



# *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/87384693725?pwd=cURGckp1b3JONVBGM1ZjTkx5a08xdz09>

Meeting ID: 873 8469 3725 ♦ Passcode: 694790 ♦ Dial-In Number (929) 205-6099  
**12:00PM**

**DATE:** August 18, 2022

**TO:** CMCOG Board of Directors

**FROM:** Foster Senn, CMCOG Board Chair

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Please be advised that the next meeting of the Central Midlands Council of Governments Board of Directors will be held on **Thursday, August 25, 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 12:00pm).**

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



**Board of Directors Meeting**

**Thursday, August 25, 2022 ♦ 12:00 p.m.**

**Midlands Technical College – Harbison Campus (in person)**

**7300 College Street, Irmo, SC 29063**

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

**<https://us02web.zoom.us/j/87384693725?pwd=cURGckp1b3JONVBGM1ZjTkx5a08xdz09>**

**Meeting ID: 873 8469 3725 ♦ Passcode: 694790 ♦ Dial-In Number (929) 205-6099**

**OVERALL AGENDA**

ACTION	<b>A. <u>Call to Order and Introductions</u></b>	<b>Foster Senn, Chair</b>
	1. Determination of a Quorum	
	2. Approve Order and Contents of the Overall Agenda	
	3. Invocation	
	4. Introduction of New Staff:	
	• Markus Smith, Associate Ombudsman	
	• Ed Simmons, Community/Economic Development Planner	
	• Tammy Cunningham, Senior Staff Accountant	
	5. Chairman's Introduction	<b>Foster Senn</b>
	• Good News from CMCOG – Around the Region and Regional Spotlight	<b>Benjamin Mauldin</b>
INFORMATION	<b>B. <u>Consent Agenda</u></b>	
	1. Approval of the June 23, 2022 Board Meeting Minutes ( <i>Enclosure 1</i> )	
	2. *2020 – 2027 TIP Amendment – White Pond Road/Whiting Way Intersection ( <i>Enclosure 2</i> )	
	3. *2020 – 2027 TIP Amendment – Section 5310 Projects ( <i>Enclosure 3</i> )	
	4. *2045 LRTP Amendment – Town of Lexington Projects ( <i>Enclosure 4</i> )	
	5. *2020 – 2027 TIP Amendment – CMRTA Low/No Grant ( <i>Enclosure 5</i> )	
	6. *2020 – 2027 TIP Amendment – CMRTA Section 5339 Funds ( <i>Enclosure 6</i> )	
	7. 2045 Rural LRTP Amendment – Drayton Street Bridge Replacement ( <i>Enclosure 7</i> )	
	<b>C. <u>Regular Agenda</u></b>	
	1. Three Rivers Watershed-Based Plan ( <i>Enclosure 8</i> )	<b>Guillermo Espinosa</b>
	2. *2020 – 2027 TIP Amendment – South Carolina PRT Grants ( <i>Enclosure 9</i> )	<b>Reginald Simmons</b>
	3. *2020 – 2027 TIP Amendment – Blythewood Road/ US 21/Langford Road ( <i>Enclosure 10</i> )	<b>Reginald Simmons</b>
	4. *2020 – 2027 TIP Amendment – SC 6, US 76, and US 176 Corridors ( <i>Enclosure 11</i> )	<b>Reginald Simmons</b>
	<b>D. <u>Announcements / Committee or Staff Reports / Correspondences</u></b>	
	1. Growing Local SC	<b>Guillermo Espinosa</b>
	2. Executive Director's Report	<b>Benjamin Mauldin</b>
	<b>E. <u>Old/New Business</u></b>	
	1. CMCOG FY 2023 Detailed Budget ( <i>Enclosure 12</i> )	<b>Benjamin Mauldin</b>
	<b>F. <u>Other Business</u></b>	
	<b>G. <u>Adjourn</u></b>	

**REMINDER: The next CMCOG Board Meeting will be held on Thursday, September 22, 2022**

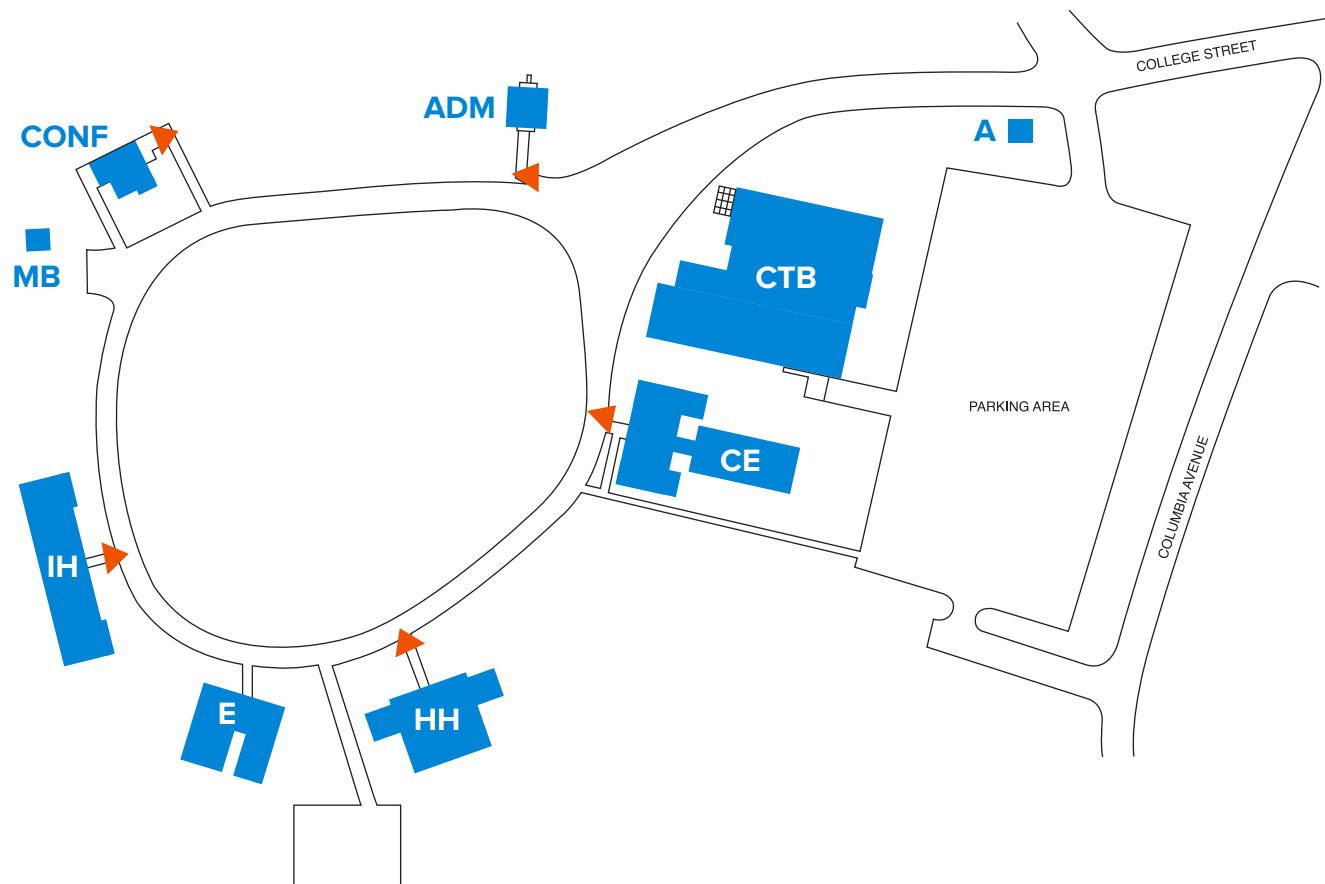
**Note: Full Agenda packets can be found on the CMCOG website at [www.cmcog.org](http://www.cmcog.org).**

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

## BUILDING LOCATION MAP HARBISON CAMPUS



7300 College Street  
Irmo, SC 29063



### Building Legend Harbison Campus

- A - Guard Station
- ADM - Administration
- CONF - Conference Center
- IH - Irmo Hall
- E - Storage
- HH - Harbison Hall
- CE - Continuing Education Center
- MB - Maintenance Building
- CTB - Classroom and Theatre Building

▲ Curb access ramps for students with disabilities



Board of Directors Meeting of the  
Central Midlands Council of Governments

Thursday, June 23, 2022 ♦ 12:00 p.m. ♦ Midlands Technical College – Airport Campus – Academic  
Center Room 143 (Mary B. Robertson Conference Center) or via Zoom

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**BOARD MEMBERS PRESENT:**

Vina Abrams, Newberry County  
Moses Bell, Fairfield County Council  
***Will Brennan, Vice-Chair, Columbia City Council***  
Larry Brigham, Lexington County Council  
Julian Burns, Kershaw County  
David Busby, Lexington County  
Kelly Busch, Town of Irmo  
John Carrigg, Lexington County  
Brian Carter, City of West Columbia  
Rebecca Connelly, Lexington County  
Kyle Crager, Fairfield County  
Todd Cullum, Lexington County Council  
Smokey Davis, Lexington County  
William “Rusty” DePass, City of Columbia  
Howard Duvall, City of Columbia  
T. Wayne Gilbert, Richland County  
Shaun Greenwood, City of Forest Acres  
Darrell Hudson, Lexington County Council  
Robert Liming, City of Columbia  
Paul Livingston, Richland County Council  
Steve MacDougall, Town of Lexington  
Walt McLeod, Newberry County  
John McMeekin, Mayor, Town of Winnsboro  
Joe Mergo, Lexington County  
Stephanie O’Cain, Richland County  
***Foster Senn, Chair, Mayor, City of Newberry***  
Joe Taylor, City of Columbia  
Charli Wessinger, Lexington County Council

**STAFF MEMBERS PRESENT:**

Freteria Addison, LTC Ombudsman Volunteer  
Coordinator/Information Support Specialist  
Guillermo Espinosa, Environmental Planner  
Anna Harmon, Director, LTCOP  
Candice Holloway, Director, AAA/ADRC  
Missi Labbe, Finance Director  
Ben Mauldin, Executive Director  
Reginald Simmons, Deputy Executive Director/  
Transportation Director  
Gregory Sprouse, Director, Planning, Research  
Chris White, Director, Workforce Development

**GUESTS PRESENT:**

Andrew Boozer, Senior Resources  
Angie Connor, Fairfield County Council of Aging  
Bill Jordan, AECOM  
Roland Bart, CMCOG Volunteer  
Melanie Dalton

**A1. CALL TO ORDER**

Chairman Foster Senn called the meeting to order at 12:10 p.m. on June 23, 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**

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

**A3. Invocation**

The invocation was given by Anna Harmon.

**A4. Chairman's Introduction**

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

Workforce Participant – Congratulations to Ms. Ja-Karra Harris for the winner of the Dennis Hunter WOIA Youth of the Year award for 2022. Ms. Harris is currently in the MTC HIRED program and is currently working as a Certified Nursing Assistant.

WEAAD (World Elder Awareness Abuse Day) Conference was held on June 14<sup>th</sup> and Dr. Nicole Cavanagh was our guest speaker. We had in person participants as well as via Zoom.

Alexander Fulham, Intern from USC will be working with Gregory Sprouse in the fall with CEDS and more updates will be forthcoming.

Candice Holloway, AAA Director was invited to join Representative Scott at a round table event in July.

Chairman Senn mentioned a couple of good news around the Midlands including City funds for local businesses in Five Points, Spring Valley High School Track Championship, Hiring Event for Samsung which is bringing \$500 million, and they are expected to hire 500 people in five years.

**B. CONSENT AGENDA**

**B1.** Approval of the May 26, 2022 Board Committee Minutes.

**B2.** \*2045 LRTP Amendment – Assembly Street Rail Separation Project

**MOTION, approved**

**Robert Liming moved for approval, seconded by Moses Bell to approve Consent Agenda. The motion was approved unanimously.**

**C. REGULAR AGENDA**

**C1. FY 2023 CMCOG Annual Budget and Work Program**

Ben Mauldin gave presentation regarding CMCOG's FY 2023 Revised Budget. A brief discussion took place after the presentation.

**MOTION, approved**

**John McMeekin moved for approval, seconded by Walt McLeod to approve FY 2023 CMCOG Annual Budget and Work Program. The motion was approved unanimously.**

**C2. \*2020 – 2027 TIP Amendment – White Pond Road/Whiting Way Intersection**

Reginald Simmons requested approval to amend the 2020 – 2027 TIP to add \$2 million in guideshare funds for the White Pond Road/Whiting Way Intersection Improvement Project. 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. Mr. Simmons requested to include this project into the 2020 – 2027 TIP.

**MOTION, approved**

**Robert Liming moved for approval, seconded by Paul Livingston to approve the 2020 – 2027 TIP Amendment – White Pond Road/Whiting Way Intersection. The motion was approved unanimously.**

**C3. \*2020 – 2027 TIP Amendment – Section 5310 Projects**

Reginald Simmons requested approval to add Section 5310 Projects to the 2020 - 2027 TIP and the Human Services Transportation Coordination Plan. CMCOG is the designated recipient for the Section 5310 Program. The goal of the program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services. The grant funds can be used for several functions which includes capital needs, operating assistance, and mobility management.

In the past year, CMCOG has solicited a call for projects. On May 3<sup>rd</sup> and June 1<sup>st</sup>, CMCOG released the call for projects for the FFY 2020 funding cycle. CMCOG received four (4) applications that requested a total of four (4) vehicles and purchase of service. All five projects were determined to be eligible to receive federal funds. Please note that the following project allocations were made:

	<b>Total</b>	<b>Federal</b>	<b>Local</b>
• Senior Resources (1 Vehicle)	\$100,000	\$80,000	\$20,000
• CMRTA (Purchase of Service)	\$310,985	\$248,788	\$62,197
• Babcock Center (2 Vehicles)	\$131,531	\$105,225	\$26,306
• ICRC (1 Vehicle)	\$68,283	\$54,627	\$13,656
<b>Total</b>	<b>\$610,799</b>	<b>\$488,640</b>	<b>\$122,159</b>

A brief discussion took place.

**MOTION, approved**

**Moses Bell moved for approval, seconded by Kelly Busch to approve the 2020 – 2027 TIP Amendment – Section 5310 Projects. The motion was approved unanimously.**

**C4. \*2045 LRTP Amendment – Town of Lexington Projects**

Reginald Simmons requested approval to amend the 2045 Long Range Transportation Plan (LRTP) to add a list of the Town of Lexington transportation projects. 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 potential 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.

**MOTION, approved**

**Steve MacDougall moved for approval, seconded by Todd Cullum to approve the 2045 LRTP Amendment – Town of Lexington Projects. The motion was approved unanimously.**

**C5. \*FY 2023 – 2025 Disadvantaged Business Enterprises (DBE) Goal**

Reginald Simmons requested approval to adopt the FY 2023 – 2025 Disadvantaged Business Enterprise (DBE) Goal. The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) in accordance with the Federal Transit Administration (FTA) has set its overall DBE goal at eight percent (8%) for FTA-assisted contracts. The DBE goal will be reviewed annually and updated every three (3) years in accordance with FTA regulations. 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 that was included for the subcommittee to review. The FTA assisted contracts that the COATS MPO plans to implement includes:

- Site Selection Analysis
- Legal Services
- Transportation and Land Use Analysis
- Commuter Rail Study
- Regional ITS Architecture
- Resiliency Analysis

Based on the number of available firms, the number of SCDOT certified DBEs, and historic DBE participation for the COATS MPO, the DBE goal was recommended to be 7% race conscious and 1% race neutral.

**MOTION, approved**

**Moses Bell moved for approval, seconded by Smokey Davis to approve the FY 2023 – 2025 Disadvantaged Business Enterprises (DBE) Goal. The motion was approved unanimously.**

## **C6. 2045 Rural LRTP Amendment – Drayton Street Bridge Replacement**

Foster Senn gave presentation regarding the 2045 Rural LRTP Amendment – Drayton Street Bridge Replacement. Mr. Senn noted that this is a city-owned bridge that is seeking funding through the Bipartisan Infrastructure Law. A brief discussion took place after the presentation.

### **MOTION, approved**

**Smokey Davis moved for approval, seconded by Walt McLeod to approve the 2045 Rural LRTP Amendment – Drayton Street Bridge Replacement. The motion was approved unanimously.**

## **D. Announcements / Committee or Staff Reports / Correspondences**

### **D1. Aging Spotlight – American Rescue Plan Special Projects**

Candice Holloway gave presentation regarding the Aging Spotlight which highlights the American Rescue Plan Special Projects.

### **D2. Research & Planning Spotlight: Overview of Planning Activities**

Gregory Sprouse gave presentation regarding the Research & Planning Spotlight and their Overview of Planning Activities.

### **D3. Executive Directors Report**

Ben Mauldin gave the following report:

- CMCOG has advertised the Columbia East Traffic Improvement Area Plan Request for Proposals. The deadline to received proposals was July 20<sup>th</sup>.
- Brownfield Grant Information
- American Plan Rescue Grants \$10 million dollar projects – There will be a webinar on June 29<sup>th</sup>, there will be some in-person meetings and info sessions in July – Aug and applications are due by September 12, 2022. More information regarding this will be forthcoming.
- Grant Writing USA workshop will be held July 18-19<sup>th</sup> for beginners and September 19-20<sup>th</sup> 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.

## **E. OLD / NEW BUSINESS**

No old/new business was brought forth.



**F. OTHER BUSINESS**

Next CMCOG meeting date will be Thursday, August 25, 2022.

**G. Adjourn**

There being no further business, the meeting adjourned at 1:12 p.m.

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Benjamin J. Mauldin, Secretary-Treasurer

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Foster Senn, Chairman



Approved by the CMCOG Board/MPO  
Policy Committee on June 23<sup>rd</sup>.

Public comment period ended on  
August 15<sup>th</sup>.

No Public Comments Received

## Memorandum

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**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**

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### 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



Approved by the CMCOG Board/MPO Policy Committee on June 23<sup>rd</sup>.

Public comment period ended on August 15<sup>th</sup>.

No Public Comments Received

## **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 3<sup>rd</sup> and June 1<sup>st</sup> 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

A.A.  
3:25pm

**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 #: 1fdee35l99da92481  
Make: 2009 Ford  
Model: Goshen  
Mileage: 120,000

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**

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

**Amount Requested:** **\$248,788**

**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](http://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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Central Midlands Regional Transit Authority  
3613 Lucius Road  
Columbia, SC 29201

803.255.7133 - p  
803.255.7113 - f  
[info@TheCOMETSC.gov](mailto:info@TheCOMETSC.gov)

[CatchTheCOMETSC.gov](http://CatchTheCOMETSC.gov)

Derrick E. Huggins, Interim CEO  
Allison Terracio, Chair  
John V. Furgess, Sr., Vice Chair  
Christopher Lawson, Secretary  
Andy Smith, Treasurer

##### Board Members:

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

- 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.

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

**\$310,985** 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.

**\$248,788** in Federal Funds is requested from the 5310 FY 2023 Program

**\$62,197** 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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Central Midlands Regional Transit Authority  
3613 Lucius Road  
Columbia, SC 29201

803.255.7133 - p  
803.255.7113 - f  
[info@TheCOMETSC.gov](mailto:info@TheCOMETSC.gov)

[CatchTheCOMETSC.gov](http://CatchTheCOMETSC.gov)

Derrick E. Huggins, Interim CEO  
Allison Terracio, Chair  
John V. Furgess, Sr., Vice Chair  
Christopher Lawson, Secretary  
Andy Smith, Treasurer

**Board Members:**

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

- 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.

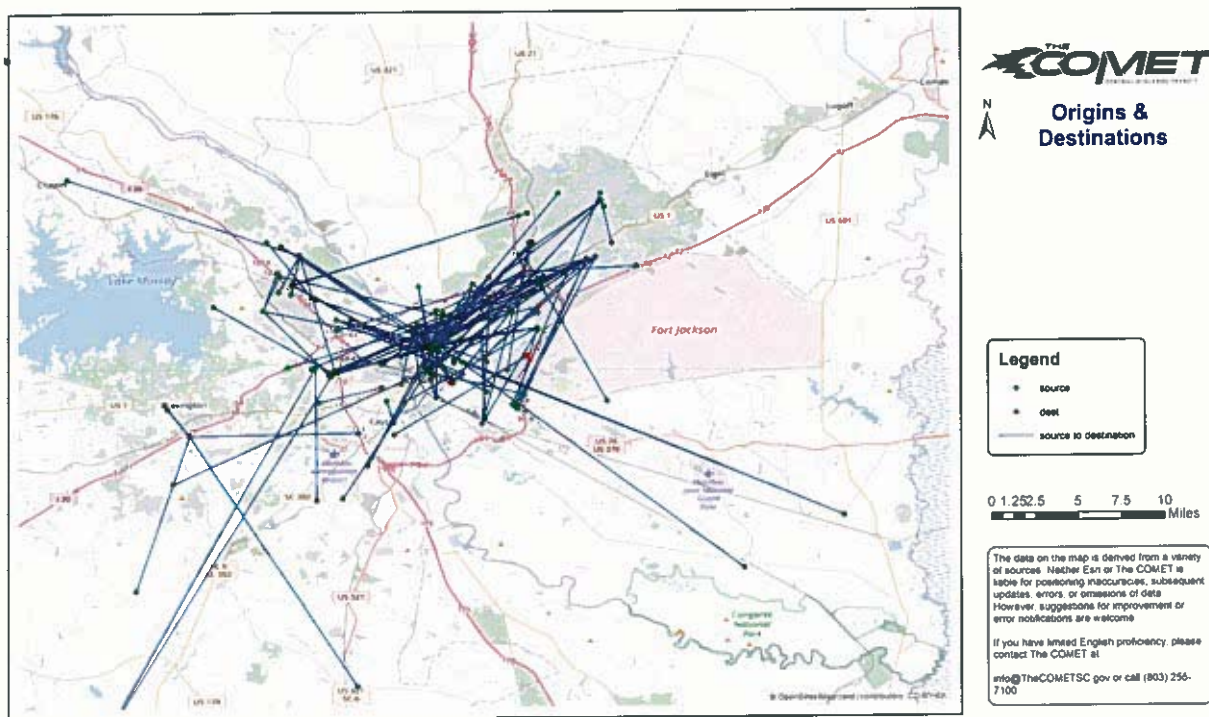
### **Coordination and Program Outreach**

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.



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

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: Thoyd B. Warren

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>

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<b>TOTAL</b>	<u>\$49,614</u>	<u>\$9,926</u>
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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 \$37,257,7378. 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 \$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>

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<b>TOTAL</b>	<u>\$81,917</u>	<u>\$16,383</u>
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Total Funding Request

Total Local Match



#### *Board of Directors*

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**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.

<b>Total Vehicle Purchase:</b>	<b>5310 Request:</b>	<b>Local Match (20%):</b>
\$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*

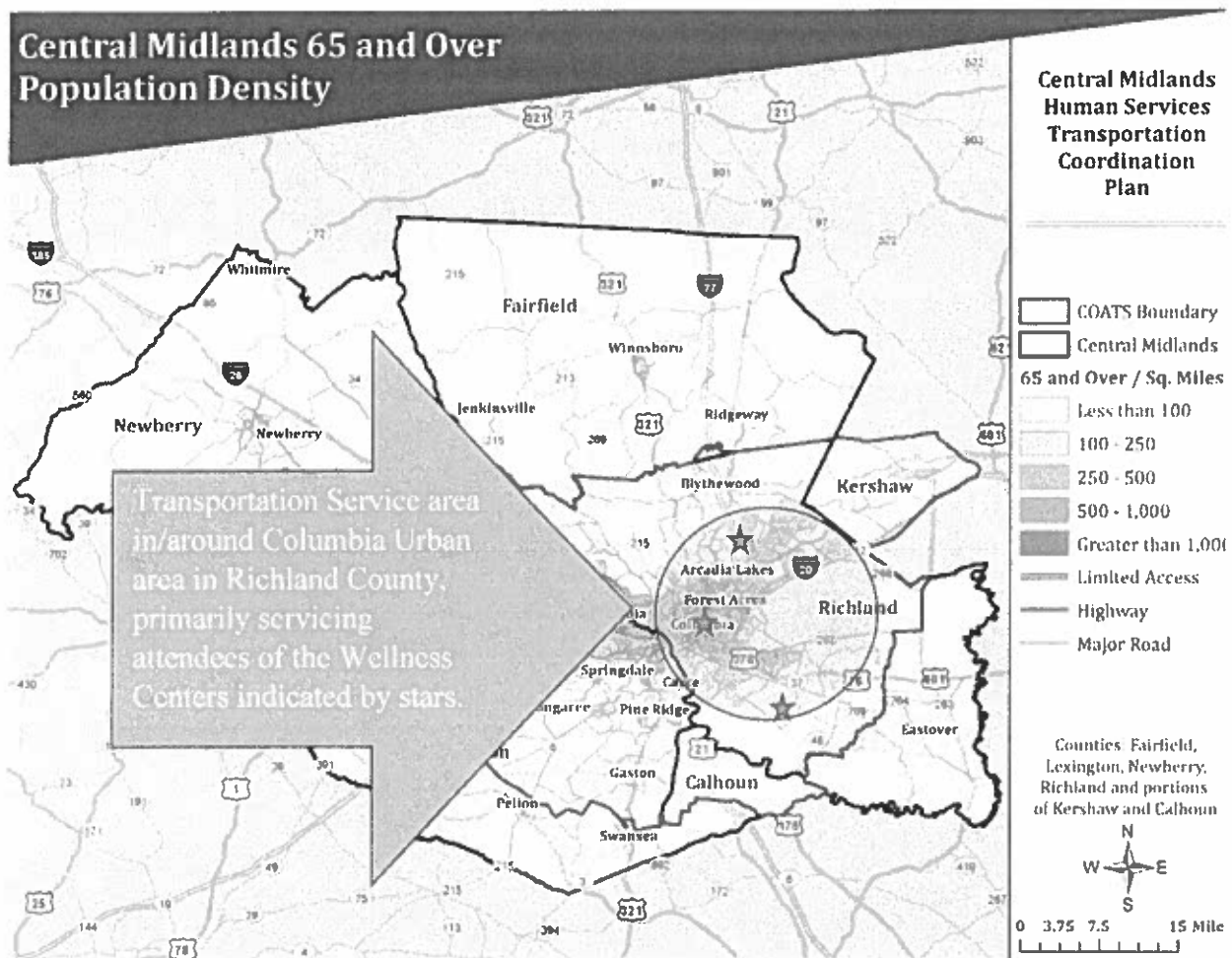
Transportation will be offered Monday-Friday between the hours of 8am and 4pm to older adults who have been assessed for transportation deficiencies in our community. The program will provide door to door transportation to seniors in the urbanized area.

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.



Approved by the CMCOG Board/MPO  
Policy Committee on June 23<sup>rd</sup>.

Public comment period ended on  
August 15<sup>th</sup>.

No Public Comments Received

## Memorandum

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**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**

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### 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

## 2022 Town of Lexington CPST Projects

Project	LTIP Rank	Crashes (3-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 <b>(inlcuded W/#1)</b>	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) <b>(also inlcuded with #3)</b>	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 Maxie 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 28B)	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**



Approved by the CMCOG Board/MPO  
Policy Committee on December 9<sup>th</sup>.

Public comment period ended on  
August 15<sup>th</sup>.

No Public Comments Received

## Memorandum

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

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** December 9, 2021

**SUBJECT:** **CMRTA TIP Amendment – Low/No Grant**

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 TIP to add \$2,935,190 in Section 5339 Low/No Grant Funds to purchase 4 vehicles for CMRTA.

### PROGRAM DESCRIPTION

The Federal Transit Administration (FTA) announces the availability of \$180 million of Fiscal Year 2021 funds for the purchase or lease of low or no emission vehicles as well as related equipment or facilities and workforce development training. The main purpose of the Low-No Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. Additionally, recipients are permitted to use up to 0.5 percent of their requested grant award for workforce development activities eligible under federal public transportation law (49 U.S.C. 5314(b)) and an additional 0.5 percent for costs associated with training at the National Transit Institute.

The COMET is requesting funds to purchase two New Flyer Xcelsior CHARGE (XE35) battery electric buses and two New Flyer 40' Xcelsior (XHE40) fuel cell buses along with the necessary charging equipment and hydrogen refueling infrastructure. These buses will replace four 2016 Starcraft Allstar cutaway buses at the end of their useful life in 2023. The COMET is looking to invest in both of the leading zero-emission technologies, battery-electric and fuel cell electric, to intelligently deploy them on routes that fully utilize the advantages of each technology. By deploying these buses, not only will The COMET reduce local emissions, they will also be able to establish the skills and familiarity necessary to expand the zero-emission fleet and continue to work toward Columbia's goal of improved air quality.

### ATTACHMENT

Low/No Grant Overview  
CMRTA Project Request



**FTA-2021-001-LOWNO**

**FY 2021 Competitive Funding Opportunity: Low or No Emission Vehicle**

**Program**

**Department of Transportation**

**DOT/Federal Transit Administration**

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## GENERAL INFORMATION

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<b>Document Type:</b>	Grants Notice
<b>Funding Opportunity Number:</b>	FTA-2021-001-LOWNO
<b>Funding Opportunity Title:</b>	FY 2021 Competitive Funding Opportunity: Low or No Emission Vehicle Program
<b>Opportunity Category:</b>	Discretionary
<b>Opportunity Category Explanation:</b>	
<b>Funding Instrument Type:</b>	Grant
<b>Category of Funding Activity:</b>	Transportation
<b>Category Explanation:</b>	
<b>Expected Number of Awards:</b>	50
<b>CFDA Number(s):</b>	20.526 -- Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs
<b>Cost Sharing or Matching Requirement:</b>	Yes
<b>Version:</b>	Synopsis 1
<b>Posted Date:</b>	Feb 11, 2021
<b>Last Updated Date:</b>	Feb 11, 2021
<b>Original Closing Date for Applications:</b>	Apr 12, 2021
<b>Current Closing Date for Applications:</b>	Apr 12, 2021
<b>Archive Date:</b>	May 12, 2021
<b>Estimated Total Program Funding:</b>	\$180,000,000
<b>Award Ceiling:</b>	\$0
<b>Award Floor:</b>	\$0

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## ELIGIBILITY

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<b>Eligible Applicants:</b>	Others (see text field entitled "Additional Information on Eligibility" for clarification) County governments City or township governments Native American tribal governments (Federally recognized) State governments
<b>Additional Information on Eligibility:</b>	Eligible applicants include direct recipients of FTA grants under the Section 5307 Urbanized Area Formula program, states, local governmental authorities, and Indian Tribes.

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## ADDITIONAL INFORMATION

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**Agency Name:** DOT/Federal Transit Administration

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**Description:**

The Federal Transit Administration (FTA) announces the opportunity to apply for \$180 million in competitive grants under the fiscal year (FY) 2021 Low or No Emission Grant Program (Low-No Program) (Federal Assistance Listing: 20.526). As required by Federal public transportation law, funds will be awarded competitively for the purchase or lease of low or no emission vehicles that use advanced technologies for transit revenue operations, including related equipment or facilities. Additionally, recipients are permitted to use up to 0.5 percent of their requested grant award for workforce development activities eligible under Federal public transportation law (49 U.S.C. 5314(b)) and an additional 0.5 percent for costs associated with training at the National Transit Institute. Projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project administration expenses.

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**Link to Additional Information:** [FTA NOFO Website](#)

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**Grantor Contact Information:** If you have difficulty accessing the full announcement electronically, please contact:

Amy Volz  
FTA Office of Program Management 202-366-7484

Amy Volz

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

Public comment period ended on  
August 15<sup>th</sup>.

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:** TIP Amendment – Section 5339 Projects for CMRTA

### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 TIP to add the following Section 5339 project requests for CMRTA.

### BACKGROUND

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. Attached, please find a list of the projects that they are requesting with this funding.

### ATTACHMENT

Section 5339 Project Requests

**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.



Approved by the CMCOG Board/MPO  
Policy Committee on June 23<sup>rd</sup>.

Public comment period ended on  
August 15<sup>th</sup>.

No Public Comments Received

## 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

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

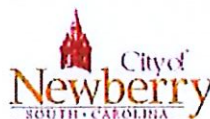
Drayton Street Bridge Replacement (25-foot span), Guardrail, Sidewalks					
No.	Quantity	Unit	Item Description	Unit Price	Total
1	1	LS	Mobilization/Bonds	\$ 70,000	\$ 70,000
2	1	LS	Traffic Control	\$ 15,000	\$ 15,000
3	1	AC	Site Stripping	\$ 3,500	\$ 3,500
4	1	LS	Demolition of Existing Structure	\$ 250,000	\$ 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 Scotts Creek during Construction	\$ 50,000	\$ 50,000
9	60	LF	25-FT Span x 60-Feet 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:**

1. 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.
2. Unit Prices and quantities are subject to variation upon final design.
3. Preliminary Cost Opinion assumes on-site soils are suitable to meet compaction criteria.
4. Cost of Materials are based on rate of \$124/barrell on crude oil and recent bld climate in the area.
5. Preliminary Cost Opinion does not include any permitting, review or impact fees associated with SCDOT, SCDHEC, City of Newberry, or Newberry County.
6. Preliminary Cost Opinion does not include the acquisition of additional Right of Way.
7. Preliminary Cost Opinion does not include any allowances for Drainage Easements
8. Preliminary Cost Opinion assumes typical project scope for similar development in the Newberry County area.
9. Preliminary Cost Opinion assumes Pavement sections to be verified based on Geotechnical Subsurface Exploration.
10. Construction Materials Testing Services have been provided for budgetary purposes and should be verified upon completion of construction plans.

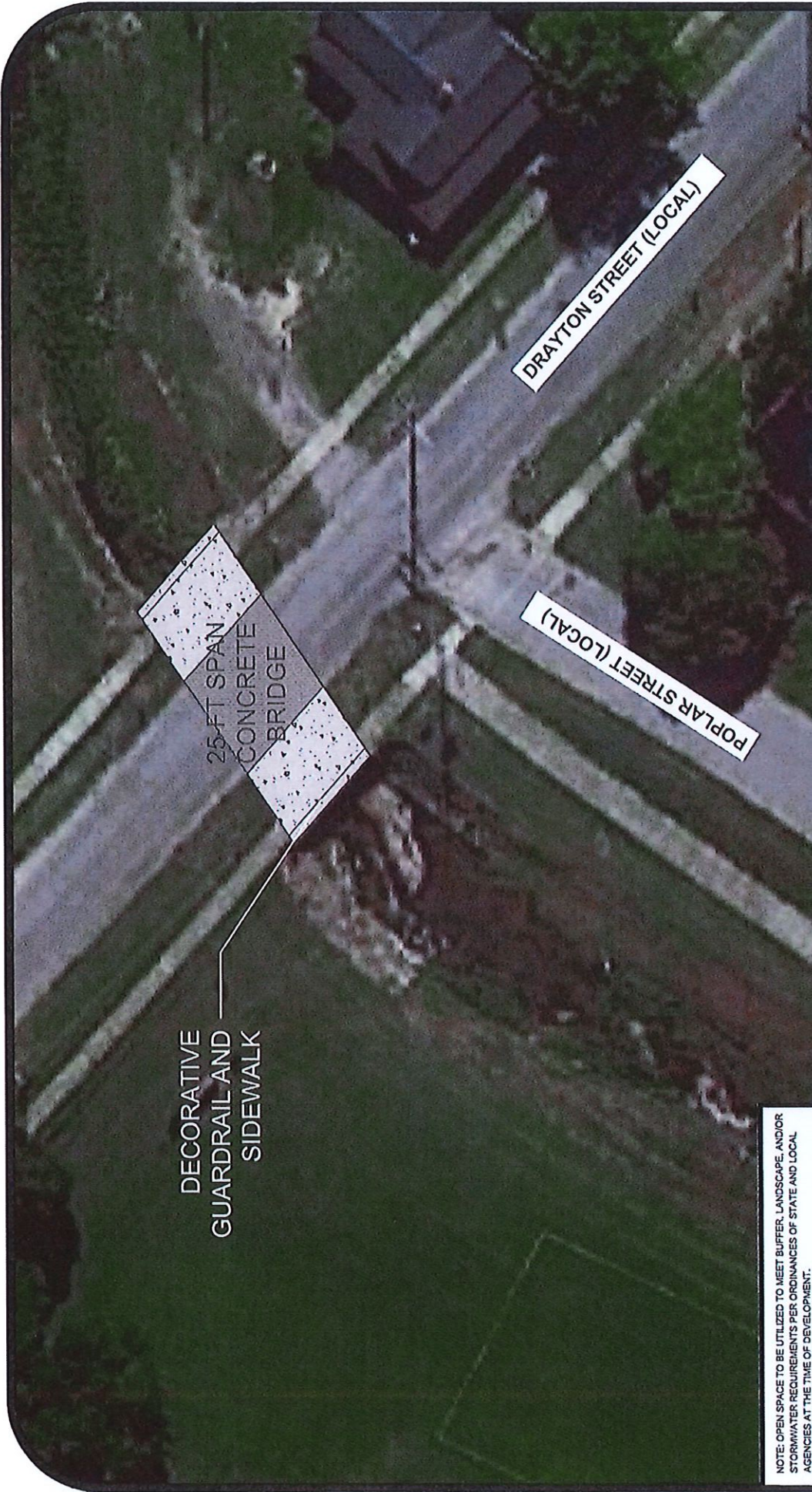
PRELIMINARY

March 9, 2022  
Project No.: 21243-0036

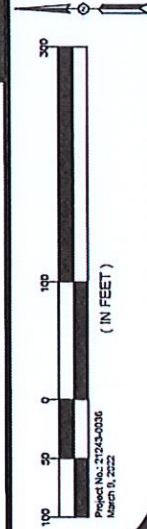


Prepared by: Alliance Consulting Engineers, Inc.





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





## Memorandum

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

**FROM:** Guillermo Espinosa, Principal Environmental Planner

**DATE:** August 18, 2022

**SUBJECT:** Three Rivers Watershed-Based Plan

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to adopt the Three Rivers Watershed-Based Plan. This plan can be downloaded from our website at <https://centralmidlands.org/wp-content/uploads/Three-Rivers-Watershed-Based-Plan.pdf>.

### BACKGROUND

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 (also referenced as the 3RW Area throughout the document) 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.

This watershed encompasses 55.6 square miles of land in the heart of the Columbia metropolitan area and extends across seven different political jurisdictions consisting of two counties (Richland and Lexington), five municipalities (Columbia, West Columbia, Cayce, Town of Lexington, and Irmo), and eight Municipal Separate Storm Sewer System (MS4) areas (SCDOT, Richland County, Lexington County, Columbia, West Columbia, Cayce, Town of Lexington, and Irmo). This 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).

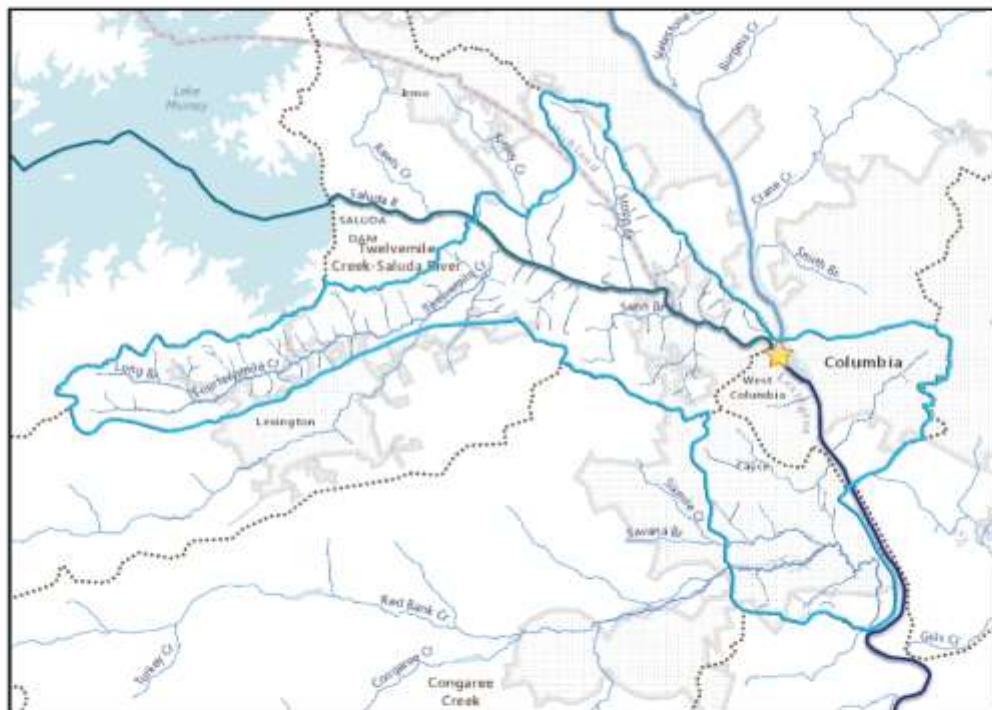
### ATTACHMENT

Three Rivers Watershed-Based Plan Executive Summary

F:\Silver Flash Drive 3-27-18\Board Meeting Info\2022 Board Meetings\8-25-2022\Enclosure 8 - Three Rivers Watershed-Based Plan.doc



# **Three Rivers** **Watershed-Based Plan**



**Water Quality Management Plan**  
**for Bacterial Contaminants at the Confluence of the**  
**Broad, Saluda and Congaree Rivers**

## Executive Summary

### Background Information

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 (also referenced as the 3RW Area throughout this document) consists of portions of several HUC-12 watersheds, specifically: Lower Twelvemile Creek (030501091402), Outlet Saluda River (030501091403), Upper Congaree River (030501100301), Middle Congaree River (030501100303), and Lower Congaree Creek (030501100104).

This watershed encompasses 55.6 square miles of land in the heart of the Columbia metropolitan area and extends across seven different political jurisdictions consisting of two counties (Richland and Lexington), five municipalities (Columbia, West Columbia, Cayce, Town of Lexington, and Irmo), and eight Municipal Separate Storm Sewer System (MS4) areas (SCDOT, Richland County, Lexington County, Columbia, West Columbia, Cayce, Town of Lexington, and Irmo).

The total population in this watershed is 94,480. In current conditions, the largest land use categories in the overall Three Rivers Watershed are medium-density residential (18%), forest (17%), and low-density residential (13%). Other developed land uses include commercial (13%), public/institutional (11%), high-density residential (7%), developed open space (5%), roadways (5%), multifamily (3%), and industrial (3%). The amount of impervious surfaces in the Three Rivers Watershed is estimated to be 10,127 acres (28%) in total. Ongoing research from the Center for Watershed Protection mentions a variety of indicators that link impervious cover to watershed health, including stream corridor integrity, geomorphology, stream warming, and water quality (bacteria, nutrients, trash, etc.). According to the Impervious Cover Model (ICM) the Three Rivers Watershed would be considered “impacted,” indicating a higher likelihood of bacteria standards violations, eutrophication because of nutrient inputs, signs of toxicity in aquatic life, increased stream bank erosion and downstream sediment delivery, and stream warming as a result of urban heat islands and pavement heating.

This Watershed-Based Plan (WBP) for the Three Rivers Watershed 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 will incorporate 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). The unique concerns of this watershed include source water protection and potential climate change considerations. This WBP accounts for these impacts in both current and future conditions (year 2050) scenarios by integrating



future climate and land use models with the bacteria pollution analyses. Two methods – load duration curves (LDC's) and the Watershed Treatment Model (WTM) – were used to identify the source of pollutants and quantify the loads associated with the sources.

### Climate Considerations

Climate influences soil formation and erosion processes, stream flow patterns, vegetation coverage, and a significant part of the geomorphology of a watershed. Precipitation not only provides water to streams and vegetation, but the intensity, frequency, and amount of rainfall can greatly influence watershed characteristics and delivery of nonpoint source pollution to receiving waterbodies. The Columbia, SC Metro Area where the Three Rivers Watershed is located, is in the southeastern climatic region of the US and has a temperate climate with a mean annual temperature of 65.4°F and a mean annual rainfall of 46 inches.

In the 3RW Area, climate change is resulting in an increase in average temperature over time. Models suggest a doubling of days per year above 100°F, a ~60% increase in days above 95°F, and a ~2°F increase in average annual temperature by the mid-century. Temperature change could drive increased recreational use of the 3RW Area and potentially affect BMP efficacy and upkeep. Additionally, climate change is resulting in an increase in average rainfall and increasing number of extreme rainfall events in the 3RW Area. Precipitation change introduces water quality planning considerations such as managing stormwater runoff, flooding, sampling water quality measures, fecal bacterial loads, and BMP capacity and efficacy.

Climate change impacts on water quality were considered in the WTM by adjusting the future land use (USGS LandCarbon data), precipitation (predicted 60" annual amount), and bacteria concentration (increase by 15%) in stormwater runoff based on the assumption of a high carbon emissions future in the year 2050. The Fourteen Mile Creek subwatershed was selected to examine the effects of increased rainfall scenario, the increased bacteria concentration scenario, and the two scenarios combined. Without climate impacts, future land use changes in the watershed are predicted to result in a 13% increase in annual bacteria loads from existing conditions. The increased rainfall and increased bacteria concentration scenarios resulted in 28% and 44% increases over the annual bacteria loads in existing conditions, respectively; and the combined scenario resulted in a 64% increase in annual bacteria loading.

### Analysis of Pollutant Loads and Sources

Two methods were used to assess and quantify pollution in the watershed. The first approach involved using available flow and monitoring data to generate load duration curves, in accordance with United States Environmental Protection Agency (EPA) guidelines. For this WBP, three LDCs were created for fecal coliform bacteria: Saluda River, Congaree River, and Rocky Branch.

The Saluda River LDC shows that 11% of the *E. coli* samples taken during that period reflected pollutant loads in excess of the allowable loading. On average the degree of exceedance was 206%, or slightly more than double, of the allowable load according to the water quality standard. This level of exceedance indicates that, on average, a 51% reduction in existing fecal bacteria loads would be required to

approximate compliance with Federal and State water quality standards. The highest incidence of exceedances in the Saluda River LDC (21%), approximately twice the average rate, occurred during dry conditions. A high incidence of exceedance in this segment of the flow regime would indicate that sources such as failing and leaking sanitary sewer systems, non-compliant point source discharges, and failing on-site septic systems may be important considerations in understanding bacterial pollution in the watersheds draining to the Saluda River.

The Congaree River LDC shows that 7% of the *E. coli* samples taken during that period reflected pollutant loads in excess of the allowable loading, and that on average the degree of exceedance was 270%, or considerably more than double, of the allowable load according to the water quality standard. This level of exceedance indicates that, on average, a 63% reduction in existing fecal bacteria loads would be required to approximate compliance with Federal and State water quality standards. Most of the exceedances in the Congaree River LDC occur during wet conditions and high flows. These results suggest that pollutant build-up and wash-off mechanisms, such as riparian buffer maintenance and precipitation intensity, that deliver loads in stormwater runoff are important factors to consider when addressing bacterial pollution in the Congaree River.

The Rocky Branch LDC shows that 83% of the *E. coli* samples reflected pollutant loads in excess of the allowable loading, and that on average the degree of exceedance was 1,663%, or more than an order of magnitude greater than the allowable load according to Federal and State water quality standard. This level of exceedance indicates that, on average, a 94% reduction in existing fecal bacteria loads would be required to approximate compliance with water quality standards. Exceedances in Rocky Branch were consistently recorded across all flow conditions. However, exceedance generally increased in both frequency and degree during wet conditions and high flows, indicating that pollutant build-up and wash-off mechanisms that deliver loads in stormwater runoff, such as road curb length and precipitation intensity, are also important considerations in this highly urbanized stream.

The second method to quantify bacterial pollution in the 3RW Area was the Watershed Treatment Model (WTM), which was used to estimate pollutant loads based off the current land use conditions in the watershed. Under existing conditions, the WTM calculated a total annual runoff volume as 49,491 acre-ft for the entire 3RW Area: 21,350 ac-ft from commercial; 20,078 ac-ft from residential; 5,228 ac-ft from roadways; 2,160 ac-ft from industrial; 631 ac-ft from rural; and 44 ac-ft from forested land uses. For the entire 3RW Area, the total amount of TN estimated by the WTM is 331,677 lb/year and the largest contributing sources are commercial (37%), residential (35%), and roadway (10%) land uses. The estimated annual load for TP is 46,677 lb/year and the largest sources are residential (36%), commercial (27%), and channel erosion (14%). The total TSS estimate is 16,430,153 lb/year and the largest contributors are channel erosion (50%), residential (16%), and commercial (15%). Finally, the total estimated load of fecal coliform bacteria is  $1.47 \times 10^7$  MPN/yr. The largest sources of bacteria come from runoff associated with commercial (36%) and residential (34%) land use. The developed land uses

generate large volumes of stormwater runoff, which can wash off pollutants from the surface and carry them to receiving waterbodies.

### Recommendations

KCI used the WTM to develop retrofit scenarios that reached load reduction goals for fecal coliform in the 11 subwatersheds. Based on the LDC's developed for this watershed plan, the subwatersheds draining to the Congaree River require a reduction of 63% of the fecal coliform load to approximate compliance with water quality standards; the subwatersheds draining to the Saluda River require a reduction goal of 51%, and Rocky Branch requires a reduction of 94%. The reduction goal of 94% for Rocky Branch could not be achieved within the context of WTM even when the subwatershed was completely retrofitted with new stormwater BMPs and/or redeveloped with improved stormwater management.

The purpose of the retrofit scenarios was two-fold: to illuminate the levels of effort required to approximate compliance with the water quality standard for fecal coliform bacteria loading in each subwatershed and to guide resource managers in prioritizing those management efforts that will achieve the greatest reductions. The retrofit model scenarios utilized non-structural measures such as pet waste education programs, impervious cover disconnection, and improved riparian buffer maintenance and protection to reach watershed load reduction goals. On-site sewage disposal system (OSDS) education and repair and sanitary sewer overflows (SSO) repair programs were also included in retrofit models. In the WTM's best management practice analysis, implementing catch basin cleanouts, street sweeping, and erosion and sediment control had no impact on reduction of fecal coliform and were not considered retrofit options.

After applying the non-structural management efforts in the WTM, the modeling team applied a combination of stormwater BMP retrofits, riparian buffer restoration areas, and areas of urban redevelopment with improved stormwater management as necessary to reach the bacteria pollution reduction target for each subwatershed as determined by the Load Duration Curve analysis. The selection of BMP types utilized for the stormwater retrofits was evenly divided between bioretention cells, filter BMPs, constructed stormwater wetlands, conventional wet ponds, and infiltration practices because they are assigned the highest levels of bacteria pollutant removal within the WTM framework.

Riparian buffer enhancement and stormwater retrofits are responsible for the largest amount of bacteria reduction (44% and 45% respectively). Although the recommendations were focused on bacteria reduction (estimated 52% reduction for the entire 3RW Area), they also provide water quality benefits by reducing runoff volume (40%) which in turn helps reduce nitrogen (50%), phosphorus (70%), and sediment (28%) in the Three Rivers Watershed.



## Memorandum

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

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** August 18, 2022

**SUBJECT:** 2020 – 2027 TIP Amendment – Recreational Trails Program Projects

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 TIP to add two South Carolina Department of Parks, Recreation & Tourism (SCPRT) Recreational Trails Program Projects.

### BACKGROUND

The South Carolina Department of Parks, Recreation & Tourism (SCPRT) is pleased to announce 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.

Projects were evaluated in terms of their overall quality, need, public support, and planning process; whether adequate resources are available to execute the project; and whether resources are available to adequately manage, maintain, and operate the project after completion. Priority is given to trail projects providing connections or extensions for trail systems that are at least 10 miles long and projects in low-income areas.

Staff has identified that two (2) of the eleven (11) awarded projects are in the COATS MPO region and will be required to be added to our TIP.

### ATTACHMENT

The 11 projects selected from the pool of 35 applicants.

Columbia, S.C. – The South Carolina Department of Parks, Recreation & Tourism (SCPRT) is pleased to announce 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.

“We are thrilled to see nearly \$1.2 million heading to South Carolina to support trail projects across the state,” said SCPRT Director Duane Parrish. “These dollars will go toward the creation of new trails, and the enhancement of existing trails, helping improve the quality of life for locals and helping attract more visitors – and the tourism dollars they bring – to these areas. Outdoor recreation has been booming since 2020, making it an excellent time to invest in these critical green spaces and recreation areas.”

The following 11 projects were selected this year from the pool of 35 applicants:

- **Summerville Preserve, Town of Summerville**  
Project total: \$563,717 | Grant total: \$100,000
- **Hamlin Trails, Town of Mount Pleasant**  
Project total: \$290,870 | Grant total: \$100,000
- **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
- **Green Crescent Trail - Gateway Park Connector, City of Clemson**  
Project total: \$127,000 | Grant total: \$100,000
- **Gap Creek Passage, Palmetto Trail (Phase I), Palmetto Conservation Foundation**  
Project total: \$250,000 | Grant total: \$100,000
- **A Better Balance: Bringing Mountain Biking Back to CNP, Conestee Nature Preserve**  
Project total: \$93,000 | Grant total: \$60,000
- **Town-wide Trailhead Establishment, Town of Edisto Beach**  
Project total: \$170,775 | Grant total: \$100,000
- **Gilder Creek Multi-Use Trail, City of Mauldin**  
Project total: \$125,000 | Grant total: \$66,000
- **Wambaw Cycle Trail 2022 Enhancement Project, USDA Forest Service, Francis Marion National Forest**  
Project total: \$62,500 | Grant total: \$50,000
- **The Sanctuary Phase 1, Jason Griffin Racing Foundation**  
Project total: \$375,000 | Grant total: \$300,000

Projects were evaluated in terms of their overall quality, need, public support, and planning process; whether adequate resources are available to execute the project; and whether resources are available to adequately manage, maintain and operate the project after completion. Priority is given to trail projects providing connections or extensions for trail systems that are at least 10 miles long and projects in low-income areas.

Recreational Trails Program grant information and eligibility criteria:

- Funding is provided on a cost-reimbursement basis. The grant recipient must pay 100% of the cost of an item before submitting a reimbursement request for 80% of eligible costs.
- Funds can be spent on both motorized and nonmotorized recreational trail projects. The project can include constructing new recreational trails, improving or maintaining existing trails, developing or improving trailhead or trailside facilities, and acquiring trail corridors.
- Eligible applicants include local, state, and federal governmental agencies, qualified private organizations, and registered nonprofits.

Mayors from the mountains, the midlands, and the coast weighed in about what this funding means to their communities:

- "We are ecstatic that we received funding through SCPRT for our gateway connector project. This is a critical connection for recreation and alternative transportation. The funding also demonstrates a collaborative effort between the City, Clemson University, the State PRT, and the Green Crescent Trail group. We look forward to our future amenity for the whole community." – Mayor Robert Halfacre, Clemson
- "We are grateful that the City of Columbia is receiving funds from the Recreational Trail Program to make the Saluda River more accessible to everyone. The river is one of our greatest assets in Columbia and increasing everyone's ability to get in and out lets more people participate in the fun our city has to offer." – Mayor Daniel Rickenmann, City of Columbia
- "Edisto Beach has seen record growth over the last decade with our Census population nearly tripling and our tourists market exploding. Being awarded this grant funding allows our Town to partner with the state to ensure these much needed recreational assets, which are cherished by our residents and visitors, are provided." – Mayor Crawford Moore, Edisto Beach

Find additional award criteria and eligibility information for the Recreational Trails Program at [scprt.com/recreation/recreation-grant-programs/recreational-trails-program](https://scprt.com/recreation/recreation-grant-programs/recreational-trails-program) (/recreation/recreation-grantprograms/recreational-trails-program). Learn more about SCPRT grant programs at [scprt.com/grants](https://scprt.com/grants) (/grants).

###

Need more information?

Sam Queen  
Director of Corporate Communications

SC Department of Parks, Recreation & Tourism  
1205 Pendleton Street, Columbia, SC 29201  
[Sam@scprt.com](mailto:Sam@scprt.com) (mailto:Sam@scprt.com) | 803-734-1779 (tel:803-734-1779)



## Memorandum

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

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** August 18, 2022

**SUBJECT:** Feasibility Study: Blythewood Road to US 21 to Langford Road

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 Transportation Improvement Program to add \$300K to conduct a feasibility analysis for the Blythewood Road to US 21 to Langford Road Improvement Project.

### BACKGROUND

Recognizing the rapid growth in the area and the increasing traffic congestion and safety issues, the Central Midlands Council of Governments (COG) contracted AECOM to conduct this traffic improvement plan by taking a holistic approach at growth and traffic issues in the area over the next 20 years. AECOM studied the entire Blythewood area and not just the official town limits as much of the growth surrounding Blythewood will have a huge influence on traffic within the town. Therefore, rather than focusing on one particular area or intersection, this study sought to understand the existing and future growth patterns, in the Blythewood area, and to provide sequential recommendations on improvements that should be considered over the next 20 years.

Based on this study, the Town of Blythewood has requested a feasibility analysis of the Blythewood Road to US 21 to Langford Road. 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.

### ATTACHMENT

Blythewood Traffic Improvement Plan – Blythewood Road to US 21 to Langford Road



## 6.4 Blythewood Road to US 21 to Langford Road

### More Detailed Description of Recommendation #14

The improvement of this project will begin at the On- and Off- ramps on the eastside of I-77 and Blythewood Road to just east of Sandfield Road along Langford Road. The length is less than a mile. The right-of-way for this section of project is yet to be determined, however, acquisition of adjacent properties is necessary to accommodate the potential improvements to this section of Blythewood Road. A roundabout is planned at the intersection of McNulty Street, Creech Road and Blythewood Road. Roadway treatment is also planned at the next signalized intersection of Boney Road and Blythewood Road with a dedicated left turn lane and two travel lanes for both eastbound and westbound traffic.

Significant changes are planned at the Blythewood Road and US 21 intersection. Langford Road would be redesigned from Sandfield Road to join Blythewood Road at the intersection of US 21/Main Street. Samuel Bookhart Lane would be redesigned as well to be extended to a new intersection at the proposed Langford Lane. Private properties that had their access from the old Langford Road would now have new access from the proposed Samuel Bookhart Lane. The old Langford Road intersection at US 21 would be closed. The elevation at the new intersection of Blythewood Road, Langford Road and US 21/Main Street would be lowered to be at the same elevation as the existing railroad track located along US 21/Main Street. Safety railroad crossing arms would be located at Langford Road before the Blythewood Road US 21/Main Street intersection. Langford Road at the intersection would have five lanes with two lanes going southbound on US 21/Main Street, two lanes to Blythewood Road and one lane going eastbound on Langford Road. The outer lane of the westbound lanes would have right turn lane going northbound on US 21/Main Street. The eastbound lane would be separated by a narrow median from the westbound lanes.

At the signalized Blythewood Road and Langford Road intersection, US 21/Main Street would have four lanes on the north side and five lanes on the south side of this road. On the north side, the travel lanes consist of a northbound lane, a left turn lane going eastbound on Langford lane, and two southbound lanes with the outer lane accommodating a right turn lane as well. A detailed map of the Blythewood Road to US 21 Improvement Project recommendations is shown in **Figure 6.5** on the following page.





**Blythewood Traffic Improvement Area Plan**



- LEGEND**
- Study Area Boundary
  - Highways
  - State Highways
  - Railroads
  - Proposed Signal Control
  - Proposed Laneage
  - Proposed Stop Control
  - ▽ Proposed Yield Control

**14 Blythewood Road to US 21**  
• Install Creech Road Connector (two lane Road) from Blythewood Road to US 21.

0 3,000 6,000 9,000 12,000 Feet



**BLYTHEWOOD TRAFFIC IMPROVEMENT PLAN**  
Blythewood, South Carolina



**AECOM**

Long Term Recommendations

**Figure 6.5 Blythewood Road to US 21 Improvement Project Recommendation Map**



## Memorandum

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

**FROM:** Reginald Simmons, Deputy Executive Director/Transportation Director

**DATE:** August 18, 2022

**SUBJECT:** Feasibility Studies: SC 6, US 76, and US 176

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### REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2020 – 2027 Transportation Improvement Program to add \$500K to conduct a feasibility analysis for the SC 6, US 76, and US 176 Corridors.

### BACKGROUND

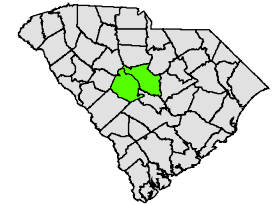
The Central Midlands Council of Governments and Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2045 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods 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.

The following segments have been 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
- 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

# SC 6, US 76 and US 176 Corridors



## Legend

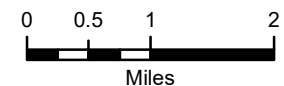
### Corridor

#### Miles

- A - 1.79
- B - 2.11
- C - 2.8
- D - 1.74
- E - 1.14
- F - 4.55

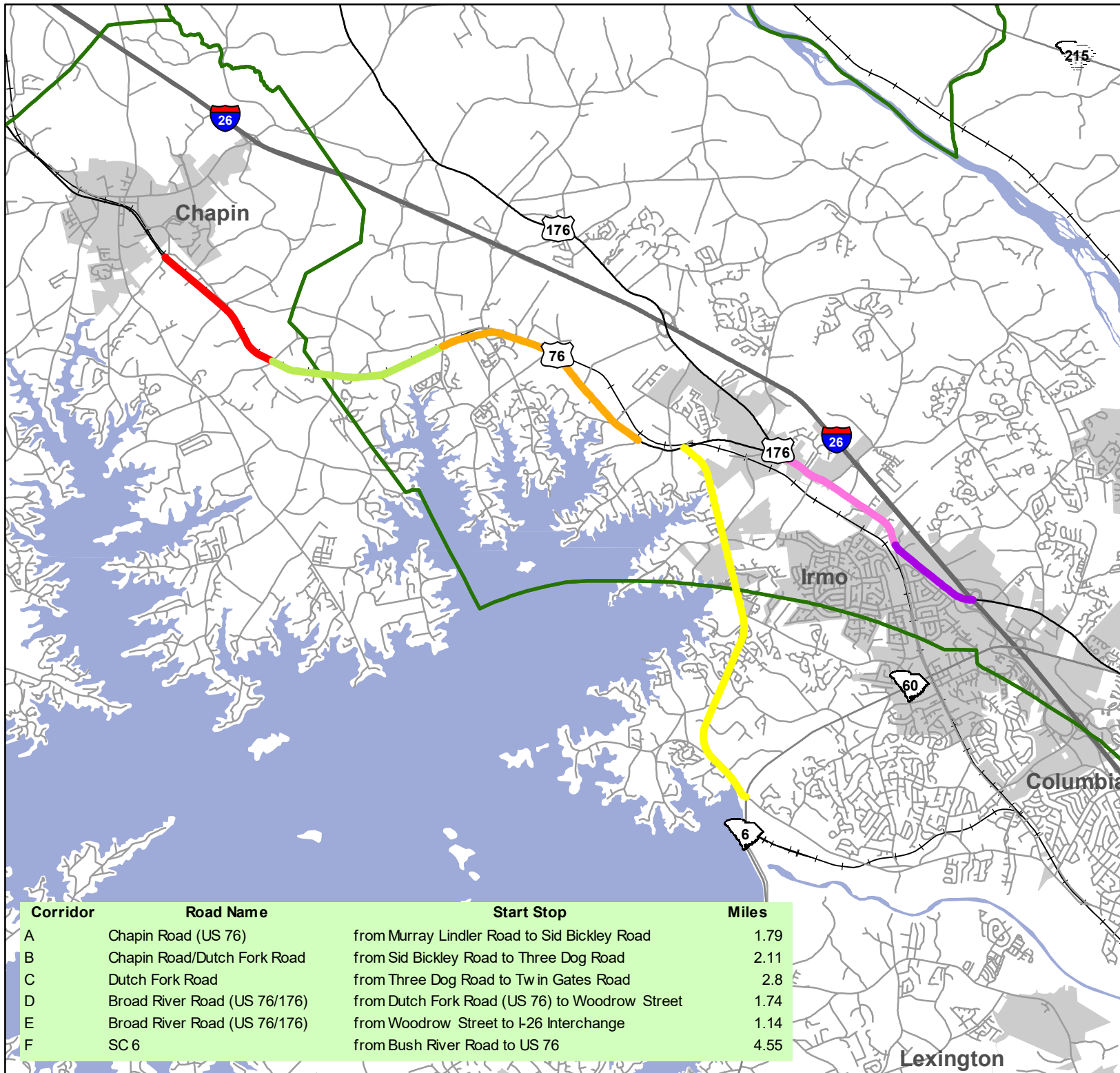
- Municipal Boundaries
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroad
- Water
- County Boundary

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Date Map Created: 18 August 2022

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Corridor	Road Name	Start Stop	Miles
A	Chapin Road (US 76)	from Murray Lindler Road to Sid Bickley Road	1.79
B	Chapin Road/Dutch Fork Road	from Sid Bickley Road to Three Dog Road	2.11
C	Dutch Fork Road	from Three Dog Road to Twin Gates Road	2.8
D	Broad River Road (US 76/176)	from Dutch Fork Road (US 76) to Woodrow Street	1.74
E	Broad River Road (US 76/176)	from Woodrow Street to I-26 Interchange	1.14
F	SC 6	from Bush River Road to US 76	4.55



Central Midlands Council of Governments FY2022-23 Budget									
Revenue:	Transportation	Planning	Aging Services		Midlands Workforce	Administration	Total FY2022-23	Budget FY2021-22	% Increase Change
			Aging	Ombudsman					
Local Revenue									
Member Governments	-	-	-	-	-	700,353	700,353	611,944	14.4%
State Aid	-	-	-	-	-	70,407	70,407	70,407	0.0%
Interest Income	-	-	-	-	-	75	75	75	0.0%
Fringe Recovery	-	-	-	-	-	1,090,327	1,090,327	974,000	11.9%
Indirect Cost Recovery	-	-	-	-	-	965,310	965,310	554,000	74.2%
Total Local Funds	-	-	-	-	-	2,826,472	2,826,472	2,233,626	26.5%
Programs									
Aging Planning & Administration	-	-		-	-	-	-	4,946,896	0.19%
Insurance			70,365				70,365		
ARP			1,276,365				1,276,365		
Covid			38,177				38,177		
Respite			484,742				484,742		
Admin			399,611				399,611		
Services			2,687,001				2,687,001		
Ombudsman Program	-	-	-	482,574	-	-	482,574	466,971	3.3%
Midlands Workforce	-	-	-	-		-	-	3,667,443	-8.7%
Youth					1,053,291		1,053,291		
Adult					1,154,205		1,154,205		
Dislocated Worker					946,070		946,070		
Resiliency					196,581		196,581		
Transportation	2,226,858	-	-	-	-	-	2,226,858	750,000	196.9%
Planning							-		
Regional Planning	-	120,000	-	-	-	-	120,000	119,000	0.8%
Economic Development	-	290,000	-	-	-	-	290,000	199,000	45.7%
Community Development Block Grants	-	183,000	-	-	-	-	183,000	63,600	187.7%
Local Technical Assistance Contracts	-	35,500	-	-	-	-	35,500	44,500	-20.2%
Total Programs	2,226,858	628,500	4,956,261	482,574	3,350,147		11,644,339	10,257,410	13.5%
Transfer from General Fund									
Required Match	464,622	71,250	-	-	-	-	535,872	224,500	138.7%
Other Local Funds Required	(785,898)	157,181	(45,360)	2,178	617,670	-	(54,230)	110,219	-149.2%
Total Transfer from General Fund	(321,276)	228,431	(45,360)	2,178	617,670	-	481,641	424,955	13.3%
Total Revenue	1,905,582	856,931	4,910,901	484,751	3,967,816	2,826,472	14,952,452	12,915,991	15.8%
Expenses:									
Personnel Costs									
Salaries	289,048	278,207	509,286	196,352	428,931	212,640	1,914,464	1,561,999	22.6%
Agency Fringes	-	-	-	-	-	1,228,267	1,228,267	974,000	26.1%
Interns/Part Time Employees	-	30,000	-	14,880	40,522	-	85,402	108,000	-20.9%
Temps	-	-	15,000	-	-	80,000	95,000	29,500	222.0%
SCRS Payout & Leave Payouts	-	-	-	-	-	20,000	20,000	15,000	33.3%
Total Personnel Costs	289,048	308,207	524,286	211,232	469,452	1,540,907	3,343,133	2,688,499	24.3%
Fringe & Indirect Cost Allocation									
Fringe Allocation	187,505	180,473	331,036	127,374	263,939	-	1,090,327	974,000	11.9%
Indirect Cost Allocation	162,028	155,951	285,710	112,268	249,353	-	965,310	554,000	74.2%
Total Fringe & Indirect Cost Allocation	349,534	336,424	616,746	239,642	513,292	-	2,055,637	1,528,000	34.5%
Support Services									
Operations and Maintenance									
Insurance	-	-	-	-	12,750	23,885	36,635	17,500	109.3%
Legal Fees	20,000	12,000	4,500	-	-	20,000	56,500	16,200	248.8%
Audit Services	-	-	-	-	-	37,000	37,000	26,800	38.1%
Office & Data Processing Supplies	4,000	2,500	6,000	5,500	10,000	36,000	64,000	35,900	78.3%
Kitchen Supplies	-	-	-	-	-	2,500	2,500	2,300	8.7%
Printing Services	5,000	-	3,000	3,500	-	1,000	12,500	14,500	-13.8%
Banking Services	-	-	-	-	-	9,500	9,500	9,575	-0.8%
Postage & Shipping	3,000	300	2,000	500	3,000	8,500	17,300	11,250	53.8%
Professional Dues & Memberships	3,500	3,000	4,000	300	2,500	12,000	25,300	25,250	0.2%
Subscriptions & Publications	3,500	1,000	-	-	-	2,000	6,500	5,700	14.0%
Telephone & Internet Service	10,000	-	4,000	3,700	59,363	28,000	105,063	147,150	-28.6%
Legal Ads	15,000	2,500	1,000	2,000	-	-	20,500	10,300	99.0%
Recruitment and Outreach	4,000	-	4,000	2,800	12,500	10,000	33,300	17,650	88.7%
Storage Room Rental	-	-	3,000	-	-	2,100	5,100	2,250	126.7%
Equipment Rental & Leases	-	-	-	-	11,575	45,000	56,575	61,500	-8.0%
Office & One Stop Rent	-	-	-	-	157,631	-	157,631	134,000	17.6%
Building & Grounds Maintenance	-	-	-	-	36,050	75,000	111,050	72,546	53.1%
Equipment & Software Maintenance	15,000	5,000	-	1,800	9,500	35,000	66,300	57,300	15.7%
Utilities	-	-	-	-	102,000	25,000	127,000	27,500	361.8%
Security					38,500		38,500	20,500	87.8%
Total Operations and Maintenance	83,000	26,300	31,500	20,100	455,369	372,485	988,754	724,371	36.5%
Development and Training	6,000	17,500	25,000	2,800	16,750	15,000	83,050	16,750	395.8%
Travel and Transportation									
Auto Operation/Leased Vehicles	-	-	18,900	5,477	-	12,599	36,976	21,500	72.0%
Board & Committees	10,000	-	2,000	1,500	15,000	30,000	58,500	27,250	114.7%
Meeting Room Rental	50,000	-	-	-	-	-	50,000	-	0.0%
Mileage & Subsistence	3,000	1,500	2,000	2,500	8,000	2,000	19,000	9,400	102.1%
Total Travel and Transportation	63,000	1,500	22,900	9,477	23,000	44,599	164,476	58,150	182.8%
Consulting Services	1,100,000	167,000	-	1,500	55,000	144,840	1,468,340	1,071,074	37.1%
Total Support Services	1,252,000	212,300	79,400	33,877	550,119	576,924	2,704,620	1,870,345	44.6%
Capital Outlays									
Equipment & Software Upgrades	15,000	-	17,000	-	25,000	15,000	72,000	26,330	173.5%
Deferred Maintenance	-	-	-	-	-	212,000	212,000	33,000	542.4%
Total Capital Outlays	15,000	-	17,000	-	25,000	227,000	284,000	59,330	378.7%
Total Operating Expenses	1,905,582	856,931	1,237,432	484,751	1,557,864	2,344,831	8,387,390	6,146,174	36.5%
Transfer from General Fund	-	-	-	-	-	481,641	481,641	534,719	-9.9%
Contracted Services Expenses									
Aging Contractors		-	3,673,468	-	-	-	3,673,468	3,942,642	-6.8%
MWDB Contractors		-	-	-	2,409,953	-	2,409,953	2,292,456	5.1%
Total Contracted Services Expenses	-	-	3,673,468	-	2,409,953	-	6,083,421	6,235,098	-2.4%
TOTAL EXPENSES	1,905,582	856,931	4,910,900	484,751	3,967,817	2,826,472	14,952,452	12,915,991	34.0%
Increase (Decrease) to Fund Balance	0	0	0	0	(0)	(0)	0	(0)	