



AGENDA

- 1. **CALL TO ORDER** David Brown, Chairman
- 2. **DETERMINATION OF QUORUM**
- ACTION** 3. **APPROVAL OF AGENDA**
- 4. **INTRODUCTION OF GUESTS** Gregory Sprouse, Principal GIS Planner
- 5. **INVOCATION**
- ACTION** 6. **CONSENT AGENDA**
 - A. Approval of Minutes of August 25 and September 22 Board Meetings **(Enc. 1 & 2)**
 - B. Affirm the Executive Committee's approval on 9/22/05 of a resolution supporting direct Federal Transit Administration (FTA) grantee status for the Central Midlands Regional Transit Authority (CMRTA) and authorizing transfer of assets from CMCOG to CMRTA. **(Enc. 3)**
- 7. **COMMITTEE APPOINTMENTS** David Brown
- ACTION** 8. **FY 2006 TRANSPORTATION ENHANCEMENT PROJECTS** Reginald Simmons,
(Enc. 4) Director of Transportation

The Transportation Technical Committee and the Transportation Planning Subcommittee have recommended approval of a number of enhancement projects for FY 2006.
- ACTION** 9. **INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN** **(Enc. 5)** Reginald Simmons

The Transportation Technical Committee and the Transportation Planning Subcommittee gave recommended adoption of the South Carolina Department of Transportation's Intelligent Transportation System (TS) Plan as an element of the Columbia Area Transportation Study (COATS) Long Range Transportation Plan.
- ACTION** 10. **SMART HIGHWAYS REPORT** **(Enc. 6)** Reginald Simmons

The Smart Highways Report was developed to review the air quality impacts of the 2025 Long-Range Transportation Plan. As part of a statewide Early Action Company, the report will help the COATS planning region comply with federal Clean Air Act requirements.

11. **BRIEFING: LOW IMPACT DEVELOPMENT (LID)** Shannon Smith, President
(Enc. 7) Southeastern Environmental Solutions, Inc.

Low Impact Development is an environmentally friendly approach to land development and storm water management. Ms. Smith will brief the Board on LID practices and what is being done to encourage them in our region.

12. **BRIEFING: REGIONAL LONG TERM CARE
OMBUDSMAN PROGRAM REPORT** Anna Harmon, Manager,
Regional Long Term Care Ombudsman Program

Ms. Harmon will present her annual update of the accomplishments of the Ombudsman Program.

- ACTION** 13. **AMENDMENT TO CMCOG POLICIES AND PROCEDURES MANUAL** Nevetta Blocker,
(Enc. 8) Assistant Director

Amend the CMCOG Policies and Procedures Manual to increase the approved reimbursement rate for use of personal vehicles on COG business from 28¢ per mile to 40¢ per mile.

14. **EXECUTIVE DIRECTOR'S REPORT** Norman Whitaker

15. **OLD/NEW BUSINESS**

- ◆ **SCARC Annual Conference in Myrtle Beach: November 20-22, 2005**
- ◆ **Next meeting date: December 15, 2005**

16. **ADJOURN**

**CMCOG Board Meeting Minutes****August 25, 2005**

A meeting of the Central Midlands Council of Governments was held on Thursday, August 25, 2005, in the CMCOG conference room.

Members Present:

Fairfield County	David Brown
Lexington County	Bill Banning Art Brooks Smokey Davis Billy Derrick Melanie Ellerbe Wilber Lee Jeffcoat Joe Owens
Newberry County	Henry Summer
Richland County	Earl F. Brown, Jr. Bruce Carter Larry C. Cooke Marshall Hoefler Valerie Hutchinson Michael Letts Paul Livingston Joe McEachern Tony Mizzell Bernice Scott
Batesburg-Leesville	Gary Holmes
Cayce	Avery Wilkerson
Columbia	E. W. Cromartie, II John N. Hardee
Forest Acres	Mark Williams
Irmo	Paul Younginer
Lexington, Town	Randy Halfacre
Newberry, City	Ed Kyzer
Springdale	Pat Smith
West Columbia	Bobby Horton
Winnsboro	Roger Gaddy
Fairfield Co. Legis. Del.	Creighton Coleman
Lexington Co. Legis. Del.	Ted Pitts
Newberry Co. Legis. Del.	Walton McLeod
Richland Co. Legis. Del.	Jimmy C. Bales

Advisory Members Present:

Chapin	Stan Shealy, Mayor
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Visitors:

Michael Criss, Richland Co. Planning Services Manager
 Harry Deith, Lexington Chamber of Commerce
 Brittany Dolan, Consultant for CMRTA
 Donna Gulledge, Lexington County Joint Municipal Water & Sewer Commission
 Mitzi Javers, Executive Director of CMRTA
 Cary McSwain, Richland County Administrator
 Louise Moore, SCDOT
 Mark Pleasant, SCDOT
 John Sharpe, Cayce City Manager
 Jana Smith, The State newspaper

Staff Present:

Harriet Anderson, Special Assistant to the Exec. Director
 Joi Baldwin, Intern
 Roland Bart, Senior Transportation Planner
 Nevetta Blocker, Assistant Director
 Ben Mauldin, Director, Research & GIS
 Joe Ryan, Senior Planner
 Sharon Seago, Director, Area Agency on Aging
 Wayne Shuler, Chief Planner
 Andy Simmons, Information Services Manager
 Reginald Simmons, Director of Transportation Planning
 Gregory Sprouse, Manager, GIS
 Norman Whitaker, Executive Director
 Susan Wilson, Senior Transportation Planner

1. CALL TO ORDER

Chairman David Brown called the meeting to order at 12:16 p.m.

2. DETERMINATION OF QUORUM

A quorum was present.

3. APPROVAL OF THE AGENDA

- ▣ A motion was made by Michael Letts and seconded by Walton McLeod to approve the agenda. Motion passed unanimously.

4. INTRODUCTION OF GUESTS

Gregory Sprouse introduced guests at today's meeting; they are listed above.

5. INVOCATION

Earl F. Brown, Jr., gave the invocation.

6. INTRODUCTION OF NEW BOARD MEMBERS AND RECOGNITION OF OUTGOING BOARD MEMBERS

Chairman David Brown introduced Dr. Roger Gaddy, Mayor of Winnsboro.

7. CONSENT AGENDA

- A. Minutes of June 23, 2005, Board Meeting
- B. Changing December 8 Meeting to December 15, 2005
- C. June 30, 2005, Financial Statement
- D. Unified Planning Work Program (UPWP) Amendment

- ▣ A motion was made by Michael Letts and seconded by Wilber Lee Jeffcoat to approve the Consent Agenda. Motion passed unanimously.

8. COMMITTEE ASSIGNMENTS

Chairman Brown noted the list of committee assignments that were distributed to the Board. He added that there was one more committee he would be appointing. This committee would be called Regional Planning and Development Advisory Committee. This would include economic development planning, the wetlands mitigation bank, various community development initiatives, and our technical assistance to small cities planning commissions. In addition, it would cover a number of different environmental planning activities that are not covered currently under any committee. Appointments will be made in September. Meetings will be held quarterly.

Proposed make-up of the committee:

2 Board members and 1 citizen appointee from each of the four counties and the City of Columbia which, with the Chairman and Vice-Chairman, would bring the total committee membership to 17.

- **A motion was made by Michael Letts and seconded by Jimmy Bales to approve the establishment of the new committee and asked that it work in conjunction with the Environmental Planning Advisory Committee to determine the roles of both committees. Motion passed unanimously.**

9. AAA PLAN AMENDMENT / SSBG ALLOCATIONS

Sharon Seago, AAA Director, stated that the Regional Aging Advisory Committee and the COG Executive Committee have approved authorizing the Executive Director to sign contracts for Social Services Block Grant home delivered meals. They have also approved amending the Aging Area Plan to add the Social Services Block Grant funds. She asked for approval by the Board.

- **A motion was made by Michael Letts and seconded by Gary Holmes to approve the SSBG contracts for home delivered meals and the amended Aging Area Plan. Motion passed unanimously.**

10. UPDATE ON CMRTA

Pat Smith, Chairman of the Central Midlands Regional Transit Authority (RTA), gave a brief update on recent activities of the RTA.

- Service Standards Committee is working to define some of the routes to increase efficiency and improve the bus service
- 26-acre site recently acquired at Lucius Road and River Drive for the new CMRTA Headquarters, which will cost \$10-12 million with 80% federal funding and 20% local funding. Wilbur Smith will do the design/bid/build for this project.
- Adopted a resolution on May 23 to officially name the facility the **Lowell C. "Butch" Spires, Jr. Regional Transit Facility** in honor of Butch Spires, who was Chairman of the RTA until his death in March of this year.
- DART service is expanding in response to the overwhelming service requests from the disabled community.
- Installing over 1300 bus stop signs / with decals noting the route number
- Adjustments to routes to increase service to those being used the most and to eliminate underperforming routes – for a savings of over \$400,000
- Ridership has increased by 8%
- Added service to Parklane Road, Beltline, and Harbison in response to demand for service there by riders. Service has also been increased in Eau Claire and Olympia.

Mr. Smith played a commercial that is presently running on television stations advertising the bus system. He noted that there are three PSAs/commercials. All route maps will be printed in Spanish and English.

Other projects being conducted:

- SmartRide
- Ozone Pollution Awareness Campaign
- Advertising on the outside of the buses in increase revenues
- Promote anti-littering and -loitering at bus stops for neighborhood safety
- Haunted Bus in October to raise funds for the Juvenile Diabetes Research Foundation
- Stuff-A-Bus in December (money and new toys for needy children in the midlands)

11. UPDATE ON SAFETEA AND SCDOT FUNDING ALLOCATION

Norman Whitaker stated that earlier this month the President signed a new, five-year transportation bill into law. It replaces TEA-21 and ISTEA. The new law is called **SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: z A Legacy for Users)**. This provides the bulk of the funding for transit and highways that flows through our MPO to our member governments, urban and rural. The transportation bill had a total of \$287 billion. When you subtract money that has already been spent while waiting for the bill to be approved, that leaves \$244.1 billion. There is a guaranteed return to the state of 92¢ for each dollar relative to the local gas tax paid.

The following projects earmarked for funding in the Central Midlands Region are listed in the House/Senate conference committee bill; however, we have not seen the final version of the Act as signed by the President.

\$ 560,000	Extension and expansion of Lower Richland Roads
\$1,600,000	Airport Connector in Lexington County
\$4,600,000	Lexington Connector & US 1, 6 & 378 (3 earmarks)
\$5,000,000	Harden Street Improvements in Columbia
\$3,000,000	I-77/Peach Road Interchange in Fairfield County

The SCDOT has been waiting for the new bill to pass so they can decide how to allocate the new funds to the metro areas and the COGs for transportation improvements. They will apply the 2000 Census numbers to the funding formula.

Mr. Whitaker stated that the Southern Environmental Law Center released a report today called "Clean Air for the Columbia Area." It is available on the Southern Environmental Law Center's web site. Overall, it is a positive report.

Commissioner John Hardee stated that the earmarks we are receiving count against our regular allocation. The COG needs to look at bold and innovative ways to fund the projects. Don't depend on DOT because the money is not there. Growth is outpacing the income and traffic congestion is steadily growing worse.

12. GREEN INFRASTRUCTURE

Joe Ryan, Senior Planner, stated that the point of green infrastructure is to link together parks and other green spaces that benefit people and promote plant and wildlife diversity. Phase I – an inventory of the natural, recreational and cultural resources in the region – has been completed. Phase II is the creation of the Green Infrastructure Plan. This will provide local officials, business owners, developers and private citizens with an overview of the various resources within the Central Midlands region. The plan focuses on specific areas and linkages that could be assembled together to form a regional green infrastructure network.

- ◆ Next, Chairman Brown presented resolutions to outgoing Board members Marshall Hoefer and Bruce Carter (Richland County) and Gary Holmes (Batesburg-Leesville) in appreciation of their service to the region.

13. EXECUTIVE DIRECTOR'S REPORT

- ◆ Norman Whitaker introduced new intern Joi Baldwin, a graduate student at the University of Tennessee.
- ◆ He thanked the Board for approving the funding for our building expansion, which is virtually complete. There are 9 more offices and another small conference room in the new area.

14. OLD / NEW BUSINESS

There was none.

15. ADJOURN

Chairman Brown adjourned the meeting at 12:52 p.m.

**CMCOG Board Meeting Minutes****September 22, 2005**

A meeting of the Central Midlands Council of Governments was held on Thursday, September 22, 2005, in the CMCOG conference room.

Members Present:

Fairfield County	David Brown
Lexington County	Bill Banning Todd Cullum Smokey Davis Billy Derrick Melanie Ellerbe Wilber L. Jeffcoat
Newberry County	Vina Abrams Hodge Harmon Henry Summer
Richland County	Larry C. Cooke Michael Letts Bernice Scott Sarah Watson
Batesburg-Leesville	Joseph Coleman
Cayce	Avery Wilkerson
Columbia	John N. Hardee
Forest Acres	Mark Williams
Lexington, Town	Randy Halfacre
Winnsboro	Roger Gaddy
Fairfield Co. Legis. Del.	Creighton Coleman
Newberry Co. Legis. Del.	Walton McLeod
Richland Co. Legis. Del.	Jimmy C. Bales

Visitors:

Shane Belser, Federal Highways Administration
 Harry Deith, Lexington Chamber of Commerce
 Donna Gulledege, Lexington County Joint Municipal Water & Sewer Commission
 Katie Holland, SCDOT
 Mitzi Javers, Executive Director of CMRTA
 Bryan Keys, SCDOT
 Louise Moore, SCDOT
 Johnny Sharpe, Cayce City Manager

Staff Present:

Harriet Anderson, Special Assistant to the Exec. Director
 Bonnie Austin, Director, WIA Program
 Joi Baldwin, Intern
 Roland Bart, Senior Transportation Planner
 Nevetta Blocker, Assistant Director
 John Huffman, Planner & Grants Administrator
 Ben Mauldin, Director, Research & GIS
 Julie Merrill, Aging Program Coordinator, Caregiver Prog.
 Joe Ryan, Senior Planner
 Sharon Seago, Director, Area Agency on Aging
 Wayne Shuler, Chief Planner
 Andy Simmons, Information Services Manager
 Reginald Simmons, Director of Transportation Planning
 Gregory Sprouse, Manager, GIS
 Jackie Thompson, Information, Referral & Assistance

Advisory Members Present:

Chapin	Stan Shealy, Mayor
Pelion	Charles Haggard, Mayor

1. CALL TO ORDER

Chairman David Brown called the meeting to order at 12:15 p.m.

2. DETERMINATION OF QUORUM

A quorum was not present.

3. APPROVAL OF THE AGENDA

- ▣ A motion was made by Jimmy Bales and seconded by Michael Letts to approve the agenda. Motion passed unanimously.
- ▣ A motion was made by Jimmy Bales and seconded by Michael Letts to add an item to the agenda regarding travel reimbursement. Motion passed unanimously.

Chairman Brown said the item would be added to the agenda as 13.A.

4. INTRODUCTION OF GUESTS

Gregory Sprouse introduced guests at today's meeting; they are listed above.

5. INVOCATION

Michael Letts gave the invocation.

6. INTRODUCTION OF NEW BOARD MEMBERS

Chairman Brown introduced new Board members Sarah B. Watson, representing Richland County; and Joseph Coleman, representing Batesburg-Leesville. Norman Whitaker introduced new employee Julie Merrill, Aging Program Coordinator with the Family Caregiver Program. Ms. Merrill was an intern and was hired for the position at then completion of her internship.

7. APPROVAL OF MINUTES OF AUGUST 25, 2005, BOARD MEETING

- ▣ A motion was made by Michael Letts and seconded by Bernice Scott. Motion passed unanimously.

8. REGIONAL PLANNING AND DEVELOPMENT COMMITTEE APPOINTMENTS

Chairman Brown stated that the appointments would be made at the October 27 Board meeting.

9. APPROVAL OF RESOLUTION SUPPORTING DIRECT FEDERAL TRANSIT ADMINISTRATION (FTA) GRANTEE STATUS FOR THE CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY (CMRTA) AND AUTHORIZING TRANSFER TO ASSETS FROM CMCOG TO CMRTA

Reginald Simmons, Director of Transportation, stated that approval this resolution would allow CMRTA to be a direct recipient of Federal Transit Administration funds; would transfer five federal grant agreements

and relevant assets; and approve and ratify all preliminary actions taken to prepare for these transfers. CMCOG is currently the designated recipient and would continue to receive planning funds from FTA. This would also relieve CMCOG staff of oversight obligations.

- **A motion was made by Michael Letts and seconded by Jimmy Bales to approve the resolution. Motion passes unanimously.**

10. UPDATE ON PROJECTS

Ben Mauldin, Director of Planning and Research, gave a brief update on the following projects:

- ◆ **Advance Planning Report — \$175,000 / with \$19,500 local match**
The first two parts of the report have been completed — a conceptual redevelopment plan for Fort Jackson and McEntire Air National Guard base and a stakeholder analysis of Richland County to determine individuals and organizations best suited to be involved in base-related activities if either facility is closed or downsized. The third element is an economic analysis of Richland County to determine which sectors of the economy are strongest, which are weakest, and which have the best potential for expansion. The final report will be submitted to the Department of Defense.
Completion date: September 30, 2005
Project manager: John Huffman

- ◆ **S-48 (Columbia Avenue) Corridor Study — \$88,900**
Project manager: Wayne Shuler **Completion date: April 2006**
In June 2005, CMCOG entered into a contract with Parsons Brinckerhoff (PB) to prepare a corridor study for S-48 (Columbia Avenue) in the Town of Chapin. PB has met with the study steering committee to discuss goals and objectives for the project, the study area boundary and public participation. On September 1, PB provided the draft Technical Memo #1 describing the existing conditions of the corridor. An addendum that includes the traffic counts with school trips will be completed shortly.

- ◆ **Central Midlands Mitigation Bank, Phase III — \$50,000**
Project manager: Wayne Shuler **Completion date: March 2006**
Phase I identified three watersheds for a possible mitigation bank and a pilot tract in each watershed. Phase II identified five potential restoration site and five potential preservation sites for each eco-region for inclusion in a Mitigation Banking Instrument. Phase III includes using GIS to evaluate the property identified in Phase II for potential banking credits, and meeting with the property owners to solicit interest regarding participation in the mitigation bank. At the end of Phase III, a draft Mitigation Banking Instrument will be developed based on the property owners interested in participating. The draft will be presented to the Mitigation Bank Review Team for approval. Phase IV will involved finalizing the draft Mitigation Banking Instrument.

- ◆ **Base Realignment and Closure Planning Grant (Midlands WIA) — \$125,000**
Project manager: Bonnie Austin, WIA Program Director **Completion date: December 2005**
The purpose of this grant is to distribute National Emergency Grant (NEG) funds under the WIA, to help initiate early community planning to ensure an effective response to worker impact that may result from the closure and realignment actions as a result of the 2005 Defense Base Realignment and Closure.

Reginald Simmons, Director of Transportation, gave a brief update on the following projects:

- ◆ **Bicycle and Pedestrian Facility Plan — \$71,840**
Project manager: Reginald Simmons **Completion date: February 2006**
This is to develop a regional plan, vision and conceptual standards for pedestrian and bicycle routes. The consultant has identified existing conditions, opportunities and constraints; established a vision and goals; and is beginning to identify projects, best practices and funding sources. Upon completion, the plan will be brought before the Board for approval as an element of the Long Range Transportation Plan.
- ◆ **Regional Commuter Rail Feasibility Study — \$144,986**
Project manager: Reginald Simmons **Completion date: June 2006**
An implementation plan will be developed to bring commuter rail service and potentially high-speed rail service to the Central Midlands region. The Board will be asked to adopt this plan as an element of the Long Range Transportation Plan.
- ◆ **Regional Motor Freight Plan — \$56,000**
Project manager: Roland Bart **Completion date: May 2006**
The 1998 Motor Freight Study will be updated by developing recommended motor freight routes that will alleviate congestion, increase safety and improved roadway design. The Board will be asked to adopt the plan as an element of the Long Range Transportation Plan.

11. REPORT ON CMCOG ASSISTANCE TO HURRICANE KATRINA EVACUEES

Sharon Seago, Director of the Area Agency on Aging, stated that the AAA has been participating with receiving and placing evacuees, many of whom were originally taken to Texas and then brought to South Carolina. Bonnie Austin, Director of the WIA Program, noted that 616 evacuees have registered for services, 121 jobs have been offered and four people have been hired, so far. South Carolina has applied for an \$8.5 million emergency grant from the U.S. Department of Labor to assist those individuals who are coming into the state from evacuated areas. Norman Whitaker added that at the SCARC Board meeting held last week in Columbia, Congressman Clyburn stated that the system of comprehensive services here is a model for other communities. In addition, Mr. Whitaker noted that the Central Midlands Regional Transit Authority has also played a major role in this effort, by using the trolleys to take evacuees to and from their temporary residences and the service center.

12. CMCOG STRATEGIC PLANNING SURVEY

Norman Whitaker noted that a Strategic Planning Survey for the Board of Directors was distributed to Board members at this meeting. He asked that they take the time to fill it out before leaving today, or to fax it back to him.

13. EXECUTIVE DIRECTOR'S REPORT

- ◆ **State Recognition of Ombudsman Program**
The CMCOG Ombudsman Program was recently recognized by the Lieutenant Governor as a positive example for other COGs.

- ◆ **United Way of the Midlands Campaign**
The UW contributions by the CMCOG staff, for the second year in a row, exceed our goal.
- ◆ **Day of Caring (a United Way Program)**
Staff volunteer to help the United Way provide direct services. The COG has received the "Golden Shovel Award" for their efforts.
- ◆ **Midlands Workforce Program**
The WIA received an award from the Hispanic Leadership Council at a luncheon for their efforts in providing job service and training for the Hispanic population. Bonnie Austin stated that WIA is teaming with the S.C. Employment Security Commission and other service organizations to hold a job fair on October 12 (tentative date) to help the Hurricane Katrina evacuees.

13-A. Increase Mileage Rate for Travel

Vice-Chairman Jimmy Bales stated that due to the huge increase in gasoline prices, the federal government has increased the mileage reimbursement rate to 48.5¢ per mile. He asked Norman Whitaker to look into what other agencies are doing and to establish a more appropriate amount to be reimbursed.

- **A motion was made by Jimmy Bales and seconded by Bernice Scott to increase the COG mileage reimbursement rate up to 48.5¢ per mile, effective September 1, 2005. Motion passed unanimously.**

A quorum was still not present, so Chairman Brown stated that the motions made at today's meeting will be ratified at the October 27 Board meeting.

14. OLD / NEW BUSINESS

- ◆ Next meeting date: October 27, 2005
- ◆ SCARC Annual Conference in Myrtle Beach: November 20-22, 2005

15. ADJOURN

With no further business before the Board, Chairman Brown adjourned the meeting at 12:45 p.m.



RESOLUTION

RESOLUTION AUTHORIZING CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY TO BECOME A DIRECT GRANTEE/RECIPIENT TO FILE AND EXECUTE GRANT APPLICATIONS WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION AND THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION AND THE TRANSFER OF GRANT AGREEMENTS FROM THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENT TO THE CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY.

WHEREAS, the United States Department of Transportation (USDOT) and the South Carolina Department of Transportation (SCDOT) are authorized to make grants for transportation and mass transit planning programs and projects and intermodal transportation programs and projects; and

WHEREAS, the Central Midlands Council of Governments (CMCOG) is eligible as the designated recipient to receive capital, operating/administrative, and planning/special studies funding assistance from the USDOT and the SCDOT, in accordance with the Code of Laws of South Carolina; and CMCOG desires, consents, and authorizes that Central Midlands Regional Transit Authority (CMRTA) become a direct recipient and be afforded the same rights, privileges and obligations, and

WHEREAS, contracts for planning/special studies, operating/administrative, and capital assistance will impose certain obligations upon the applicant, including the provision, as applicable, of the local share of the project costs; and

WHEREAS, it is required by the USDOT and the SCDOT in accord with the provisions of Title VI of the Civil Rights Act of 1964, as amended, that an applicant for grants and contracts give assurance that it will comply with Title VI and other pertinent USDOT and SCDOT requirements; and

WHEREAS, it must be the goal of an applicant that minority business enterprise be utilized to the fullest extent possible in connection with these projects, and that procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts.

WHEREAS, that Central Midlands Council of Governments desires to transfer and CMRTA desires to accept, subject to the approval of the USDOT and the SCDOT, a total of six (6) grant agreements and relevant assets as shown in Appendix A to be solely executed and implemented by Central Midlands Regional Transit Authority (SC - 90 - X144, SC - 90 - X151, SC - 03 - 0029, SC - 90 - X178, SC - 90 - X162, SC - 90 - X172). CMCOG desires to retain the remaining grant agreement (SC-90-X120) for execution and implementation and shall remain the Designated Recipient.

NOW, THEREFORE, BE IT RESOLVED BY THE CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS:

1) that Central Midlands Council of Government gives its consent and authorization that the Central Midlands Regional Transit Authority become a direct grantee/recipient to execute and file grant applications with the U.S. Department of Transportation and the South Carolina Department of Transportation to aid in the financing of projects, provided that:

(A) that the Central Midlands Regional Transit Authority execute and file with such applications any assurances or any other documents required by the U.S. Department of Transportation and the S.C. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.

(B) that the Central Midlands Regional Transit Authority furnish such information as the U.S. Department of Transportation and/or the S.C. Department of Transportation may require in connection with the applications for their programs.

(C) that the Central Midlands Regional Transit Authority set forth and execute affirmative minority business policies in connection with the program's procurement needs.

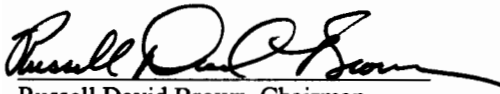
(D) that USDOT and the SCDOT give their approval and consent that the Central Midlands Regional Transit Authority execute grant agreements directly with the U.S. Department of Transportation and the S.C. Department of Transportation for aid in the financing of transportation planning/special studies, capital, and operating/administrative assistance programs without required oversight from the Central Midlands Council of Governments.

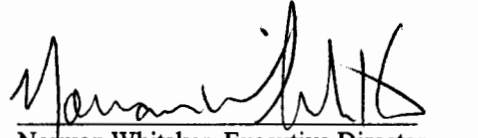
2) that subject to and effective upon the written approval and consent of the USDOT and the SCDOT, and subject to the written acceptance of the CMRTA, the CMCOG transfers to Central Midlands Regional Transit Authority the following Federal Transit Administration (FTA) grant agreements and relevant assets as shown in Appendix A: (SC - 90 - X144, SC - 90 - X151, SC - 03 - 0029, SC - 90 - X178, SC - 90 - X162, SC - 90 - X172), to be solely executed and implemented without required oversight from Central Midlands Council of Governments. CMCOG retains the following Federal Transit Administration grant agreement: (SC-90-X120) for execution and implementation and shall remain the Designated Recipient.

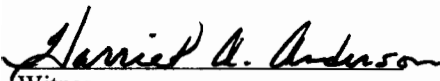
3) that all preliminary actions taken to prepare for these transfers are hereby approved and ratified.


THE UNDERSIGNED is the duly qualified Executive Director of Central Midlands Council of Governments, and hereby certifies that the foregoing is a true and correct copy of a resolution adopted at a meeting of the Central Midlands Council of Governments held on September 22, 2005.

ATTEST


Russell David Brown, Chairman
Central Midlands Council of Governments


Norman Whitaker, Executive Director
Central Midlands Council of Governments


Witness


Witness



DATE: October 27, 2005
TO: CMCOG Board of Directors
FROM: Reginald Simmons, Transportation Director
SUBJECT: FY 2006 Transportation Enhancement Projects

REQUESTED ACTION

We request a recommendation of approval for the FY 2006 Transportation Enhancement Projects. This request entails 6 projects representing four (4) member governments. We anticipate a total of **\$814,778.40** in federal funding is needed to complete these projects.

PROGRAM DESCRIPTION

The Intermodal Surface Transportation Efficiency Act of 1991, known as ISTEA, provided for a variety of non-traditional transportation activities. The reauthorizations of this act, known as the Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), continues and expands the original program. One of the programs which have received a great deal of attention in South Carolina and across the nation is Transportation Enhancements. Though this is a state regulated program, the ten (10) Metropolitan Planning Organization (MPO) administer this program for their study areas. For the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization, the Transportation Enhancement Program is administered by the Central Midlands Council of Governments (CMCOG).

BACKGROUND

Historically, CMCOG has administered the Transportation Enhancement Program on a biannual basis. Enhancement funds were distributed over a two-year cycle to fund all enhancement project requests. With the approval of the MPO Guidelines in 2004, a more competitive process has been designed to select projects in the future.

On April 11th the CMCOG Enhancement Committee reviewed the proposed six (6) applications to received funding for this funding cycle. On April 26th the CMCOG Technical Committee recommended approval of this request to the Transportation Subcommittee. On June 13th the Transportation Subcommittee recommended approval of this request to the Executive Committee and CMCOG Board.

ATTACHMENT

Please find a copy of the FY 2006 Transportation Enhancement Projects.

1	2006	Town of Springdale	Platt Springs Rd 2004 Beautification Project (Platt Springs Road Phase II)	Installation of pedestrian lighting along Platt Springs Rd	\$ 181,250.00	\$ 36,250.00	\$ 145,000.00	\$ 145,000.00	Will provide pedestrian lighting along the residential neighborhood on Platts Spring Road	Ben Baxley	Town Administrator	803-794-0408
2	2006	City of West Columbia	State St-Marble St Enhancement (Meeting Street Streetscape Phase I)	Installation of sidewalks, lighting, and curbing	\$ 181,250.00	\$ 36,250.00	\$ 145,000.00	\$ 145,000.00	Approved by the CMCOG Board September 25, 2003	Myron Cortey	Deputy City Administrator	803-791-1880
3	2006	City of West Columbia	Klapman Blvd-12th Street Streetscape (12th Street Streetscape Phase I)	Installation of sidewalks, underground utilities, storm drainage, lighting, landscaping, street signs and benches	\$ 181,250.00	\$ 36,250.00	\$ 145,000.00	\$ 145,000.00	Replaced by Phase II- Approved by the CMCOG Board September 25, 2003	Myron Cortey	Deputy City Administrator	803-791-1880
4	2006	Town of Irmo	College Street/Columbia Avenue Sidewalks (Columbia Avenue and College Street Beautification Project)	Construction of approx. 3,062 feet of sidewalk, grassing, and drainage along Columbia Ave. and College St.	\$ 148,473.00	\$ 29,694.60	\$ 118,778.40	\$ 118,778.40	Approved by the CMCOG Board September 25, 2003	Bob Brown	Project Coordinator	803-781-7050
5	2006	City of Columbia	Decorative Lighting-North Main Street (North Main Street-Street Lighting)	Decorative lighting on North Main Street between Elmwood Ave and Anthony Ave	\$ 1,200,000.00	\$ 1,055,000.00	\$ 145,000.00	\$ 145,000.00	Approved by the CMCOG Board September 25, 2003	Chip Land	Deputy Planning Director	803-545-3222
6	2006	City of Columbia	Five Points Village Streetscape (Harden Street and Five Points Streetscape)	Installation of sidewalks, landscaping, lighting, underground utilities, and street-side amenities	\$ 16,900,000.00	\$ 96,667.00	\$ 145,000.00	\$ 145,000.00	Approved by the CMCOG Board May 24, 2001	Chip Land	Deputy Planning Director	803-545-3222



ENCLOSURE 5

DATE: October 27, 2005
TO: CMCOG Board of Directors
FROM: Reginald Simmons, Transportation Director
SUBJECT: South Carolina Department of Transportation Intelligent Transportation Systems Plan

REQUESTED ACTION

We request a recommendation of approval for the South Carolina Department of Transportation (SCDOT) Intelligent Transportation Systems (ITS) Plan as the Columbia Area Transportation Study local ITS Plan.

PROGRAM DESCRIPTION

ITS is the application of high technology and communication technologies to current freeway, traffic and transit systems in order to alleviate traffic congestion, improve travel flow, improve air quality and provide more efficient and safer transportation system. ITS enables better traffic management through the provision of real time traffic flow information, weather, travel conditions to travelers and traffic system managers. The use of technology to collect up-to-the-minute traffic information allows traffic managers to better direct travelers via electronic road signs, radio broadcasts, cellular telephones and vehicle navigation systems. Typical ITS solutions may range from real time traffic advisory signs along a facility to transit vehicle location systems and toll facility passes.

BACKGROUND

Title VI, Part B of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established the national Intelligent Vehicle Highway Systems (IVHS) program. This program, now known as ITS, has until recently been stimulated by Federal funding and interest rather than through a systematic planning process. To assist in mainstreaming the deployment of ITS strategies in the local planning process a National ITS Architecture was developed.

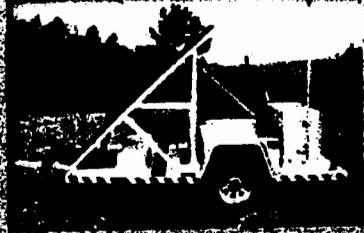
This Architecture was created primarily for the purpose of providing a framework for the identification of ITS components and interconnections, establishing a vocabulary to better understand the aspects of ITS and improve communication between ITS professionals and providing guidance in developing state and regional ITS architectures and the integration of ITS into the local planning process.

The goal of the National Architecture is to ensure that the deployment of ITS technologies become an integral component of transportation plans and programs. This requires that each MPO begin to integrate ITS planning and programming in to their Long Range Transportation Plans. More recent legislation, TEA-21 Title V, Section 5206(e), requires that each MPO develop an ITS Element to the LRTP to be consistent with the National ITS Architecture.

The Staff will present the SCDOT ITS Plan for approval.

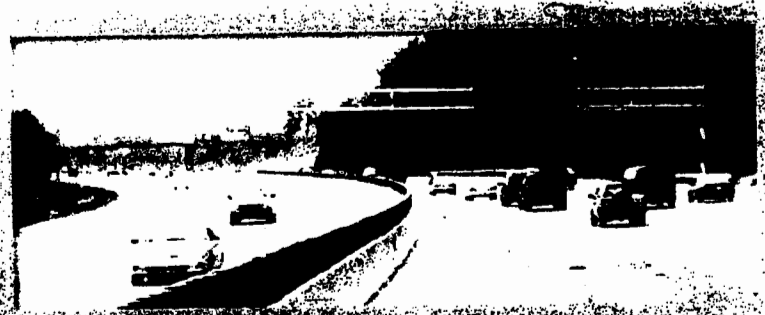
ATTACHMENT

Please find a copy of the SCDOT ITS Plan.



Intelligent Transportation Systems

**Strategic Growth &
Improvement Plan
January 2005**



SCSST



Intelligent Transportation Systems (ITS)

ITS can best be described as "the application of electronic, computer and communication technologies with traffic management strategies to provide increased safety, efficiency and traveler information for motorists." ITS is the critical element that is necessary to "operate" our highway infrastructure after it is built. Today's traffic demands often overwhelm our existing highway system and must be aggressively managed to meet the expectations of drivers. ITS provides that management by receiving real-time operational information, analyzing it, and providing the best solution for the adverse condition at hand. This new perspective embraces a philosophy that is founded on getting more out of what we have.

Not only does ITS allow the transportation engineer to formulate the optimum solution to a given traffic problem, but it also permits motorists to make informed decisions about their travel plans. This contributes greatly to incident and congestion management mitigation. ITS also furnishes motorists with critical information that will assist drivers with their trip. This includes navigational and map aids, route conditions, detour and construction activity and emergency information concerning incidents and congestion. Such information is processed and disseminated from the Traffic Management Center as described below.

The following features a description of the ITS elements contained in South Carolina's present ITS operation and what will be necessary in the future for our state to meet motorists' expectations as ITS grows nationally.

State Traffic Management Center (TMC)

The state Traffic Management Center (TMC) is located in the South Carolina Department of Transportation (SCDOT) headquarters building in Columbia. The functions of this center are many, but its primary function is to gather, monitor and disseminate real-time traffic operational information for public, other governmental agencies and media use and benefit. Although this center operates during peak traffic periods and during time of emergency, it is anticipated that within the next 2 years, it will function 24 hours a day throughout the year. This migration in time of operation follows the path of our neighboring states of Georgia and North Carolina, as traffic demands and management responsibility increase.



The operations console of the state Traffic Management Center controls SCDOT's ITS assets statewide.

While Traffic Engineering is fortunate to have been able to establish the TMC within limited space in the computer center of our headquarters building, it is anticipated with increased statewide coverage, continuous hours, additional staffing and progressive technology, an expansion of the facility is necessary. This facility would be controlled by SCDOT and dedicated to ITS Traffic Management and would have characteristics similar to other state

Traffic Management Centers. Not only will this be necessary for increased staff, but also a larger facility is necessary for increased agency coordination. The TMC works very closely with the Highway Patrol through dispatch, enforcement coordination and incident management. Also, coordination with the state Emergency Management Division (EMD) is made during emergency events. Limited video camera images are presently being provided to these agencies along with traffic volume and speed information. Basic coordination exists with these agencies and others, but increased coordination through better communications and information sharing must evolve to address traffic management demands of the future. This would allow decreased time for congestion mitigation, which is critical to incident management. To achieve this, more physical room for data servers, fiber optic communications management, SCDOT Maintenance staff during emergency operations, video and voice support technical equipment and physical protocol technology suitable for agency interface must be provided.

Incident Management is a critical function of a state's Traffic Management Center. South Carolina has over 800 miles of Interstate Highways and this coupled with our high number of U.S. and State Primary Highways provides the high probability of major incidents. These incidents are managed in the state Traffic Management Center (TMC) by all entities affected. Also, provision is made at TMC's for accommodating the media (TV, Radio, Print) to cover these events. Ample space in the center is necessary to house the responders and reporters, plus their equipment and technology during these events. Further, parking for specialized mobile equipment and transmitting vans is necessary near the TMC for interface.

Traffic Signal Systems throughout the state make remarkable differences in coordinating traffic flow on arterial highways. As SCDOT progresses to place these systems, regional and central control is a reality. Thus, from a 24 hour TMC in Columbia, any system could be altered to accommodate changing traffic patterns due to any event such as hurricane evacuations, rerouted interstate traffic due to a major incident and any recreational event that places unusual demands on the arterial system. Managing this capability in a new facility is necessary and expected by the public.

As progress continues in the expanding area of Geographical Information Systems (GIS), capabilities surface to support ITS in TMC's. GIS within Traffic Engineering and ITS allows accurate data locating with no error. This reduces precious response time due to incidents and reduces congestion. This capability is necessary as plans are made for a TMC that is tailored for future transportation applications.

Goal: Establish 24 hour/day operation of state TMC

Goal: Provide adequate space for state TMC to include space for traffic operations control room; viewing room for visitors, media and training; technical equipment room; staff support offices; and hardware and software test and equipment repair area

Cost: \$1.8 million (existing earmark funding)

Regional Traffic Control Center (TCC)

Regional Traffic Control Centers (TCC) are smaller, satellite units that support regional ITS activities much the same way that the TMC functions as the statewide coordinator of these activities. Often TCCs operate during peak hours and are not necessarily staffed 24 hours per day. When not operating, their functions are transferred to the state TMC. Staffing is similar to the TMC, but reduced due to hours and the focus on local issues. Where practical, TCCs will be located within SCDOT District or Maintenance facilities.

Local traffic signal system operation can be managed from the TCC's, but when the TCC's go off line after hours, control of these systems can be handled by the state TMC. TCC's are established in Greenville, Spartanburg (I-85, I-26); Rock Hill (I-77); Columbia - handled by the state TMC - (I-26, I-126, I-20, I-77); Charleston (I-26, I-526); Myrtle Beach (US 17, US 501, SC 22); Beaufort - county/state operated (SC 170). All but Greenville and Beaufort are housed in temporary modular trailers and should be replaced with permanent facilities built for their purpose. Also, the existing Greenville TMC located in the District office needs to be expanded to accommodate ITS growth in that area.



Hammond Meyers monitors traffic conditions at SCDOT's TCC in Greenville.

Goals: Build permanent TCCs according to the following schedule:

1. Charleston
Cost: \$1 million
2. Florence, Myrtle Beach
Cost: \$1 million
3. York/Cherokee
Cost: \$1 million
4. Enlarge present Greenville TCC
Cost: \$300,000
5. North Augusta/Aiken (Possible joint center with GDOT)
Cost: \$1 million
6. District One Satellite TCC
Cost: \$500,000

SCDOT Incident Response Program

One of the basic elements of South Carolina's ITS program has been SCDOT's highly successful Incident Response Program. SCDOT's Incident Response Program has communicated ITS to South Carolina's drivers in a way that they appreciate. This program has

two major functions, that of incident management and assisting stranded motorists who could easily become fatalities.

The Incident Response program presently operates during peak hours and as needed in Columbia, Greenville, Spartanburg, Rock Hill, and Charleston on the corresponding Interstates of I-20/I-26, I-85, I-77, and I-26. It's expected that the hours of operation will need to expand in the next five years due to constant high traffic volumes throughout most of the day in these areas. Miles of coverage will need to be expanded also due to the need to reduce congestion along additional high volume Interstates and limited access roadways. Also, when the state TMC goes to 24 hours a day, seven days a week operation, the TMC operators will be continually available to coordinate Incident Response Program assignments.



Columbia SHEP responder Brian O'Cein aids a motorist by changing a tire.

Incident Response recently began operation in the Florence area on a section of I-95 under construction for widening. This service is expected to facilitate smoother traffic flow during construction. SCDOT's Incident Response Program is also featured on SC 170 in Beaufort County as this road and bridge are being widened and has been expanded to US 278 as a County funded initiative.

Interstate expansion of the Incident Response Program should include all of I-85 from the North Carolina line to the Georgia state line. In the Columbia area, the service has been expanded to give greater concentration to the loop of I-26, I-20, I-77 and I-126. In the Charleston area, I-26 from Ashley Phosphate Road to the terminal interchange should be covered along with all of I-526. Consideration should be given to the new Cooper River Bridge when it is completed also.

Additionally, SCDOT's Incident Response Program was established in the Myrtle Beach Grand Strand area in July 2001. The area covered is US 17 from the Conway Bypass to Murrells Inlet, US 501 from US 17 to US 378 and a section of the new Conway By Pass, SC 22 and Carolina Bays Parkway. This service is offered during the peak traffic periods, seven days per week and will be used during hurricane evacuations and major events. Incident Response service in Myrtle Beach serves further to emphasize to our visitors that South Carolina feels they are important to the state.

Goal: Provide adequate facilities for Columbia Incident Response Program
Cost: \$100,000

Goal: Expand Incident Response Program operation to 7 days/week in all areas
Cost: \$1.5 million/year

Goal: Expand Incident Response Program on I-85 from North Carolina line to Georgia line
Cost: \$800,000/year

Goal: Expand Columbia Incident Response Program coverage on I-26 to Chapin and on I-20 to Kershaw County line
Cost: \$100,000/year

Video Cameras

One of the most important aspects of ITS is the use of video cameras to assess real-time traffic conditions. These cameras can be located and positioned to help TMC operators evaluate traffic flow and evaluate incidents and congestion. These images can provide the TMC operators with information on the type of incident and the emergency services needed such as EMS, fire, Patrol, and DHEC. Camera technology has advanced to the point that images can be seen very clearly over great distances. SCDOT has deployed these devices in critical, high traffic volume areas, but many more of these locations need video coverage.



SCDOT has deployed nearly 130 pan-tilt-zoom video cameras statewide.

These cameras serve regional TCC's and the state TMC. The use of images range from the initial notification of roadway incidents to managing traffic on hurricane evacuation routes. Images are used by Central Highway Patrol Dispatch, the state Emergency Management Division, Public Broadcasters, and the public through SCDOT's Internet site.

There are approximately 130 cameras in use presently statewide with a desperate need to expand the system. Communications with such a system is critical. Video is transmitted by phone line, fiber optic cable and in some cases by wireless means. The increased reliance upon video and its obvious advantages supports the need for a comprehensive fiber optic cable system for statewide ITS. Future video needs are great as high traffic volumes remain steady and others increase.

- Goal:** Provide critical point coverage in the Grand Strand area of Horry and Georgetown Counties
Cost: 50 cameras at \$40,000 = \$2 million
Communication \$50,000/year
- Goal:** Provide full coverage of Columbia interstates
Cost: 40 cameras at \$40,000 = \$1.6 million
Communication \$48,000/year
- Goal:** Provide critical point coverage of Charleston interstates and key arterials
Cost: 40 cameras at \$40,000 = \$1.6 million
Communication \$48,000/year
- Goal:** I-95 border coverage
Cost: 2 cameras at \$40,000 = \$80,000
Communication \$2,400/year
- Goal:** Provide critical point coverage at I-26/I-385 interchange
Cost: 4 cameras at \$40,000 = \$160,000
Communication \$4,800/year
- Goal:** Provide critical point coverage at I-20 (North Augusta/Aiken)
Cost: 12 cameras at \$40,000 = \$480,000
Communication \$14,400/year
- Goal:** Provide complete total coverage on I-85
Cost: 60 cameras at \$40,000 = \$2.4 million
Communication \$72,000/year

Changeable Message Signs



Portable CMSs can be re-deployed for special traffic generators like major crashes or coastal evacuations.

Changeable Message Signs (CMS) are used to inform motorists of real-time traffic operations situations in their area of travel. These signs are used by SCDOT in urban areas containing a traffic management staff.

Two types of CMSs are used by SCDOT. They are portable and permanent. Portable are used in areas that will require future movement of the signs. They can also be used where they are more economically feasible than the more expensive permanent signs.

Two permanent CMSs have been installed in Charleston and seven in Columbia. These will assist with everyday traffic operations, but will be very valuable for hurricane evacuation purposes. SCDOT shall continue to establish needed permanent CMSs as shown on attached map.

Goal: Install seven permanent CMSs per year

Cost: \$1.4 million/year



Shown above is one of the nine permanent CMSs SCDOT has installed during 2002. This one is located over I-126 in Columbia.

Highway Advisory Radios

Highway Advisory Radios (HAR) are used in conjunction with SCDOT's changeable message signs in an effort to inform motorists of traffic situations. HAR's are used when needed information cannot be disseminated by means of a CMS.

As with changeable message signs, the HARs can be portable and permanent. SCDOT has established a policy concerning the use of both. The accompanying map shows the location of proposed portable HARs. We operate approximately 25 HARs presently.

Goal: Install three HARs per year

Cost: \$150,000/year



HARs used by SCDOT have a broadcast range of about 5 miles.

Coordinated Traffic Signal Systems

Coordinated traffic signal systems are important in the efficient movement of vehicle traffic along surface street corridors. These systems can significantly reduce delays and stops of motorists along these roads.

SCDOT continues to establish locations statewide for these systems. These locations are prioritized based on traffic and equipment conditions.



Coordinated signal systems improve traffic operations by reducing delays and stops.

Funding options for these prioritized systems should be standardized on a statewide basis so that a certain number of systems can be installed each year.

Goal: Obtain funding and install five signal systems per year

Cost: \$2 million/year

Communications

The heart of any Intelligent Transportation System is its communications. SCDOT must establish the needed communication infrastructure to operate and expand the state's ITS system.

Our goal is to provide fiber optic communications on all of the interstate routes in South Carolina. This could be accomplished through the efforts of a "Shared Resource" concept of partnering with private companies. It may also be established through the efforts of SCDOT alone or perhaps with other agencies as partners.

Additionally, to provide current information during coastal evacuations, communications must be established to these regions. Fiber cable is very desirable in the areas of Myrtle Beach and Hilton Head.

As local Traffic Control Centers (TCC) are constructed, they must be connected to the state TMC for information sharing purposes. These local TCC's may be established by SCDOT or local cities and municipalities. It is essential that these communications be established between the centers and a secure fiber optic system controlled by SCDOT is the most reliable option for decades to come.

SCDOT will continue to evaluate other communications media in addition to fiber optic cable. These alternate means may include wireless technologies such as spread spectrum and microwave. These media will be evaluated to determine their effectiveness for ITS purposes.

Goal: Provide 100 miles of fiber on interstate and critical primary routes per year

Cost: \$5 million/year

Incident Management

The Department is establishing policies and procedures to implement Incident Management. Incident Management is defined as the mitigation and clearing of traffic affecting situations in high traffic volume areas in order to reduce delay and secondary crashes. The above concept will require the formation of Incident Management teams to accomplish this goal.

Many agencies and entities are involved in the mitigation of traffic situations on our interstates. These agencies include the South Carolina Department of Transportation, the Department of Public Safety, Emergency Medical Services, Fire Departments, local law enforcement and the South Carolina Towing Association.



Incident Management teams can improve interagency communications and decrease response times.

In order to better manage interstate incidents, it is imperative for the above agencies to respond and cooperate with each other in a timely manner. The formation of an Incident Management team will facilitate the above. The teams should be formed of members of each group who can make decisions concerning the response of each entity. The team will have to discuss and decide the process by which an incident is reported, evaluated, responded to, and mitigated. The team will be required to establish an Incident Command system by which all involved agencies report to one person who can assure that the incident is managed in a timely manner. Use of the 800 MHz radio system will provide a unified communications network. The team will develop plans for alternate routing in the event a facility is partially or totally blocked by an incident. These predetermined route locations will greatly reduce the time and effort to establish alternate routing in the event of an incident.

An initial meeting of public sector and vehicle towing representatives has been held with great response and interest. This group endorsed carrying this program to the local level statewide, beginning in Charleston. A task force meeting has been held to establish a one-day curriculum for these kick off/partnering meetings. This curriculum has been completed.

Incident Management Teams will be formed on a local basis where Interstate operations and traffic management is critical. These teams should meet on a regular schedule to discuss policies and procedures as well as debrief any recent major incidents. Specifically, these teams will be established by SCDOT in the following areas.

Goals: Establish incident management teams according to the following schedule:

1. Charleston (I-26)
2. Columbia - (I-20, I-26, and I-77)
3. Greenville/Spartanburg/Anderson - (I-26, I-85, I-385, and I-185)
4. Rock Hill (I-77)
5. Florence (I-95)
6. Myrtle Beach

Weather Stations

An important element of road conditions is the weather. Rain, wind, ice, and snow can all greatly affect traffic conditions. Up to date weather information on particular road segments is useful to the state TMC and regional TCCs. These centers obtain accurate condition information from roadside weather stations and then this information is provided to motorists to warn of hazardous driving conditions.

The DOT presently has a number of roadside weather stations located mostly in the upstate. These sites should be incorporated into the local Traffic Control Centers. This will allow the TCC to be better informed about road and weather conditions and will allow this information to be broadcast to the motoring public through Changeable Message Signs and Highway Advisory Radios. This information will in turn be available to the state TMC.

Goal: Incorporate weather data from SCDOT weather stations to state TMC

Cost: \$10,000/year

ITS and the State Emergency Management Division (EMD)

As the state reexamined its readiness concerning hurricane evacuations after Hurricane Floyd in 1999, it became very obvious that the management of evacuating traffic from coastal areas was among, if not, the most important aspect of evacuation. It became clear that the handling of traffic concerns during an evacuation just wasn't adequate. One of the most important issues was to be able to know what traffic was doing from a count, speed and video standpoint. Once these factors were known, then communication with the public, state agencies, the media and EMD was essential throughout the disaster. This is exactly what ITS is capable of doing.

As hurricane evacuation routes are examined in the field, Headquarters Traffic Engineering is working to supply the data mentioned above, including video at key roadway locations to EMD and ultimately to the Governor. This will assist all involved in making the right decisions regarding evacuation traffic and re-entry traffic.

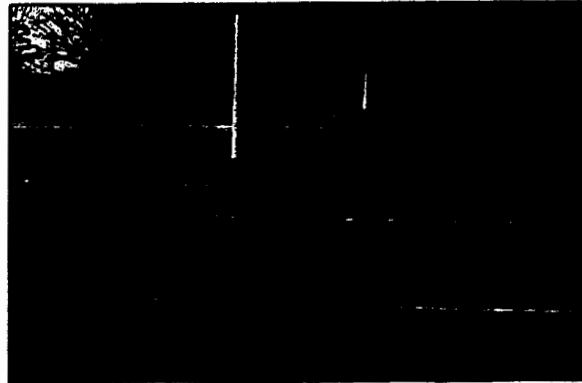
ITS can provide this information and communicate with the public in these emergency situations, just as it handles everyday traffic conditions. Our goal in the next five years is to expand this capability beyond Charleston and I-26 to Hilton Head, Beaufort, Georgetown and the Grand Strand. A statewide fiber optic network along our interstate highways would serve this need very reliably. As this expands, more information to EMD can be transferred for better decisions. It is hoped a direct optical fiber link can be established with EMD in this time period to better handle these transmissions.

Goal: Establish direct fiber link to the state Emergency Operations Center (SEOC) to provide expanded video and traffic data to SCDOT personnel and others operating in center

Cost: \$250,000

Truck Weigh In Motion

Truck Weigh In Motion (WIM) is an important ITS element. This activity is part of the Highway Performance Monitoring System report that SCDOT must furnish to the Federal Highway Administration (FHWA) and governs FHWA highway funding levels for our state. SCDOT can monitor truck weights on a continuous basis to assure weight laws are obeyed and damage to roads from overweight vehicles is minimized. Heavier vehicles produce disproportionate damage to pavements. For this reason, the pavement life of roads will be reduced if overweight vehicles operate on the road system. Identifying areas where overweight vehicles are present and having proper enforcement of weight laws will help extend pavement life.



Weigh In Motion systems collect valuable data that helps the FHWA determine highway funding for SCDOT.

SCDOT presently has 7 sites capable of providing this information. The installation of 30 additional sites will be completed in the next five years. These additional stations will provide comprehensive information of truck activity in the state. The information is shared with the State Transport Police for their use in enforcement activities. Again, this optimally should be connected by a fiber optic network.

Goal: Provide 30 new WIM sites

Cost: \$35,000/site

Vehicle Count and Speed Detection

An important planning element is the automatic vehicle count and classification stations, which provide average daily traffic volumes along select routes. This information is critical to help the DOT plan for future road expansion and to monitor existing traffic conditions. Many of the existing stations have the ability to record the speed of each vehicle as well as classify vehicles by type. This information is desirable for setting and monitoring speed limits along these routes and identifying the percentage of trucks and larger vehicle in the traffic flow. More importantly, this information can provide a picture of traffic conditions at designated locations. This is especially useful in determining the effect of hurricane evacuations and other incidents on the existing traffic flow and has an impact on the amount of federal highway funds allocated to this state.

In order to acquire more complete information on vehicle speeds and volumes, 50 additional permanent Traffic Count Stations will be installed during the next five years. These stations will help provide broader coverage of the state and will increase the routes that can be monitored for speed and volume.

Goal: Provide 50 new count stations

Cost: \$35,000/site

Web Site Implementation

An important function of ITS elements is to provide current information to the motoring public. There are a number of means of doing this. One such way is the use of the Internet to provide current traffic information. Motorists can check the web before leaving their home or office to determine what road conditions will be like on their chosen route. Information can be provided to allow the motorists to alter their planned route to avoid congestion or an incident.

The SCDOT web site will include pages providing current traffic information throughout the state. This information will include actual pictures of the roadway and the existing traffic. Speed data will be incorporated in the site to provide the motorists with the average speed conditions occurring. Information on major incidents will be downloaded onto the web page to provide additional information for motorists.

Goal: Provide speed data and improved road images on SCDOT web site for interstate routes

Cost: \$1.2 million

Rest Area/Welcome Centers ATIS

Another method of providing motorists with up to the minute traffic information is through an Automated Traffic Information System (ATIS) that should be located in rest areas and welcome centers. This ATIS would consist of Kiosks with computer touch screen systems, which will be tied to the DOT web pages. Motorists will be able to use the touch screen system to inquire about road construction as well as congestion and delays occurring on particular roads.

Goal: Provide ATIS systems in all welcome centers and rest areas

Cost: \$100,000/Welcome Center or Rest Area

Municipal Planning Organization (MPO)

Implementation of ITS elements to road systems beyond the interstate will require inclusion in the planning process. This will not require any radical changes to the present planning system for road improvements. ITS has been incorporated in several MPO Transportation Improvement Plans and these organizations have learned the benefit of these type systems. Expansion of ITS will require a shift in the present thinking of providing increased capacity through road widening. Funds for major road improvements lag increases in traffic volumes and congestion making it virtually impossible to construct larger facilities to keep up with demand. ITS can relieve the pressure to add capacity through road construction. ITS can increase capacity to existing roadway systems without the large expense of new or wider roads.

MPO staff can benefit from presentations on the benefits of ITS made by SCDOT and others. The staff can then inform the policy committees of the need to include these type projects in the Transportation Plan.

The present 27 in 7 Program will accelerate road construction throughout the state. As these roads are built, additional focus will need to be on roadway operation. ITS will be ideal for efficient operation as well as increasing capacity without road construction. Implementation of ITS elements will be necessary in order to handle traffic congestion and increased volumes as road construction is completed in the 27 in 7 program and construction funding is limited.

Goal: Educate MPO staffs about benefits of ITS and the need to include in STIP

ITS Coordination with North Carolina and Georgia

It is important that ITS appears seamless to motorists when state lines are crossed. At present, South Carolina is coordinating with North Carolina on the I-77 corridor to gather and provide information from one state to the other. South Carolina and North Carolina will exchange traveler, congestion and route information to disseminate to motorists as they cross the state line. As vehicles become "smarter" this will be a natural progression in ITS. Motorists will come to expect continuous traveler information from one state to the next and our TMC's/TCC's will need to be equipped to handle this.

Also, benefits particularly during hurricane evacuation situations could be derived from this concept along I-95 at the South Carolina-Georgia state line. Work in this area needs to progress in the next five years to facilitate the best traffic flow situations during a hurricane event. This will translate into full ITS management of I-95 through South Carolina due to its heavy usage during these occasions and on a daily basis. Key in all of the above is video, count and speed info sharing with our neighboring DOT's. It is hoped this can be accomplished through Interstate fiber optic cable which will be in place, hopefully in the next five years.

Goal: Share video and other data with NCDOT on I-77

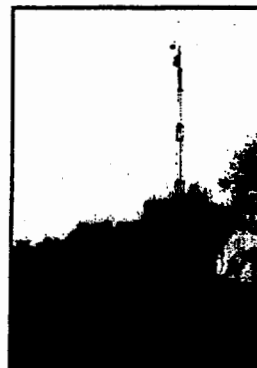
Goal: Share video and other data with GDOT on I-85

Goal: Share video and other data with GDOT on I-20

Incorporating ITS in Roadway Construction Projects

It is abundantly clear that ITS can help manage traffic on any roadway facility. Because of this, it is wise to consider ITS and its application in all roadway improvement projects. This is particularly true with any multilane facility. Should funding not be appropriated for a complete ITS system at the time of construction, backbone elements such as communication components, points of demarcation and basic features can be installed. The full system can be installed as needed and ITS funding permit, if necessary. Installing ITS communications while a road is under construction is much easier and more economical than trying to do this after construction. All construction projects should be examined to assure ITS needs are accommodated.

Goal: Revise Project Planning Report form to include section identifying ITS elements considered for each project



This SmartZone™ is deployed along the I-85 widening project in Anderson County. SmartZones™ combine a portable CMS and video camera with wireless communications.

ITS Software

In order for an ITS system to operate properly, the systems must communicate properly. SCDOT shall evaluate and establish an integrated software system for ITS purposes. The software shall include control of traffic signals, cameras, dynamic message signs, and highway advisory radios. The software should use a common database and operating system.

Goal: Provide integrated software system for ITS elements

Cost: \$1 million (existing earmark funding)

01/01/03



ENCLOSURE 6

DATE: October 27, 2005
TO: CMCOG Board of Directors
FROM: Reginald Simmons, Transportation Director
SUBJECT: Smart Highways Report

REQUESTED ACTION

We request a recommendation of approval for the South Carolina Department of Health and Environment Control (DHEC) Early Action Compact Smart Highways Report.

PROGRAM DESCRIPTION

The United States Environmental Protection Agency (EPA) has provided an option for areas currently meeting the 1-hour ozone standard, like those in South Carolina, to attain the 8-hour ozone standard by December 31, 2007, and obtain cleaner air sooner than federally mandated. This option offers a more expeditious time line for achieving emissions reductions than expected under the EPA's 8-hour ozone implementation rulemaking, while providing "fail-safe" provisions for the area to revert to the traditional State Implementation Plan (SIP) process if specific milestones are not met. Through the development of this Early Action Compact (EAC), local, state, and EPA officials agree to work together to develop and implement local and state early action plans. The plans will become a part of the state early action SIP to reduce ground-level ozone concentrations to comply with the 8-hour ozone standard by December 31, 2007, and maintain the standard beyond that date. Failure to meet the obligations outlined in this EAC will result in immediate reversion to the traditional non-attainment designation process as required in the Clean Air Act (CAA).

BACKGROUND

Through a collaborative effort to integrate land use and transportation in the air quality planning process, a Smart Highways Report was created to examine the air quality impacts of the COATS Long Range Transportation Plan would have on the existing transportation network. Planning began in January 2003 between DHEC, EPA, SCDOT, COATS, GPATS, SPATS, and ANATS. A checklist was developed to determine if the fiscally constrained projects in each MPO's LRTP would meet the EPA NAAQS.

On July 26th, the Technical Committee recommended approval of this request. On October 10th, the Transportation Subcommittee recommended approval of this request.

ATTACHMENT

Please find a copy of the DHEC Smart Highways Report for the COATS MPO non-attainment area.

COATS

Columbia, SC Area Transportation Study

Smart Highways Report



Prepared By:

Central Midlands Council of Governments

SC Department of Transportation

SC Department of Health & Environmental Control

Executive Summary

This report demonstrates that the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) Long-Range Transportation Plan (LRTP) eliminates or reduces violations of the national ambient air quality standards (NAAQS) in the MPO portion of Richland County and Lexington County, South Carolina. The LRTP accomplishes the intent of the South Carolina Early Action Compact (EAC) State Implementation Plan (SIP). COATS MPO bases its regional emissions analysis on the transportation network approved by COATS for the 2025 Transportation Plan and the emission factors developed by the South Carolina Department of Health and Environmental Control (SCDHEC).

USEPA designated portions of Richland County and Lexington County South Carolina as a basic nonattainment area for ozone (O₃) under Subpart 1 of the Clean Air Act on April 15, 2004. The effective date of designation is deferred while South Carolina complies with the EAC.

The plan is fiscally constrained and identifies funding sources to the extent possible. SCDHEC prepared base and future emission rates for the vehicle fleet using Mobile 6.2. These rates were applied to VMT from the COATS travel demand model to estimate emissions.

Introduction

This report documents the regional emissions reduction test, interagency consultation process, public involvement process, and analysis methodology for the emissions analysis completed for the COATS MPO as part of the Early Action Compact implementation activities.

Regional Emissions Reduction Test

Table 1 shows the results of the baseline test and Table 2 shows the results of the build/no-build test. Both are represented in tons per day (tpd).

Table 1: Baseline Test Emissions

Year	NO_x (tpd)	VOC (tpd)
2000	47.876	29.478
2002	45.295	27.135
2007	32.017	18.962
2025	9.392	10.061

Table 2: Build/No Build Test

Precursor	NO_x (tpd)		VOC (tpd)	
Year	No Build	Build	No Build	Build
2025	9.48	9.392	10.304	10.061

The emissions in each functional classification are calculated using the formula:

$$Emissions_{FC} = DVMT_{FC} \times EmissionsFactor_{FC}$$

Where:

Emissions_{FC} are the emissions in each functional classification,

DVMT_{FC} is the Daily VMT in each functional classification, and

EmissionsFactor_{FC} is the emissions factor for that functional classification. Emission Factors may be for either NO_x or VOC.

Daily emissions for each scenario are calculated by summing daily emissions across functional classes (in this case Interstates, Freeways, Principal Arterials, Minor Arterials, Collectors and Locals).

Appendix A contains the emission calculation spreadsheets showing the VMT and speed for each functional classification and each scenario.

Scope

The Travel Model covers portions of Richland County and Lexington County within the COATS MPO. All projects in the Long Range Transportation Plan within the modeled area are included in the Regional Model.

The Travel Demand Model

The South Carolina Department of Transportation provided transportation modeling support to COATS for the regional emissions analysis. The COATS travel demand model is a TRANPLAN-based travel demand model that includes the trip generation, trip distribution, and traffic assignment steps of the travel demand modeling process. The model uses the gravity model for trip distribution and the equilibrium trip assignment algorithm to assign traffic. The model does not include feedback loops from traffic assignment to either trip generation or trip distribution.

COATS/SCDOT last validated the model against ground counts in 2000. For the regional emissions analysis COATS and SCDOT developed socioeconomic data for 2002 and 2007 by interpolation. The base year 2000 data and horizon year 2025 forecast for each TAZ were used as the endpoints for a linear interpolation of each variable in each TAZ, and socioeconomic datasets were produced for 2002 and 2007. These datasets were then used in the trip generation step of the model.

Build and No-Build highway networks for the plan horizon year and for the 2002 and 2007 analysis years were also created. Table 3 shows the model calibration summary for the COATS model. A more complete discussion of the travel demand model is included in the COATS Long-Range Transportation Plan report.

Table 3: Model Calibration Statistics

Sub-Area	2000 Traffic Count	Assigned Volume	Ratio
North West	951,300	947,429	.996
North East	1,799,200	1,792,348	.996
South West	899,274	893,805	.994
South East	561,080	592,383	1.056
CBD	800,900	807,679	1.008
TOTAL	5,011,754	5,033,644	1.004

Figure 1 illustrates the calibration results of the COATS model by graphing the percent deviation of assigned traffic volumes to actual traffic counts for each of the 250 count stations used for model validation. As indicated by the graph, the percent deviation for nearly all count locations is below the curve of maximum desirable deviation as defined in the National Cooperative

Highway Research Program (NCHRP) 255 Report. The few counts that lie on or above the curve are on relatively low-volume roadways.

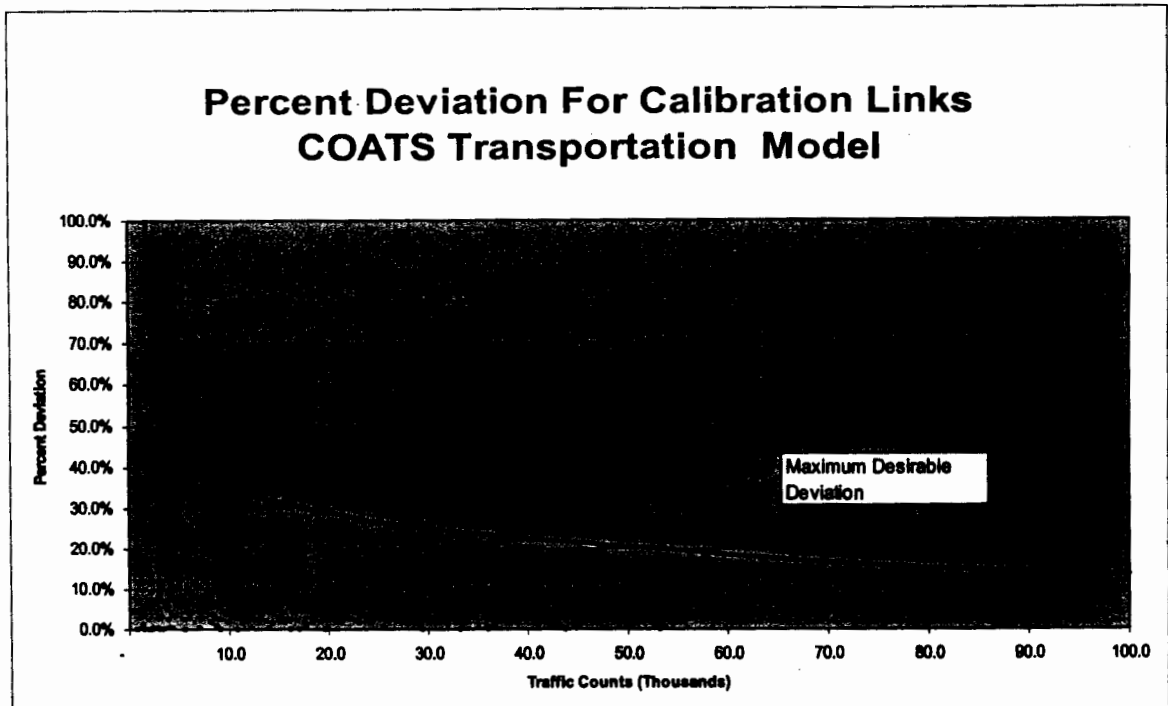


Figure 1: Percent Deviation for Calibration Links

The Emissions Model

The South Carolina Department of Health and Environmental Control (SCDHEC) performed emissions modeling using EPA's latest emissions model, MOBILE 6.2. SCDHEC developed MOBILE 6.2 input files using a mix of national default data and locally collected data. The 10 highest ozone readings at the Congaree Swamp, Parklane, and Sandhill monitors were used to develop minimum and maximum temperatures. The primary Mobile 6.2 local input parameters for this report include:

1. Minimum/maximum temperatures (66, 92).
2. Fuel Reid Vapor Pressure (9.0 psi).
3. No refueling.
Emissions that occur during refueling are excluded from the emission estimates.
4. Average speed.
5. Vehicle Miles Traveled by Facility.

Appendix D includes the MOBILE 6.2 files.

Air Quality Planning

USEPA declared portions of Richland County and Lexington Counties, South Carolina basic nonattainment for ozone under Subpart 1 of the Clean Air Act on April 15, 2004. The effective date of designation is deferred while South Carolina complies with the EAC. Figure 2 at right shows the Richland County and Lexington County ozone nonattainment area.

Richland County and Lexington Counties joined SCDHEC in an EAC SIP to demonstrate a reduction of air pollutants without the prescriptive requirements of a nonattainment SIP. The EAC includes a plan for reducing ozone precursors to a level that demonstrates compliance with the NAAQS by December 31, 2007, and maintains the standard through 2017.

SCDHEC and SCDOT in consultation with EPA, FHWA, and FTA, in coordination with nonattainment area MPOs, developed the "Smart Highways" program to produce onroad mobile source emissions analyses, including this COATS emissions

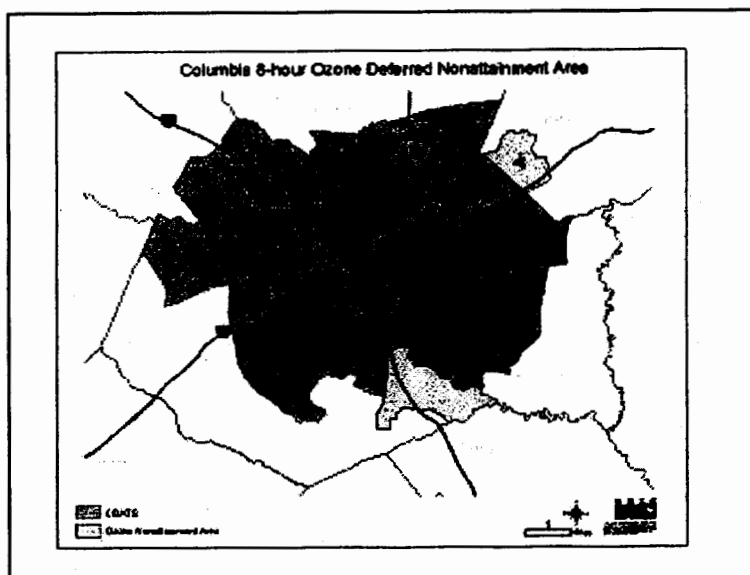


Figure 2: Ozone Nonattainment Area

Transportation Planning

The 2025 Long Range Transportation Plan for COATS is an update of the previous Long-Range Transportation Plan. The socioeconomic data and fiscal constraint elements of this LRTP include forecasts to the Design Year 2025.

Financial Constraint

The COATS fiscally constrained Long-Range Transportation Plan is based on historic and anticipated funding availability. Within the plan, COATS has identified funding sources, and associated them with projects to the extent possible. In addition, debt service associated with a large bond issue in the late 1990s has been included in estimating future funding streams. Between now and 2025 the expected funding stream is approximately \$13.8 million per year. After accounting for debt service the total funding estimate is \$161 million by 2025. The transportation improvements planned with this funding are described in Appendix B of this report and in the 2025 Long Range Transportation Plan.

Latest Planning Assumptions

COATS developed its 2025 Long-Range Transportation Plan with the latest planning assumptions. Population and employment were developed using a step down method to develop regional control totals and then distributing population and employment by classification to individual traffic analysis zones. COATS staff consulted with a wide range of stakeholders and state and local officials to assist in developing the control totals and the intensity of development in each traffic analysis zone. Latest planning assumptions were used for land use. Figure 3 summarizes the population and employment data for each horizon year of the travel demand model.

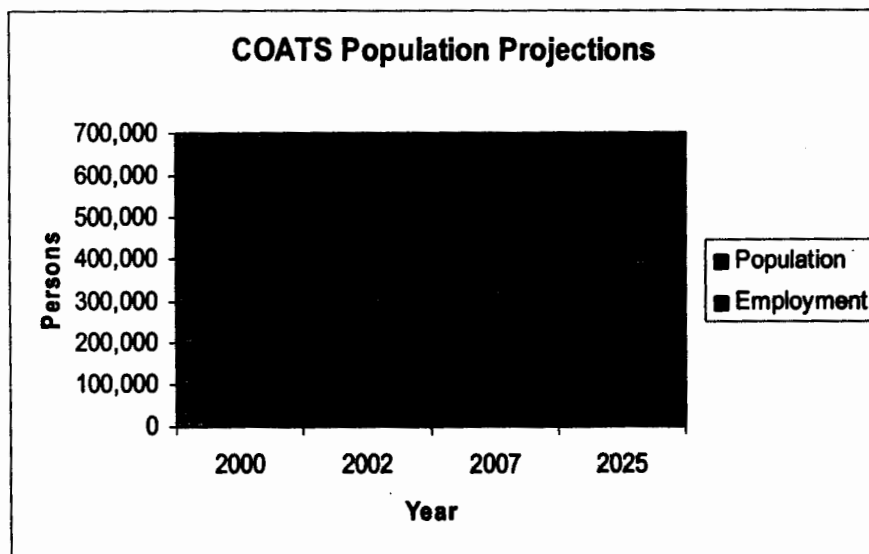


Figure 3: COATS Population and Employment

Interagency Consultation

The documentation in this report was the subject of interagency consultation. Interagency consultation began in January 2003 and continued through completion of the emissions analysis with regular meetings to discuss and agree upon schedules, model parameters, latest planning assumptions, horizon years, exempt projects, and regionally significant projects. Copies of notes from these meetings are included in Appendix C of this report.

Public Involvement

COATS conducted public review of this 2025 Long Range Transportation Plan report in accordance with the MPO's public involvement policy. A key element of the public involvement process is a public review of transportation planning documents including the Long-Range Transportation Plan.

Conclusion

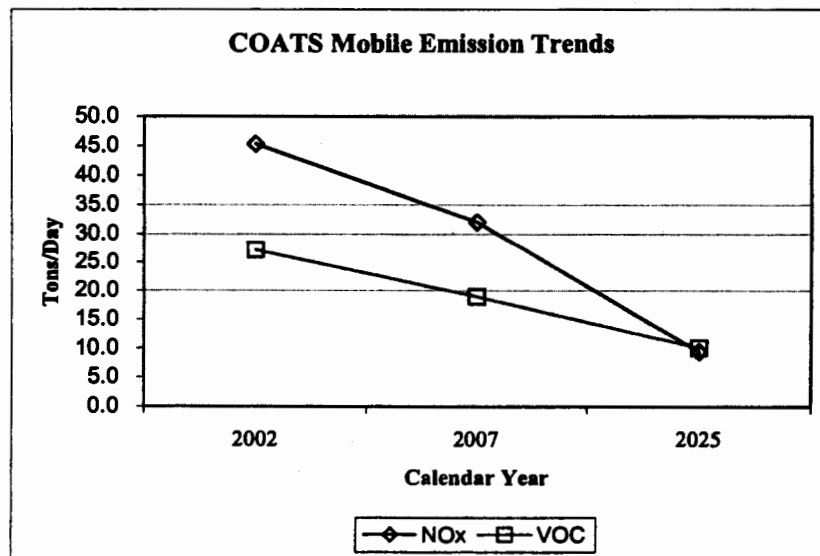
Based on the analysis and consultation discussed above the emissions expected from implementing the proposed 2025 COATS Long-Range Transportation Plan are less than emissions from either the baseline case or the no build case.

Appendix A: Emission Calculation Spreadsheets

Facility Type	VHT	Speed	DVMT	NOx EF g/mi	NOx (tpd)	VOC EF g/mi	VOC (tpd)
Freeway	112,156	57.82	6,484,945	3.302	23.597	1.426	10.191
Expressway	7,263	47.63	345,957	2.815	1.073	1.498	0.571
Ramps	3,568	24.83	88,592				
Princ Art Divided	21,713	38.53	836,529	2.388	2.201	1.574	1.451
Princ Art Undivided	52,218	38.26	1,997,974	2.386	5.253	1.578	3.474
Minor Art Divided	2,572	36.71	94,414	2.374	0.247	1.596	0.166
Minor Art Undivided	72,554	35.82	2,598,798	2.367	6.779	1.608	4.605
Collector	194	26.81	5,201	2.438	0.014	1.797	0.010
Local	64,950	34.87	2,264,603	2.456	6.129	2.671	6.666
Facility Type	VHT	Speed	DVMT	NOx EF g/mi	NOx (tpd)	VOC EF g/mi	VOC (tpd)
Freeway	128,505	55.98	7,193,864	2.040	16.172	0.901	7.143
Expressway	8,049	46.59	375,002	1.763	0.729	0.951	0.393
Ramps	4,245	22.74	96,551				
Princ Art Divided	23,479	38.15	895,642	1.560	1.540	1.003	0.990
Princ Art Undivided	56,710	38.03	2,156,954	1.560	3.708	1.004	2.386
Minor Art Divided	3,510	41.71	146,389	1.590	0.256	0.978	0.158
Minor Art Undivided	83,762	34.63	2,900,474	1.543	4.932	1.034	3.305
Collector	187	25.40	4,750	1.613	0.008	1.162	0.006
Local	73,367	34.11	2,502,561	1.694	4.672	1.661	4.581
Facility Type	VHT	Speed	DVMT	NOx EF g/mi	NOx (tpd)	VOC EF g/mi	VOC (tpd)
Freeway	214,162	45.07	9,652,189	0.393	4.180	0.353	3.755
Expressway	11,723	40.76	477,875	0.384	0.202	0.364	0.192
Ramps	7,163	16.81	120,403				
Princ Art Divided	34,467	33.28	1,147,072	0.372	0.470	0.386	0.488
Princ Art Undivided	93,269	31.74	2,960,227	0.374	1.220	0.394	1.285
Minor Art Divided	5,941	34.84	206,978	0.370	0.084	0.380	0.087
Minor Art Undivided	155,381	24.95	3,876,713	0.392	1.675	0.433	1.850
Collector	231	23.78	5,494	0.396	0.002	0.443	0.003
Local	147,404	25.33	3,733,375	0.400	1.646	0.643	2.645
Total	669,741	38.12	22,180,326		9.480		10.51

Facility Type	VHT	Speed	DVMT	NOx EF g/mi	NOx (tpd)	VOC EF g/mi	VOC (tpd)
Freeway	208,741	45.87	9,575,709	0.395	4.168	0.351	3.704
Expressway	12,461	41.27	514,316	0.385	0.218	0.362	0.205
Ramps	7,158	16.85	120,621				
Princ Art Divided	33,989	33.56	1,140,790	0.372	0.468	0.385	0.484
Princ Art Undivided	89,605	32.62	29,22,800	0.373	1.201	0.389	1.253
Minor Art Divided	6,216	35.38	219,951	0.371	0.090	0.378	0.092
Minor Art Undivided	125,465	31.37	3,936,372	0.374	1.622	0.395	1.713
Collector	223	23.88	5,326	0.396	0.002	0.442	0.003
Local	136,226	27.01	3,679,338	0.400	1.622	0.643	2.607

	2002	2007	2025	2025nb
NO _x	45.3	32.0	9.4	9.5
VOC	27.1	19.0	10.1	10.3



APPENDIX B: COATS Long-Range Transportation Plan Project List

LONG-RANGE TRANSPORTATION PLAN PROJECT LIST					
Approved by the CMCOG Board August 28, 2003					
Rank	Project Name	Length (Miles)	Year	Phase	Estimated Cost
1	S-48 (US 76 to I-26)	2	2	5	\$19,800,000
2	SC 6 (Two Notch Road to Nazareth Road)	1.7	2	5	\$10,300,000
3	US 76 (From existing 5 lane segment to Hilton)	3.5	2	5	\$17,000,000
4	Edmund Highway (Segment of US 302 combined with SC 6)	1.5	2	5	\$10,100,000
5	Edmund Highway SC 6 to Princeton Rd.	2.5	2	5	\$14,420,000
6	Platt Springs Rd. (SC 6 to Emmanuel Church Rd.)	5.2	2	5	\$22,600,000
7	Fish Hatchery Rd. (Pineridge Drive to US 321)	2.2	2	5	\$10,940,000
8	Old Cherokee Rd. (US 378 East to US 378 West)	5.2	2	3	\$25,740,000
9	Hard Scrabble Rd. (Farrow Rd. @ I-77 to Clemson Rd.)	2	2	5	\$19,400,000
10	SC 6 (Nazareth Road to Platt Springs Road)	1.7	2	5	\$10,752,500

APPENDIX C: Interagency Consultation Meeting Notes

January 27, 2003 – Initial meeting held between EPA, FHWA, DOT, and DHEC. DOT and FHWA are to work out involving the MPOs. Group feels it will be beneficial to implement some conformity type processes (lack of better word) – and formed a workgroup. The workgroup held a conference call – DOT is putting together some information concerning the technical process and will submit it for review.

February 10, 2003 – Workgroup has been getting input from the counties and the MPOs about the process.

March 3, 2003 – John Gardner with DOT has some ideas out for starting points. Group has reviewed and will discuss during the next conference call.

March 17, 2003 – Group decided that approach is a good idea. John Gardner and Dan Hinton are going to evaluate the conformity checklist for items that can be pulled for approach. John is also going to check for an inventory of what VMT information is available. Tonya, Melinda and Henry are drafting the process for the agencies to follow based on priority given to non-attainment areas to include a “what if” approach. Lynorae had some comments from EPA that she is going to provide in the next day or so. All of these deliverables are to be completed by March 21st. After everyone has reviewed, we will set up another conference call.

March 24, 2003 – Waiting on John Gardner and Dan Hinton to evaluate the conformity checklist for items that can be pulled for approach. Also waiting on John to check for an inventory of what VMT information is available. We (DHEC) have drafted and sent out to the rest of the group a process for the agencies to follow based on priority given to non-attainment areas to include a “what if” approach. After everyone has reviewed, we will set up another conference call to discuss.

April 7, 2003 – Discussed proposals and checklist developed by participants. Lynorae Benjamin (EPA) was unable to participate on call, which limited some of the discussion, but we have since caught up via individual phone messages. John Gardner (DOT) will be drafting a plan from the DOT perspective for the group to be delivered in two weeks.

April 14, 2003 – Awaiting a draft plan from John Gardner at DOT.

May 27, 2003 – The Southern Environmental Law Center is very interested in participating in this approach and has submitted a letter with their concerns. Several of the MPOs have also expressed an interest in being involved as well. Once John has completed draft, we will reconvene and will certainly welcome the additional stakeholders.

August 18, 2003 – John Gardner has provided transportation plans from several MPOs to potentially be used as a guide.

August 25, 2003 – John will send a smart highways checklist around to folks by next week. Lynorae will develop a “flowchart”, to include “what ifs”. She will send it out by September 5th. The group will review the documents and get back together on September 10th for another call.

September 1, 2003 – A conference call will be held on Wednesday, September 10th.

September 8, 2003 – The group is currently awaiting the review of the *GRATS long-range transportation document. We plan to possibly meet on October 8th for our next discussion. (*GRATS will be referred to later as GPATS due to changes in their organizational boundary)

January 30, 2004 – A meeting is scheduled for February 12th here in Columbia. We will discuss the conformity process and develop a Smart Highways approach.

February 27, 2004 – There was representation by DHEC, EPA, MPOs, FHWA, and DOT during the meeting held February 12th. There were several presentations at the meeting and we discussed the conformity process and the Smart Highways approach.

August 27, 2004 – FHWA sent out checklist to group and a conference call was held with DOT, FHWA, EPA, and MPOs on September 2nd to finalize checklist. Sent out new version of checklist today. Inter-agency partners will have upper management review. Plan is to share with Southern Environmental Law Center in the next couple of weeks for their comments. Additionally, DHEC has drafted language addressing the checklist to be placed in the EAC SIP.

September 30, 2004 – Awaiting comments from SELC.

October 29, 2004 – Finalized and out on public comment with the rest of EAC staff.

January 31, 2005 – Meeting to discuss status and make preparations for EAC obligations.

February 25, 2005 – Awaiting submittal of VMT and speed data from the 4 MPOs. It is due March 16th.

March 31, 2005 – We have received VMT and speed data from GPATS, ANATS, and COATS. That data will be placed into Mobile 6 so that an emissions analysis can be completed. We are still awaiting SPATS.

April 29, 2005 – We have received VMT and speed data from all the MPOs and are completing Mobile 6 baseline analysis.

May 31, 2005 – The Smart Highways analyses were completed. Currently, the MPOs, DOT, and DHEC are writing up the associated reports.

June 30, 2005 – June 27th we sent reports rewrites to DOT. On July 7th we met with DOT and the MPOs to answer questions about the report. Our target completion date for the reports is August 1st.

July 29, 2005 – We are still finalizing the assessment documents for each area.

August 31, 2005 – Have made some changes to the Smart Highways Reports. Awaiting feedback from COATS.

September 29, 2005 – DHEC completed review of reports and redistributed them as final drafts.



ENCLOSURE 7

DATE: October 27, 2005
TO: Board of Directors, Central Midlands Council of Governments
FROM: Wayne Shuler, Chief Planner
SUBJECT: ***Briefing on Low Impact Development Standards***

Low Impact Development (LID) is a decentralized approach to stormwater management that focuses on maintaining or restoring the water cycle functions in a watershed. In a traditional development, rain water from roof tops, driveways, roads, and other non-permeable surfaces is collected in street-side storm drains. These drains lead to pipes that are directed to centralized detention ponds, which slow down the runoff rate, reduce the runoff volume, and trap about 80% of the sediment before discharging to a stream. Although this provides more benefits than a development with no storm water management, water cycle functions are reduced because less rainwater soaks through the soil to the ground water. In addition, these pipe and pond systems can take up valuable development or conservation space, be expensive to construct, and unpleasant to look at. Almost everyone is familiar with the "big muddy ponds" associated with most shopping centers.

In contrast, a LID development has fewer impermeable areas, captures runoff closer to the source, and directs storm water to more highly permeable zones that can include features such as beautifully landscaped rain gardens. Infrastructure costs are reduced, rain can once again reach the ground water, and more pollutants can be removed than in pipe and pond systems. This approach is causing many communities and organizations to reevaluate their stormwater programs to see how LID can be used as part of a comprehensive watershed protection and restoration strategy. Developers are also beginning to see that LID can save them money and produce a more aesthetically pleasing product that attracts more buyers.

The City of Charlotte/Mecklenburg County, North Carolina has been using the LID approach for several years. This presentation will feature some of their success stories and provide information about an upcoming LID workshop in March. DHEC has invited key people from Charlotte to teach our policy makers and site designers how to bring LID to the Midlands so we can meet a wide range of water resource protection and community development objectives.

(No Board action is required.)



ENCLOSURE 8

DATE: October 18, 2005
TO: Board of Directors, Central Midlands Council of Governments
FROM: Nevetta Blocker, Deputy Executive Director
SUBJECT: Increase in Mileage Reimbursement

RECOMMENDATION

Increase the CMCOG employee mileage reimbursement rate from 34.5 cents to 40 cents per mile.

BACKGROUND

CMCOG has four vehicles that are available to CMCOG staff to use for travel on agency business. When there is not an agency vehicle available, CMCOG currently reimburses staff at 34.5 cents per mile when personal vehicles are used. At the September 22, 2005 board meeting, Vice Chairman, Rep. Bales, stated that the IRS is currently allowing a mileage deduction rate of 48.5 cents through December 31, 2005 and recommended a review of the CMCOG reimbursement rate. The Board authorized the Executive Director to study the issue and to recommend a revised reimbursement rate not to exceed 48.5 cents. At the direction of the board, the staff conducted a survey of the other COGs. Based on that survey, the staff is recommending that we change the mileage reimbursement to 40 cents per mile.

BUDGET IMPACT

For the most part, mileage reimbursement is directly charged against grants and programs. The increase in mileage reimbursement would not negatively impact the COG's finances. The total mileage reimbursement budget is \$10,100. \$6,100 of this is for the Workforce program. The proposed increase would result in a \$1,616 increase in the mileage reimbursement budget.