman will host a virtual test for Facility Administrators and Staff which will include 10 questions related to Abuse, Neglect and Exploitation.
- Planning – City of Cayce Planning Award
- NCCOA received a \$20,000 grant
- Calling all pet lovers- Looking for those available to deliver pet good to seniors in need.
- Also mentioned Skyy Bistro in The Vista, Poogan's, Owen Steel, City Roots, MTC Construction, Newberry College, USC has more than 6500 in their freshman class and Benedict College has implemented a new Environmental Engineering Program.
- B.J. Unthank spoke about various projects and happenings in West Columbia as well as the first dog park in the area.
- Bill Dukes, SCDOT Commissioner made comments regarding different transportation improvement projects that will be underway in 2024
- September 25, 2022 the Town of Jenkinsville will open its New Town Hall building.

B. CONSENT AGENDA

B1. Approval of the June 23, 2022 Executive Committee Meeting Minutes.

B2. 2020-2027 TIP Amendment – White Pond Road/Whiting Way Intersection

B3. 2020-2027 TIP Amendment – Section 5310 Projects

B4. 2045 LRTP Amendment – Town of Lexington Projects

- B5.** 2020-2027 TIP Amendment – CMRTA Low/No Grant
- B6.** 2020-2027 TIP Amendment – CMRTA Section 5339 Funds
- B7.** 2045 Rural LRTP Amendment – Drayton Street Bridge Replacement

MOTION, approved

Nick Shealy moved for approval, seconded by Smokey Davis to approve the Consent Agenda. The motion was approved unanimously.

C. REGULAR AGENDA

C1. Three Rivers Watershed-Based Plan

Guillermo Espinosa requested approval to adopt the Three Rivers Watershed-Based Plan. The consultant team comprised of McCormick Taylor Inc. (MT), KCI, and Three Oaks Engineering, was selected by the Central Midlands Council of Governments (CMCOG) to develop a watershed-based plan (WBP) identifying and quantifying sources of bacteria pollution and providing project recommendations within the contributing 11 subwatersheds draining to the confluence of the Lower Saluda, Broad, and Congaree Rivers. The Three Rivers Watershed Area consists of portions of several HUC-12 watersheds, specifically: Lower Twelvemile Creek, Outlet Saluda River, Upper Congaree River, Middle Congaree River, and Lower Congaree Creek.

The WBP is developed to address key issues impacting natural resources and water quality within the watershed that are not currently under Total Maximum Daily Load (TMDL) requirements. The watershed faces many of the problems typically associated with increased urbanization and its associated stormwater impacts, including stream erosion, water quality degradation, and loss of natural resources. In addition to meeting the nine element requirements of the EPA's WBP development guidance, the plan incorporates components that address climate change consideration and the protection of the public drinking water sources in the watershed (including intakes from the City of Columbia and City of West Columbia).

A brief discussion took place.

MOTION, approved

Smokey Davis moved for approval, seconded by John McMeekin to adopt the Three Rivers Watershed-Based Plan. The motion was approved unanimously.

C2. *2020 – 2027 TIP Amendment – South Carolina PRT Grants

Reginald Simmons requested approval to amend the 2020 – 2027 TIP to add two South Carolina Department of Parks, Recreation & Tourism (SCPRT) Recreational Trails Program Projects. The South Carolina Department of Parks, Recreation & Tourism (SCPRT) announced that 11 projects from across the state were selected to receive grant funding through the federal Recreational Trails Program (RTP). RTP is a federal-aid assistance program designed to help states provide and maintain recreational trails for both motorized and non-motorized recreational trail use. SCPRT administers the RTP under the approval of the Federal Highway Administration. The projects that were identified in the COATS MPO include:

- Saluda River Pedestrian Bridge Project, City of West Columbia
Project total: \$7,490,000 | Grant total: \$100,000

- The Saluda River & Riverwalk Access Improvements, City of Columbia
Project total: \$125,000 | Grant total: \$100,000

A brief discussion took place.

MOTION, approved

Nick Shealy moved for approval, seconded by Walton McLeod to amend the 2020 – 2027 TIP to add the South Carolina PRT Grants. The motion was approved unanimously.

C3. *2020 – 2027 TIP Amendment – Blythewood Road/US 21/Langford Road

Reginald Simmons requested approval to amend the 2020 – 2027 Transportation Improvement Program (TIP) to add \$300K to conduct a feasibility analysis for the Blythewood Road to US 21 to Langford Road Improvement Project. In 2019, CMCOG partnered with the Town of Blythewood to conduct the Blythewood Traffic Improvement Area Plan. As part of this plan a proposed improvement was recommended to extend Blythewood Road across US 21 and the railroad tracks to connect with Langford Road. The estimated cost of this improvement was approximately \$26 million. The town has recently requested more information about this project to consider it for funding in the future.

Based on this area plan, a feasibility analysis was requested for the Blythewood Road to US 21 to Langford Road proposed project. This analysis will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis.

This project will be shown as a planning phase only in the 2020 – 2027 TIP. Once the study is completed there will be a review and further discussions based on the finding in the feasibility report. It was then clearly stated that including a planning phase in the TIP does not provide any obligation to fully build or develop this project.

A brief discussion took place. Sloan Griffin III, who represents the Town of Blythewood also made comments supporting this amendment.

MOTION, approved

Robert Liming moved for approval, seconded by Sloan Griffin to amend the 2020 – 2027 TIP to add \$300,000 to conduct a feasibility analysis for the Blythewood Road/US 21/Langford Road Improvement Project. The motion was approved unanimously.

C4. 2020-2027 TIP Amendment – SC 6, US 76, and US 176 Corridors

Reginald Simmons requested approval to amend the 2020 – 2027 Transportation Improvement Program (TIP) to add \$500K to conduct a feasibility analysis for the SC 6, US 76, and US 176 Corridors. The Central Midlands Council of Governments and Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the CMCOG region and the Columbia urbanized area through the plan horizon year of 2045. It establishes the purpose and need for major projects included in the federal transportation funding

program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Based on this plan, a feasibility study has been requested for the SC 6, US 76 and US 176 corridors. This analysis will be conducted as part of the SCDOT Feasibility Report. SCDOT will devise a project development team that will define the project scope, goals and objectives, purpose and need, potential environmental, cultural, and social impacts, estimated cost, schedule, benefit/cost analysis, and risk analysis.

This project will be shown as a planning phase only in the 2020 – 2027 TIP. Once the study is completed there will be a review and further discussions based on the finding in the feasibility report. It was then clearly stated that including a planning phase in the TIP does not provide any obligation to fully build or develop this project.

A brief discussion took place. Al Koon, Mayor, Town of Chapin also made comments supporting this amendment. Jana Jayroe, Mayor, Town of Little Mountain requested for the study to be extended through SC 202 in the town. Walton McLeod requested for the study to be extended along US 176 to Harbison Boulevard.

The following segments were identified for the feasibility analysis:

- Broad River Rd (US 76/176) – from Dutch Fork Rd (US 76) to Woodrow Street
- Broad River Rd (US 76/176) – from Woodrow Street to I-26 Interchange
- Broad River Road (US 176) – from I-26 Interchange to Harbison Boulevard
- Main Street (US 76) – from Lindler Field Road to Murray Lindler Road
- Chapin Rd (US 76) – from Murray Lindler Road to Sid Bickley Road
- Chapin Rd/Dutch Fork Road – from Sid Bickley Road to Three Dog Road
- Dutch Fork Road – from Three Dog Road to Twin Gates Road
- SC 6 from Bush River Road to US 76

MOTION, approved

Todd Cullum moved for approval, seconded by Charli Wessinger to amend the 2020-2027 TIP to add \$500,000 to conduct a feasibility analysis for the SC 6, US 76, and US 176 Corridors. The motion was approved unanimously.

D. Announcements / Committee or Staff Reports / Correspondences

D1. Growing Local SC

This item was moved to next month (September) Board of Directors meeting.

D2. Executive Directors Report

Ben Mauldin gave the following report:

- CMCOG welcomes new employees – Tammy Cunningham, Rocky Simmons and Markus Smith.
- Public Meeting – Dutch Square Mall

- American Plan Rescue Grants \$10 million dollar projects – applications are due by September 30, 2022.
- Grant Writing USA workshop will be held 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.
- SC Rural Infrastructure Wastewater and Storm Water Applications are due by Sept. 12th. You may contact Gregory Sprouse for more information.
- November 20-22 (Sun – Tues.) will be our Annual SCARC Conference, more information will be forthcoming.

E. OLD / NEW BUSINESS

CMCOG FY 2023 Detailed Budget line item listing has been completed and made available upon the board's request.

F. OTHER BUSINESS

No other business was brought forth.

G. Adjourn

There being no further business, the meeting adjourned at 1:19 a.m.

Benjamin J. Mauldin, Secretary-Treasurer

Foster Senn, Chairman



South Carolina
Department of Transportation

Enclosure 2

June 22, 2022

Mr. Ben Mauldin, Executive Director
Central Midlands Council of Government
236 Stoneridge Dr
Columbia, SC 29210

RE: FY 2022-2023 SPR Planning Funds

Dear Mr. Mauldin,

For the past several years, Central Midlands Council of Government (COG) has received Statewide Planning and Research (SPR) funding for planning activities in the amount of \$106,250. Earlier this year the South Carolina Department of Transportation (SCDOT) approved an increase in the annual amount of the SPR allocation to each COG. This letter is to inform you of SCDOT's funding commitment of \$125,000 for the FY2022-23 planning activities to be carried out by the COG. This funding will become available July 1, 2022.

With the increase in funding to \$125,000, please note that the 20% local match amount will also increase. The funding breakdown will be as follows:

- \$100,000 federal funds (\$85,000 FHWA + \$15,000 FTA)
- \$25,000 Local match

Please review your activities closely and make any changes you feel necessary to reflect your work and budget needs for next year. If you plan to purchase equipment or have any contractual agreements associated with an activity, they must be included in the narrative of the work program and in the budget for approval by SCDOT. Please be sure to include a scope of work description, deliverables and milestones for each activity submitted. In addition, it may be necessary to add Rural Planning Work Program (RPWP) elements to comply with the process, data collection, and education of the Policy Committee and the public as it relates to performance management. If applicable, please include any information regarding updating the LRTP. All funds used for planning purposes need to be identified in the RPWP, regardless of the funding source.

In closing, please provide us an approved copy of the FY2022-FY2023 RPWP. If you have any questions, please do not hesitate to contact me.

Sincerely,

Christina Lewis
Statewide Planning Chief

cc: Christy A. Hall, Secretary of Transportation
Brent Rewis, Deputy Secretary for Intermodal Planning
Doug Frate, Director of Intermodal & Freight Programs
Machael M. Peterson, Director of Planning
Reginald Simmons, CMCOG Transportation Director





Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: September 15, 2022

SUBJECT: Longtown Road Resurfacing Project

REQUESTED ACTION

The Central Midlands Council of Governments staff requests approval to amend the 2020 – 2027 Rural TIP to add \$1 million in additional guideshare funds for the Longtown Road Resurfacing Project.

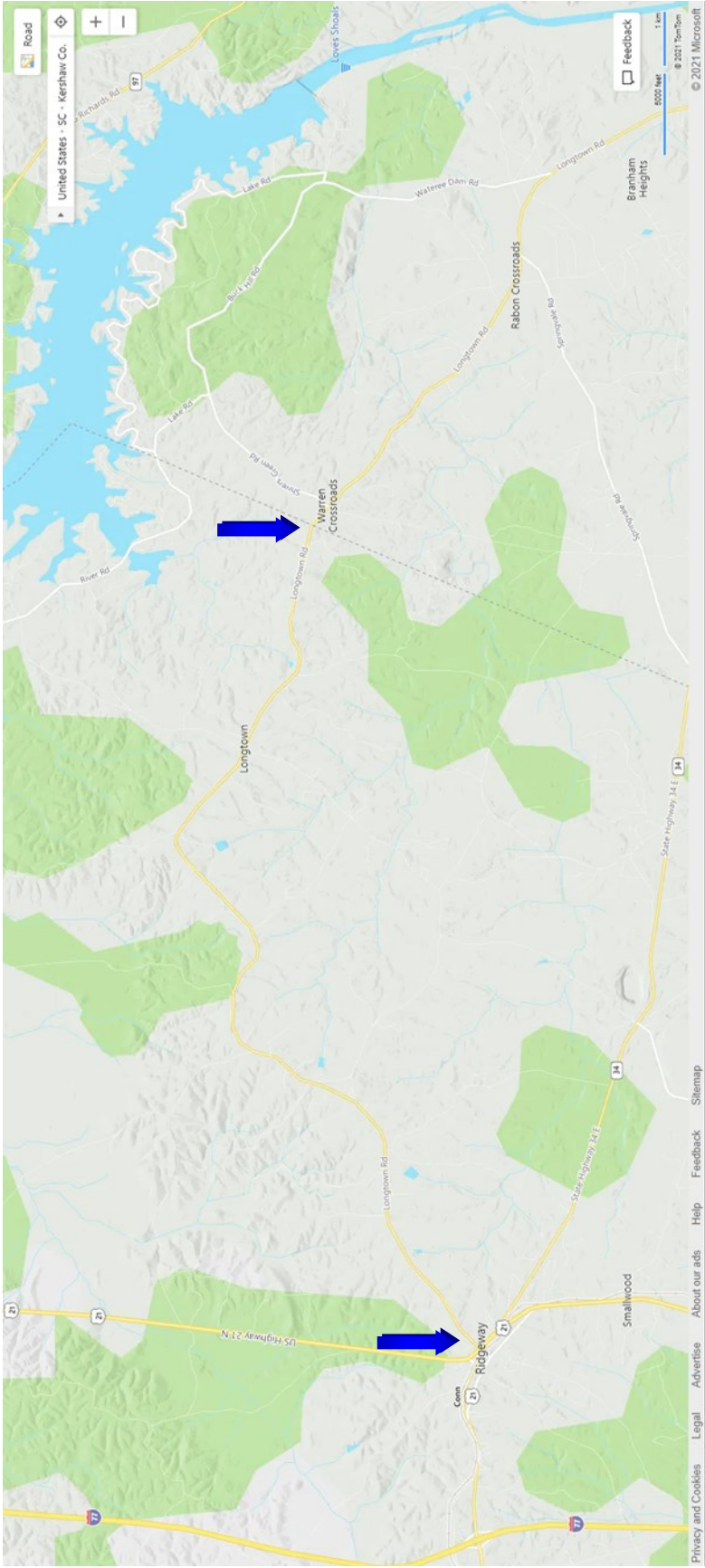
PROGRAM DESCRIPTION

Longtown Road is a federal aid secondary road that is located near the Town of Ridgeway. This corridor is approximately 12 miles long from US 21 to the Kershaw County line. This corridor has been identified by SCDOT as a needed resurfacing project and has been approved for funding at a cost of \$6 million.

SCDOT is currently in the process of procuring this project which is expected to be completed in the spring of 2023. SCDOT originally estimated the cost to be approximately \$500K per mile, thus making the total cost for the full corridor to be an estimated \$6 million. After an independent cost estimate, SCDOT has determined that an additional \$1 million will be needed to complete this project. Staff is requesting to add these additional funds to the 2020 – 2027 TIP.

ATTACHMENT

Longtown Road Resurfacing Project Map



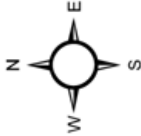
Longtown Road - (US 21 to the Kershaw County Line)

2035 Rural LRTP Amendment

Proposed Resurfacing Project

Estimated Length 12.1 miles

Total Estimated Cost: \$7 million



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



Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: September 15, 2022

SUBJECT: 2045 LRTP Amendment – Rural Intersection Improvements

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2045 Long Range Transportation Plan to add three Rural Intersection Improvement Projects.

BACKGROUND

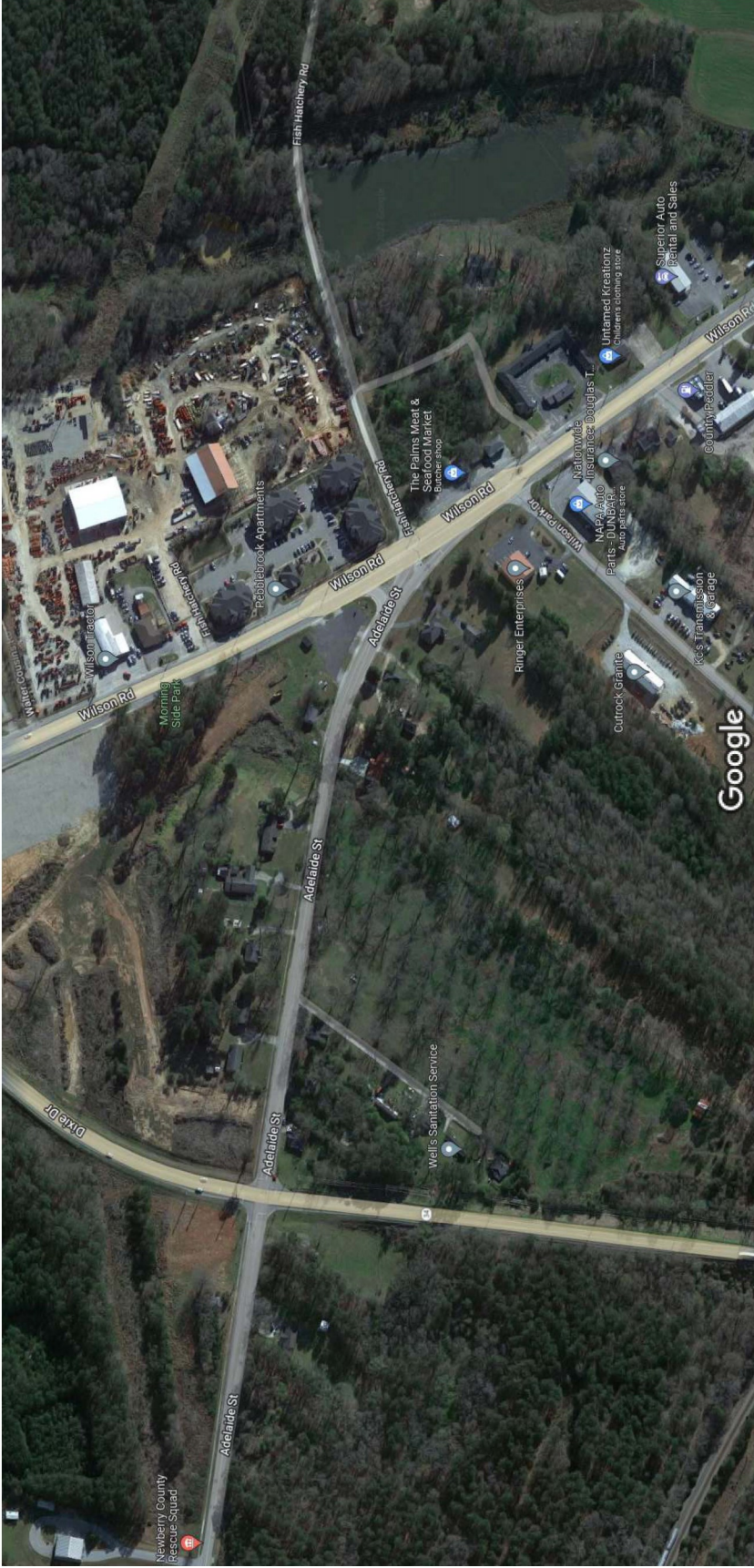
The CMCOG staff will request to amend the 2045 Regional LRTP to add several intersections in Newberry County. These intersections are a safety risk due to their current design. Inclusion into the regional LRTP will allow for further study and analysis.

The following intersections will be requested to be added to the 2045 Rural LRTP.

- Wilson Road @ Adelaide Street
- SC 34 @ SC 121
- SC 34 @ Short Cut Road

ATTACHMENT

Location Maps



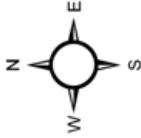
Wilson Road (US 76) @ Adelaide Street

2045 Rural LRTP Amendment

Proposed Redesign

Intersection Improvement

Newberry County



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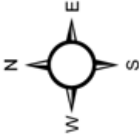
Boundary Street (SC 34) @ Kendall Road (SC 121)

2045 Rural LRTP Amendment

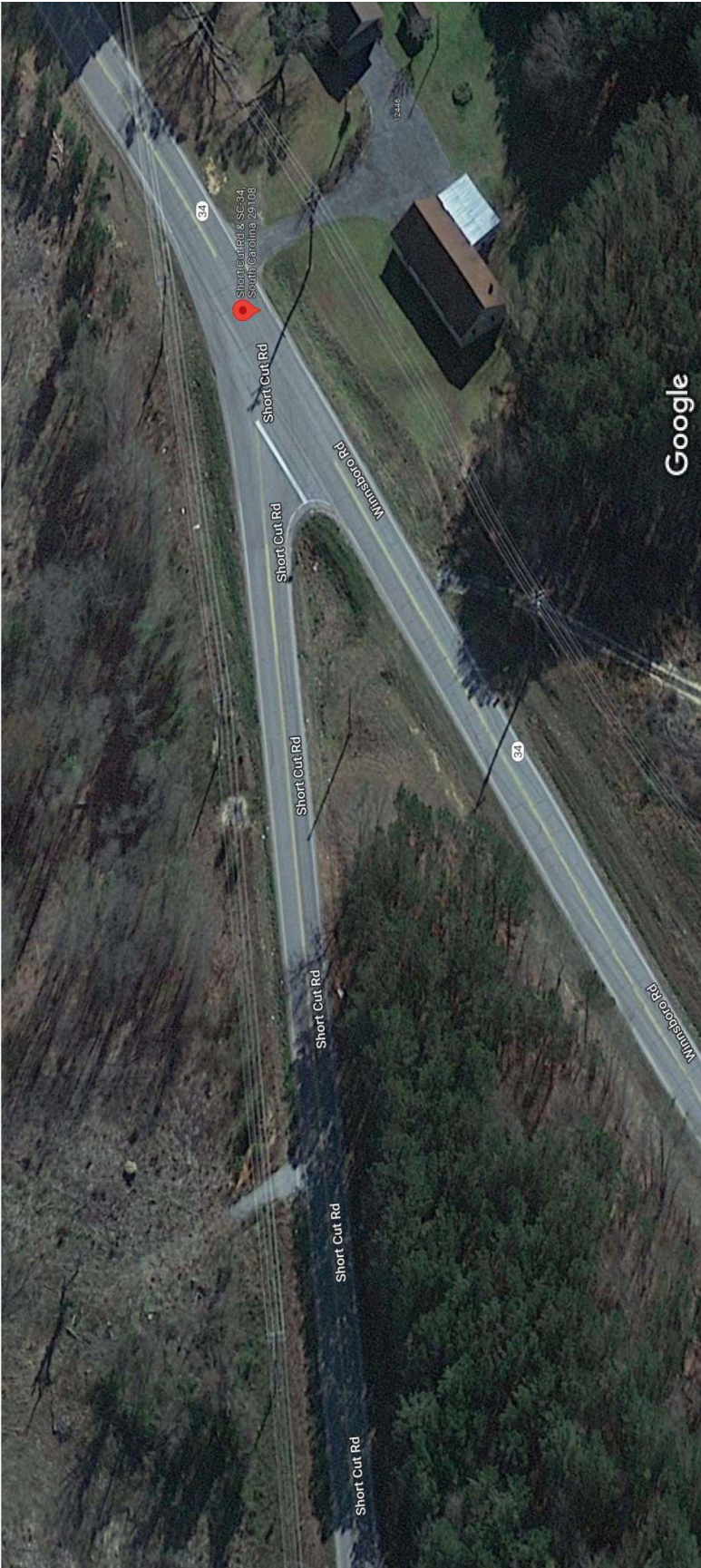
Proposed Redesign

Intersection Improvement

Newberry County



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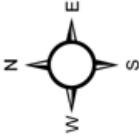
Winnsboro Road (SC 34) @ Short Cut Road

2045 Rural LRTP Amendment

Proposed Redesign

Intersection Improvement

Newberry County



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Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: September 15, 2022

SUBJECT: Interstate System Access Change Request

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2022 & 2023 Unified Planning Work Program to add \$125,000 for the Interstate System Access Change Request.

BACKGROUND

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, the Federal Highway Administration's (FHWA) decision to approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The planning for an Interstate access request should address the following as applicable to the proposal:

- Stakeholder and Public Involvement
- Operational and Safety Analysis
- Access Management
- Travel Demand Forecasts
- Air Quality Conformity
- Environmental Impacts Assessment
- Transportation System Management Assessment
- Transportation Demand Management Assessment
- Financial Plan (when required for project phasing)
- Determination of consistency with local, regional, and/or State land use and transportation plans

The MPO will combine its efforts with the Council of Governments and SCDOT to evaluate potential interstate access requests throughout the CMCOG and COATS MPO planning areas.

PROJECT NO:	3Z				
PROJECT TITLE:	Interstate System Access Change Request (URBAN)				
OBJECTIVE:					
Providing on call technical support for the interstate system access change request.					
METHODOLOGY:					
<p>The purpose of this task to analyze and evaluate potential locations to determine the feasibility for future access to the interstate system.</p> <p>Provision of a change in access, particularly new access, should be considered in the context of statewide and local transportation and land use planning. The Interstate System typically serves as the backbone of the transportation network, and access to this facility can have significant impact on local and regional traffic circulation. The existing transportation planning activities provide a venue for coordination of stakeholders with divergent interests and concerns. Understanding the stakeholder interests and concern is an important aspect of developing an informed decision about the merits of a change in access.</p> <p>Each Interstate System Access Change Request should include an analysis or confirmation of the project's inclusion and consistency with the various transportation planning activities (long-range plan, TIP, air quality conformity plan). The planning for an Interstate access request should address the following as applicable to the proposal:</p> <ul style="list-style-type: none"> • Stakeholder and Public Involvement • Operational and Safety Analysis • Access Management • Travel Demand Forecasts • Air Quality Conformity • Environmental Impacts Assessment • Transportation System Management Assessment • Transportation Demand Management Assessment • Financial Plan (when required for project phasing) • Determination of consistency with local, regional, and/or State land use and transportation plans <p>The MPO will combine its efforts with the Council of Governments and SCDOT to evaluate potential interstate access requests throughout the CMCOG and COATS MPO planning areas.</p>					
END PRODUCT:					
On Call Technical Support Services for the interstate system access change request.					
Project Sponsor/ Participating Agencies:		Funding Sources:			
Sponsor: COATS Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate		FY 2022			
		FY 2023			
		FIIWA/FTA Consolidated		FIIWA/FTA Consolidated	\$100,000.00
		FTA (Section 5307)		FTA (Section 5307)	
		Local		Local	\$25,000.00
		Total		Total	\$125,000.00



Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: September 15, 2022

SUBJECT: Interstate System Access Change Request

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2022 & 2023 Rural Planning Work Program to add \$10,000 for the Interstate System Access Change Request.

BACKGROUND

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, the Federal Highway Administration's (FHWA) decision to approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The planning for an Interstate access request should address the following as applicable to the proposal:

- Stakeholder and Public Involvement
- Operational and Safety Analysis
- Access Management
- Travel Demand Forecasts
- Air Quality Conformity
- Environmental Impacts Assessment
- Transportation System Management Assessment
- Transportation Demand Management Assessment
- Financial Plan (when required for project phasing)
- Determination of consistency with local, regional, and/or State land use and transportation plans

The COG will combine its efforts with the Metropolitan Planning Organization and SCDOT to evaluate potential interstate access requests throughout the CMCOG and COATS MPO planning areas.

PROJECT NO:	3N				
PROJECT TITLE:	Interstate System Access Change Request (Rural)				
OBJECTIVE:					
Providing on call technical support for the interstate system access change request.					
METHODOLOGY:					
<p>The purpose of this task to analyze and evaluate potential locations to determine the feasibility for future access to the interstate system.</p> <p>Provision of a change in access, particularly new access, should be considered in the context of statewide and local transportation and land use planning. The Interstate System typically serves as the backbone of the transportation network, and access to this facility can have significant impact on local and regional traffic circulation. The existing transportation planning activities provide a venue for coordination of stakeholders with divergent interests and concerns. Understanding the stakeholder interests and concern is an important aspect of developing an informed decision about the merits of a change in access.</p> <p>Each Interstate System Access Change Request should include an analysis or confirmation of the project's inclusion and consistency with the various transportation planning activities (long-range plan, TIP, air quality conformity plan). The planning for an Interstate access request should address the following as applicable to the proposal:</p> <ul style="list-style-type: none"> • Stakeholder and Public Involvement • Operational and Safety Analysis • Access Management • Travel Demand Forecasts • Air Quality Conformity • Environmental Impacts Assessment • Transportation System Management Assessment • Transportation Demand Management Assessment • Financial Plan (when required for project phasing) • Determination of consistency with local, regional, and/or State land use and transportation plans <p>The COG will combine its efforts with the Metropolitan Planning Organization and SCDOT to evaluate potential interstate access requests throughout the CMCOG and COATS MPO planning areas.</p>					
END PRODUCT:					
On Call Technical Support Services for the interstate system access change request.					
Project Sponsor/ Participating Agencies:		Funding Sources:			
Sponsor: CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate		FY 2022			
		FY 2023			
		FIIWA/FTA Consolidated		FIIWA/FTA Consolidated	\$8,000.00
		FTA (Section 5307)		FTA (Section 5307)	
		Local		Local	\$2,000.00
		Total		Total	\$10,000.00



Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: September 15, 2022

SUBJECT: 2020 – 2027 TIP Amendment - Lower Saluda Greenway

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 TIP to add \$9.5 million in guideshare funding for the regionally significant Lower Saluda Greenway Phase III.

BACKGROUND

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

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

Please note that Phases I & II have been solicited to begin preliminary engineering. They have been fully funded through other sources of funding. Approval of this request will complete funding for all three phases of the project.

ATTACHMENT

Lower Saluda Greenway Executive Summary

MARCH 2021

OVERVIEW

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

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

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

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

PURPOSE AND NEED

Purpose

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

Need

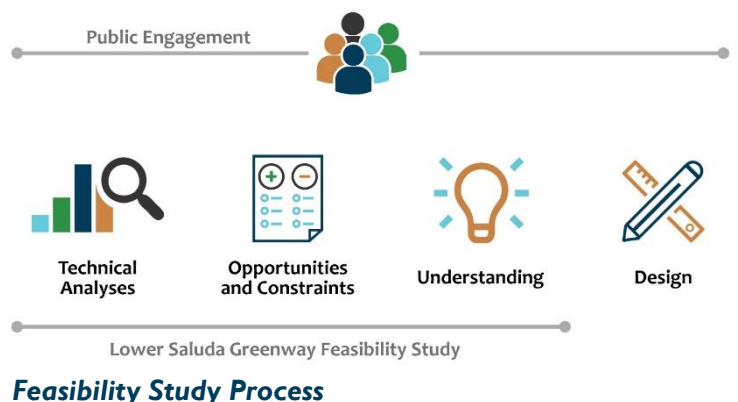
Through high use of existing facilities and advocacy for additional facilities, the community has made it abundantly clear that connected, safe, and comfortable non-motorized transportation and recreational facilities are of paramount importance. The current active transportation network lacks connectivity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

PUBLIC ENGAGEMENT

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

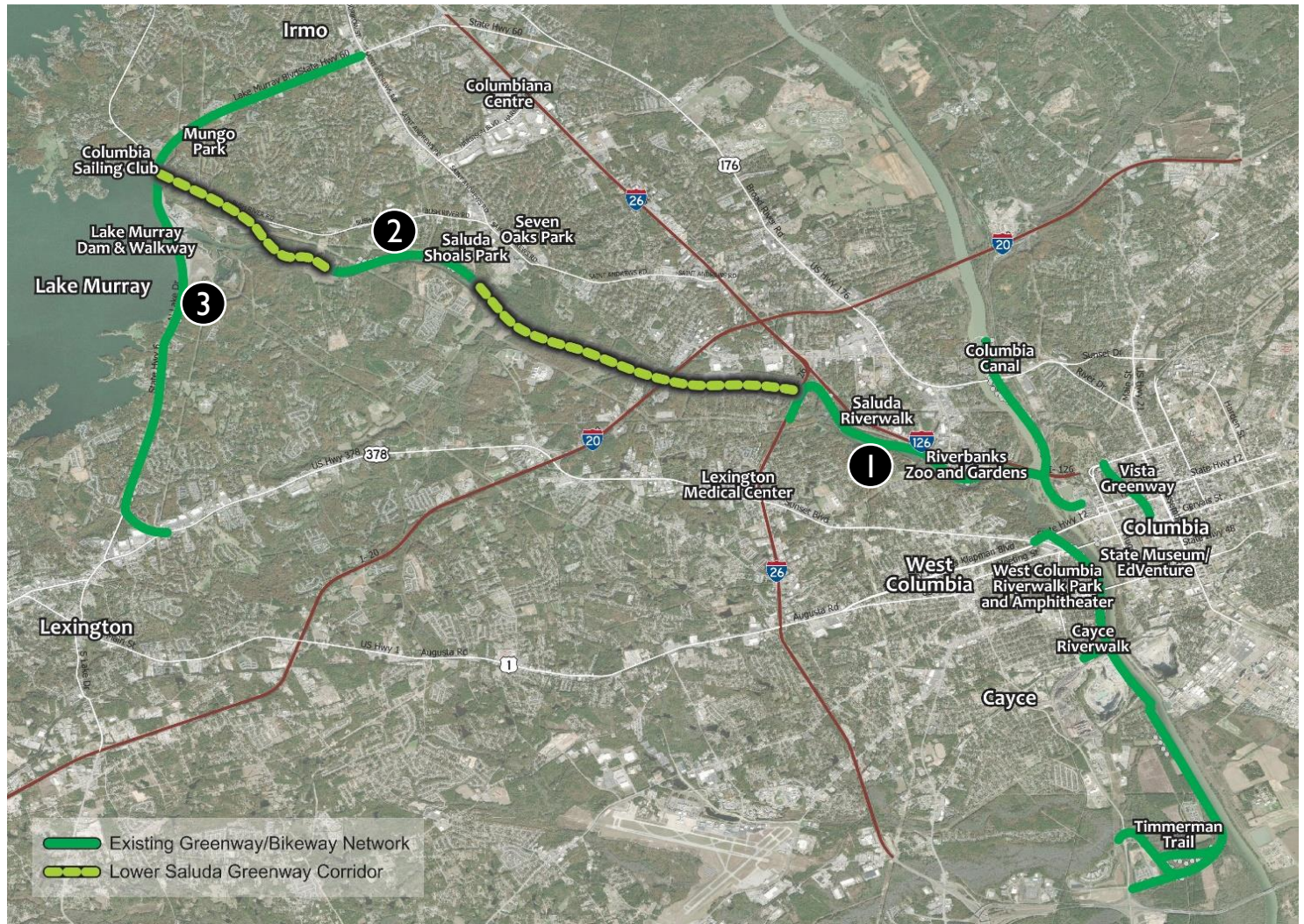
Informational Video Views	686
Survey Respondents	1,065
Interactive Map Visitors	266
Pop-up Participants	122
Stakeholder Participants	84
Summary Video Views	741
Final Comment Forms	101
TOTAL INTERACTIONS	3,065

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



GREENWAY CORRIDOR

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



ANALYSIS AND EVALUATION

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

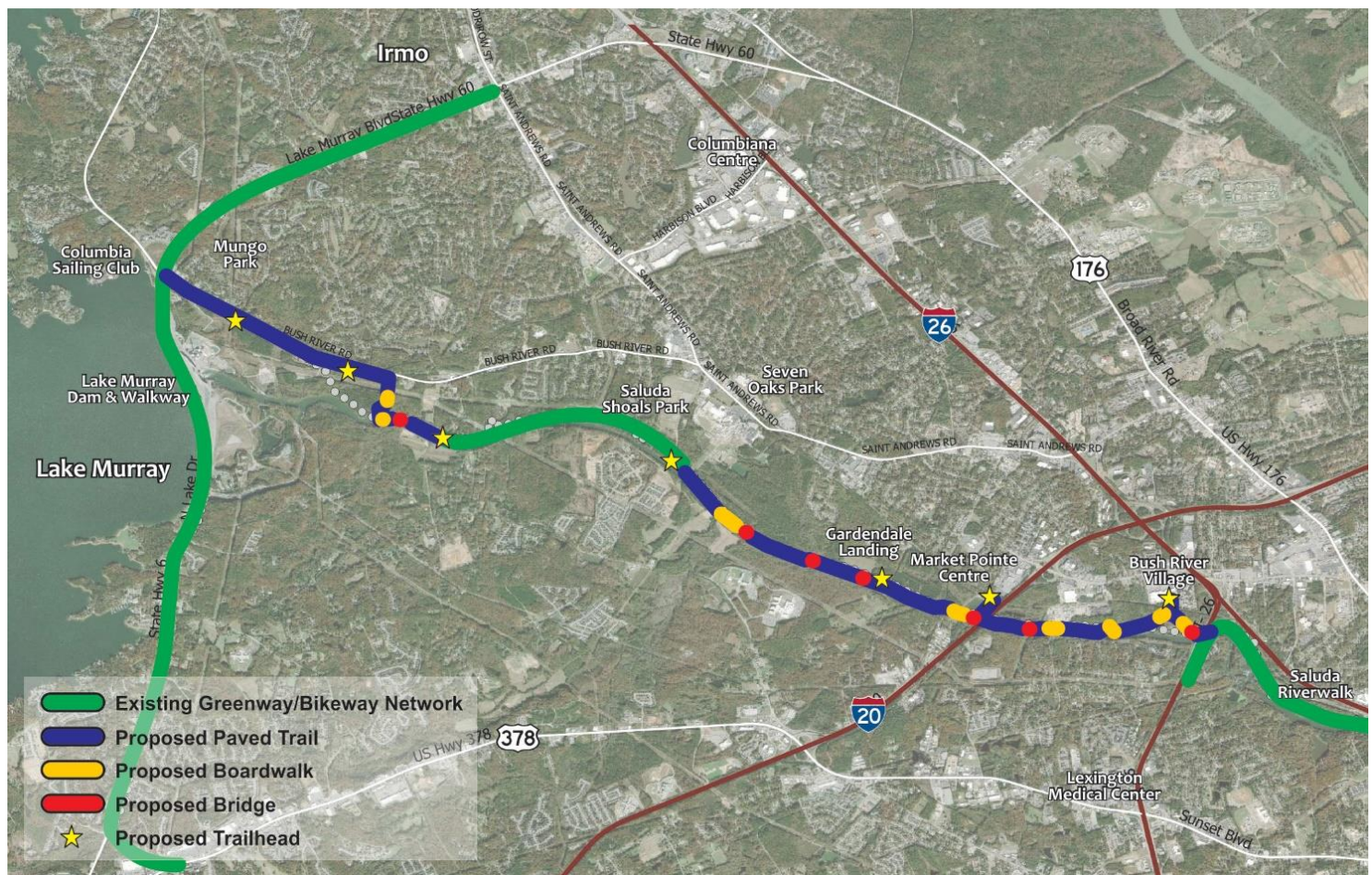
Evaluation criteria were developed, with each alternative alignment being weighed against them. While decisions were needed at each of the decision points, some were very straightforward and did not require an evaluation of alternatives.

EVALUATION CRITERIA

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

GREENWAY ALIGNMENT

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



GREENWAY CHARACTERISTICS

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

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

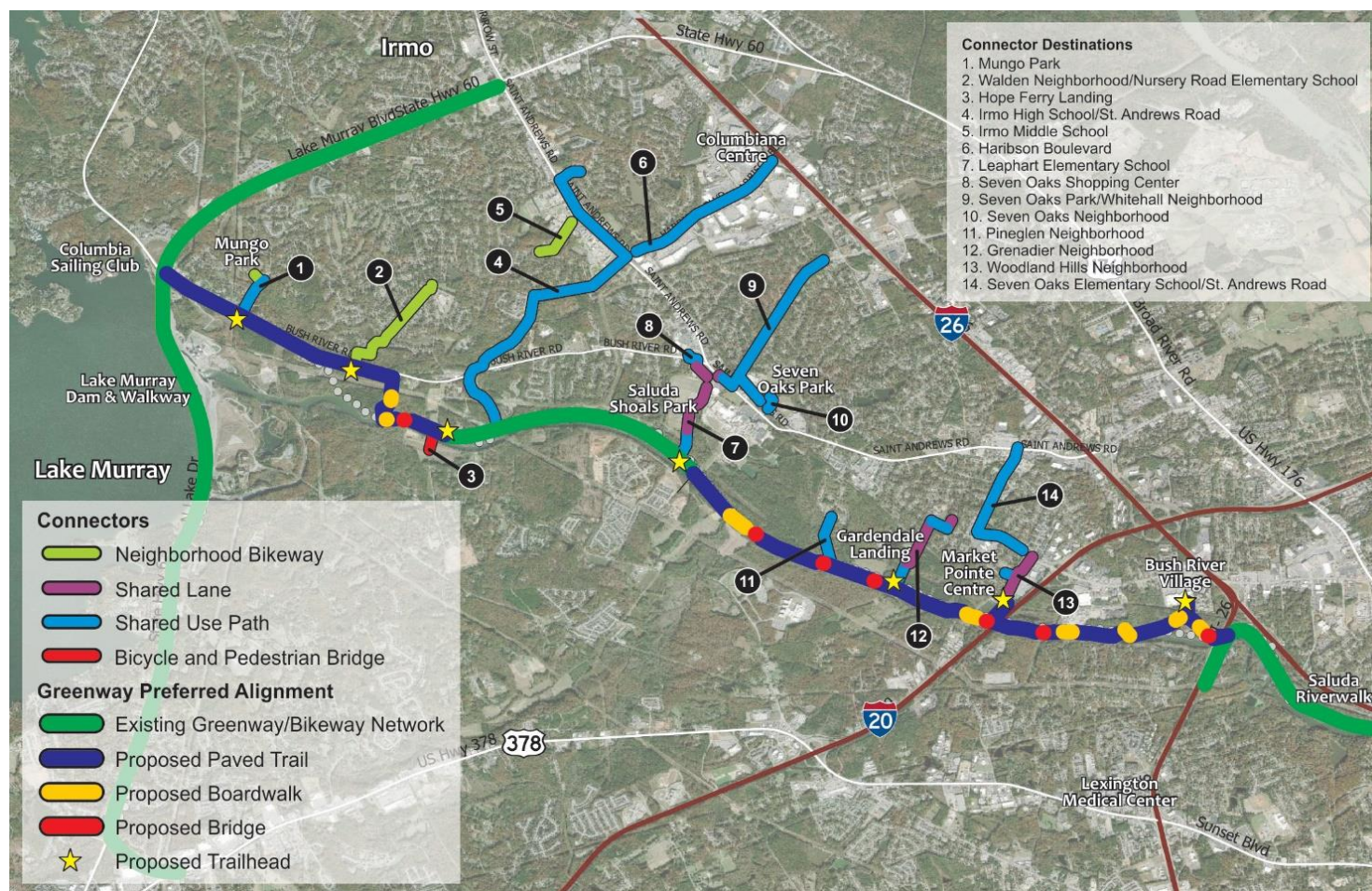
Through wetlands and flood prone areas, wooden boardwalks are recommended. It is anticipated that approximately 3,100 total linear feet of boardwalk will be needed throughout the greenway corridor. Bridges will be necessary to cross smaller waterways that flow into the Saluda River and traverse difficult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



Greenway Conceptual Cross Section

LONG-TERM CONNECTIVITY

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



IMPLEMENTATION

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

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

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

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

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

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