



Board of Directors Meeting of the
Central Midlands Council of Governments
Thursday, September 24, 2015 ♦ 12:00 p.m. ♦ CMCOG Conference Room
Overall Agenda

ACTION

A. Call to Order and Introductions

1. Determination of Quorum
2. Approve Order and Contents of the Overall Agenda
3. Introduction of Guests
4. Invocation
5. Introduction of New Staff Members

Group
Gregory Sprouse

B. Consent Agenda

1. Approval of the August 27, 2015 Board Meeting Minutes (*Enclosure 1*)
2. TIP Amendment – Julius Felder Sidewalk Project Phase II-B (*Enclosure 2*)
3. TIP Amendment – Blossom Street Bridge Lighting Project (*Enclosure 3*)
4. 2040 Long Range Transportation Plan (*Enclosure 4*)

C. Regular Agenda

1. Congestion Management Plan (*Enclosure 5*)
2. Project Lifesaver (*Enclosure 6*)

Reginald Simmons
Becky Baird

INFORMATION

D. Announcements / Committee or Staff Reports / Correspondences

1. Executive Director's Report (*Enclosure 7*)
2. Carolina Crossroads Update (*Enclosure 8*)
3. 208 Water Quality Plan Update - DHEC Decision (*Enclosure 9*)
4. Regional Round Up – Fairfield County

Ben Mauldin
Brian Klauk &
Heather Robbins
Gregory Sprouse
Norman Jackson

E. Old/New Business

F. Other Business

G. Adjourn

REMINDER: The next CMCOG Board of Directors Meeting will be held on **Thursday, October 22, 2015** in the COG Conference Room

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

Serving Local Governments in South Carolina's Midlands



ENCLOSURE 1

**Board of Directors Meeting of the
Central Midlands Council of Governments
Thursday, August 27, 2015 ♦ 12:00 p.m. ♦ CMCOG Conference Room**

BOARD MEMBERS PRESENT:

Vina Abrams, Newberry County
Dennis Arledge, Kershaw County Council
Jimmy Bales, Richland County Legislative Delegation
Connie Breeden, Richland County
Larry Brigham, Lexington County Council
John Carrigg, Lexington County
Ellen Cooper, City of Columbia
Kendall Corley, Richland County
Todd Cullum, Lexington County Council
Smokey Davis, Lexington County
Joyce Dickerson, Richland County Council
Julie Ann Dixon, Richland County Council
Clabie Edmond, Lexington County
Shawn Epps, City of Columbia
John Hardee, City of Columbia
Les Hipp, Newberry County Council
Norman Jackson, Vice-Chair, Richland County Council
Johnny Jeffcoat, Lexington County Council
Paul Livingston, Richland County Council
Steve MacDougall, Mayor of Lexington
Walton McLeod, Newberry Co. Legislative Delegation
Joe Mergo, Lexington County
Elise Partin, Mayor of Cayce
Juston Ricard, Springdale Town Council
Bill Waldrop, Newberry County Council
Mark Williams, City of Forest Acres
Phil Yarborough, Lexington County Council

ADVISORY MEMBER PRESENT:

Skip Wilson, Mayor of Chapin

AFFILIATE MEMBER PRESENT:

Dr. Ron Rhames, Midlands Technical College

GUESTS PRESENT:

John Fechtel, I.C.E.
Malcolm Gordge, Town of Blythewood
Donna Gullede, Joint Municipal Water & Sewer
Commission
Raye Borders Gray, City of Columbia
Kenny Larimore, S.C. Department of Transportation
Yolanda Morris, Federal Highway Administration
Jennifer Necker, S.C. Department of Transportation
Kati Price, S. C. Department of Transportation
Wayne Shuler, City of West Columbia
Jeff Stillwell, Town of Springdale
Sonny Timmerman, Richland County Penny Sales Tax

STAFF MEMBERS PRESENT:

Felicia Anderson, HR / Operations Manager
Roland Bart, Chief Transportation Planner
Eartha Burrell, Community Development Planner
Cindy Curtis, Director of the Area Agency on Aging
Cyndi Gawronski, Community Development
Manager
Anna Harmon, Regional Long-Term Care
Ombudsman Program Director
Kevin Hill, Workforce Development Director
Jason Kent, GIS Manager
Ben Mauldin, Executive Director
Malia Ropel, Finance Director
Andy Simmons, Information Services Manager
Reginald Simmons, Deputy Executive
Director/Transportation Director
Gregory Sprouse, Director of Research, Planning and
Development

Serving Local Governments in South Carolina's Midlands

1. **CALL TO ORDER**

The meeting was called to order at 12:07 p.m. on August 27, 2015 by Vice-Chairperson Norman Jackson.

A1. **Determination of Quorum**

Vice-Chairperson Jackson declared an absence of a quorum.

A2. **Approve Order and Contents of the Agenda**

MOTION, *approved*

John Hardee moved, seconded by Smokey Davis, to approve the order and contents of the agenda. The motion was approved unanimously.

A3. **Introduction of Guests**

Gregory Sprouse introduced the guests at today's meeting. They are listed on the first page.

A4. **Invocation**

Andy Simmons gave the invocation

AT THIS TIME, VICE-CHAIRPERSON JACKSON DECLARED THAT A QUORUM WAS PRESENT.

B1. **Approval of the June 25, 2015 Board Meeting Minutes**

MOTION, *approved*

Shawn Epps moved, seconded by Julie Ann Dixon, to approve the June 25, 2015 board meeting minutes. The motion was approved unanimously.

C. **REGULAR AGENDA**

C1. **TIP Amendment – Julius Felder Sidewalk Project Phase II-B**

Reginald Simmons presented a request to amend the 2013-2019 TIP to add \$178,589 in FY 2015 Transportation Alternatives Program (TAP) funds for the Julius Felder Sidewalk Project Phase II-B. He explained that the City of Cayce is requesting to continue its efforts to build an ADA compliant sidewalk along Julius Felder Road to serve the pedestrians and schoolchildren along the route. This phase will connect Summerland Drive to Hemlock Street. The total project cost is \$223,236.40. The City will provide the local match.

MOTION, *approved*

Smokey Davis moved, seconded by Todd Cullum, to approve the amendment of the 2013-2019 TIP to add \$178,589 in FY 2015 TAP funds for the Julius Felder Sidewalk Project Phase II-B. The motion was approved unanimously.

C2. TIP Amendment – Blossom Street Bridge Lighting Project

Mr. Simmons presented a request to amend the 2013-2019 TIP to add \$17,640 in FY 2015 TAP funds for the Blossom Street Bridge Lighting Project. He explained that the City of Cayce is proposing the upgrade of 14 pedestrian lights that are located on the Blossom Street Bridge. He provided details of the project. The total project cost is \$22,050. The City will provide the local match.

MOTION, approved

John Hardee moved, seconded by Smokey Davis, to approve the amendment of the 2013-2019 TIP to add \$17,640 in FY 2015 TAP funds for the Blossom Street Bridge Lighting Project. The motion was approved unanimously.

C3. 2040 Long Range Transportation Plan

Reginald Simmons presented a request for approval to adopt the 2040 Long Range Transportation Plan. 2040 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the Columbia urbanized area through the plan horizon year of 2040. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system. The total projected budget for the plan is estimated at \$639 million which includes \$452 million for the cost constrained plan. Mr. Simmons also reviewed the plan's goals and objectives, the vision plan for each transportation mode, the congestion management process, and the long range financial plan.

MOTION, approved

Jimmy Bales moved, seconded by Elise Partin, to adopt the 2040 Long Range Transportation Plan, as presented. The motion was approved unanimously.

B. CONSENT AGENDA

2. Approval of the Human Services Coordination Plan, **To adopt the Central Midlands Human Services Coordination Plan as developed in the Statewide Multimodal Transportation Plan, approved**
3. Approval of TIP Amendment – Pineview Road Widening Project, **To approve the amendment of the 2013-2019 TIP to add \$1 million for the construction of the Pineview Road Widening Project, approved**
4. TIP Amendment – Section 5339 Project, **To approve the amendment of the 2013-2019 TIP to add the purchase of a vehicle with Section 5339 funds, approved**
5. TIP Amendment – Section 5310 Projects, **To approve the amendment of the 2013-2019 TIP and the Human Services Coordination Plan to add the Section 5310 Projects for the Large Urban Area, approved**

MOTION, approved

Julie Ann Dixon moved, seconded by Smokey Davis, to approve the items under the consent agenda as listed above. After a brief discussion, the motion was approved unanimously.

D. ANNOUNCEMENTS / COMMITTEE OR STAFF REPORTS / CORRESPONDENCES

D1. Executive Director's Report

Mr. Mauldin gave the following Executive Director's Report:

1. **Ombudsman Program Update – Facility Closure:** A long-term care facility in Lexington County, which was licensed for 39 beds, was closed on July 23rd. The Ombudsman Program was onsite to inform the residents of their rights and assist with their move to another facility.
2. **2040 Long Range Transportation Plan** – Staff developed a survey to collect information on transportation issues in our planning area. Mr. Mauldin encouraged the board to participate.
3. **COG Directories** – The *2015 Regional Directory* and the *Central Midlands AAA/ADRC Senior Services Directory* are available.
4. **Aging Projects** – The AAA/ADRC is currently working on a few projects to assist seniors with will preparation, pest control and pet care expenses.
5. **Award Recognition** – CMCOG was awarded the National Association of Development Organizations (NADO) 2015 Innovation Award for the Walk Bike Columbia Master Plan.

D2. Committee Appointments

Vice-Chairman Jackson announced the recent appointments of members to the Executive Committee and officers of COG subcommittees for the term beginning July 1, 2015 and ending June 30, 2017.

EXECUTIVE COMMITTEE

Chair - Roger Gaddy, Town of Winnsboro
Vice – Chair - Norman Jackson, Richland County Council
Immediate Past Chair - John Hardee, City of Columbia
David Brown, Fairfield County
Ellen Cooper, City of Columbia
Todd Cullum, Lexington County Council
Sam Davis, Columbia City Council
Joyce Dickerson, Richland County Council
Zebbie Goudelock, City of Newberry
Johnny Jeffcoat, Lexington County Council
Paul Livingston, Richland County Council
Steve MacDougall, Town of Lexington
Walton McLeod, Newberry Co. Legislative Delegation
Carolyn Robinson, Fairfield County Council
Bill Waldrop, Newberry County Council

REGIONAL AGING & DISABILITY ADVISORY COMMITTEE

Chair – MaryGail Douglas, Fairfield County Legislative Delegation
Vice-Chair – Julie Ann Dixon, Richland County Council

ENVIRONMENTAL PLANNING AND ADVISORY COMMITTEE

Chair – Smokey Davis, Lexington County
Vice-Chair – Shawn Epps, City of Columbia

PLANNING & DEVELOPMENT ADVISORY COMMITTEE

Chair – Steve MacDougall, Lexington Town Mayor

Vice-Chair – David Brown, Fairfield County

RURAL TRANSPORTATION PLANNING ADVISORY COMMITTEE

Chair – Larry Brigham, Lexington County Council

Vice-Chair – Bill Waldrop, Newberry County Council

TRANSPORTATION SUBCOMMITTEE

Chair – Joyce Dickerson, Richland County Council

Vice-Chair – Cathy Novinger, City of Columbia

D3. Midlands Workforce Board – Update on WIOA

Kevin Hill provided an update on the Workforce Innovation and Opportunity Act (WIOA) that went into effect on July 1, 2015. He discussed the transition process and how the Midlands WIOA is adjusting to the new changes. The Midlands WIOA will host a job fair on October 6th at the SC National Guard Armory.

D4. 208 Water Quality Program Update

Gregory Sprouse provided an update on the Clean Water Act citizen enforcement lawsuit by the Congaree River Keeper against Carolina Water Service (CWS). He discussed the actions taken in regards to the lawsuit and the implications of the lawsuit. In July 2015, DHEC proposed to reissue the wastewater discharge permit for the CWS I-20 Wastewater Treatment Plant (WWTP). A public hearing for the reissuance of the CWS I-20 WWTP was held on August 25, 2015. A discussion took place.

Vice-Chairperson Jackson announced that an Ad-Hoc Subcommittee was formed to provide assistance in resolving the 208 Water Quality issue. The following were appointed to the Ad Hoc Committee:

1. John Carrigg
2. Smokey Davis
3. Steve MacDougall
4. Walton McLeod
5. Elise Partin

A discussion took place.

D5. Regional Round Up

Vice-Chairperson Jackson provided an update on activities in Richland County.

E. OLD / NEW BUSINESS

No old or new business was brought forth.

F. **OTHER BUSINESS**

No other business was brought forth.

G. **ADJOURN**

MOTION, *approved*

Joyce Dickerson moved, seconded by Julie Ann Dixon, to adjourn the meeting. The motion was approved unanimously.

There being no further business, the meeting was adjourned at approximately 12:39 p.m.

These minutes were respectfully submitted by Felicia C. Anderson



ENCLOSURE 2

Approved by the CMCOG Board/MPO Policy Committee on August 27th.

Public comment period ended on September 4, 2015

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 27, 2015

SUBJECT: **Julius Felder Sidewalk Project Phase II-B**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2013-2019 TIP to add the Julius Felder Sidewalk Project Phase II-B.

PROGRAM DESCRIPTION

The Julius Felder Sidewalk Project Phase II-B will start where Phase II ends at the corner of Julius Felder and Summerland Drive. This phase will continue down Julius Felder Street and end at the corner of Hemlock Street. This will be an ADA complaint sidewalk that provides connectivity for the pedestrians and school children utilizing this route. Currently, pedestrians and bicyclists have to walk and/or ride in the street. Once the overall project is complete, the sidewalk will provide one safe cohesive pathway from South Eden Drive to Frink Street. This sidewalk project will coincide with the Safe Route to School objective.

The sidewalk project will consist of ADA complaint concrete sidewalk/driveways including a width of 5 feet, any clearing/grading/excavating that needs to occur, silt fencing during construction, and the additions of catch basins and detectable warning surfaces. Power/FOC boxes will be moved and inlet filters installed where needed. SCDOT will administer, bid, and design the project according to their specifications.

Total Project Cost: \$223,236.40
Federal Requested: \$178,589.12
Local Match: \$44,647.28

ATTACHMENT

Project Map

F:\Board Meeting Info\2015 Board Meetings\8-27-15\Julius Felder.doc

Serving Local Governments in South Carolina's Midlands

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

Julius Felder Sidewalk Phase II B



Legend

- █ Enhancement Project
- Interstates
- US Highways
- SC Highways
- Local Roads
- +— Railroad
- ⊕ Cayce

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





ENCLOSURE 3

Approved by the CMCOG Board/MPO Policy Committee on August 27th.

Public comment period ended on September 4, 2015

No Public Comments Received

Memorandum

TO: All Members of the CMCOG Board Meeting

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 27, 2015

SUBJECT: Blossom Street Lighting Project

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to amend the 2013-2019 TIP to add the Blossom Street Lighting Project.

PROGRAM DESCRIPTION

The City of Cayce is proposing to upgrade the lighting on the Blossom Street Bridge. The current light fixtures and poles are owned by SCDOT. The City of Cayce through their coordination with SCE&G are proposing to retrofit the current lighting fixtures with LED retrofit kits and clean all globes. This proposed upgrade is estimated to cost:

Total Project Cost:	\$22,050
Federal Requested:	\$17,640
Local Match:	\$4,410

This project will be funded with FY 2015 TAP funds.

ATTACHMENT

SCE&G Report

The current 14 light fixtures and poles located along the Blossom Street Bridge are owned by the SC Highway Department and are served behind a meter. The electrical system serving these lights is an old and complex system. Because the Fixtures/Poles do not belong to SCE&G, we do not have any upgrade options for these lights outside of replacing the entire system.

After our evaluation of the current system, there are a couple of effective and economical options that the City of Cayce can take to upgrade the current look and feel of the lighting.

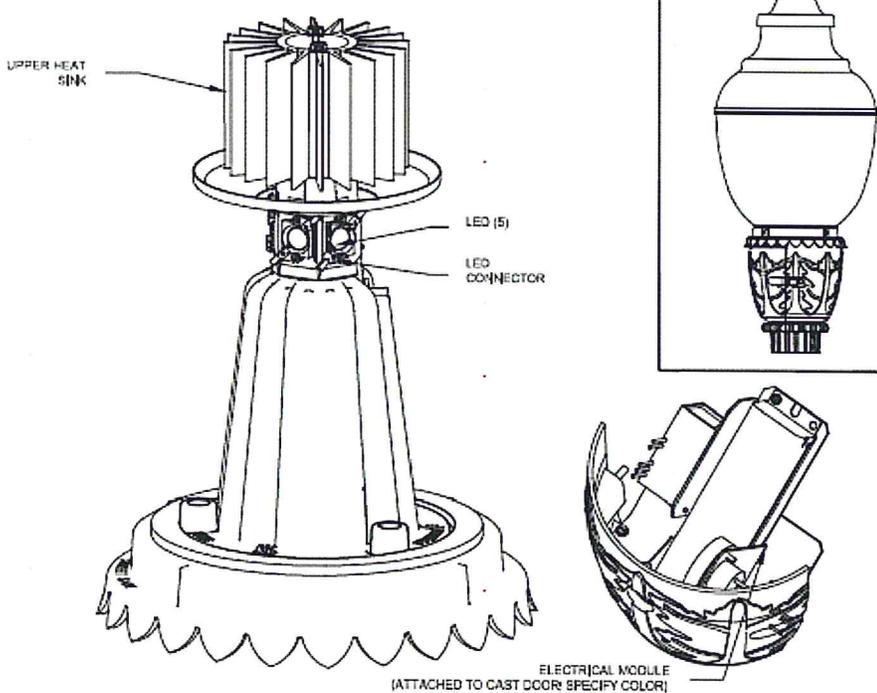
- Clean all globes.
- Retrofit the current fixtures with an LED Retrofit Kit. These kits cost approximately \$600.00 each.

Contact to purchase the LED Retrofit Kits: Mark Lybrand, Holophane: Office - 803-786-7867, Cell - 803-413-3833.

Additional:

- We believe that the supply voltage to the current lighting system is non-standard (maybe 600 v). Be sure that the supply voltage is checked and the Retrofit Kits ordered accordingly.
- Any SCDOT requirements need to be managed between the City of Cayce and SCDOT.



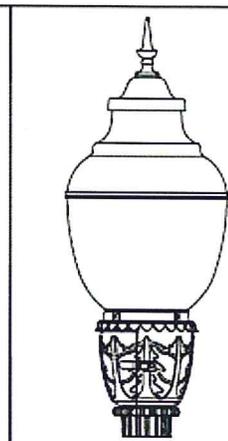


UPPER HEAT SINK

LED (5)

LED CONNECTOR

ELECTRICAL MODULE
(ATTACHED TO CAST DOOR SPECIFY COLOR)



WARETRO

CASTING WARETRO = WASHINGTON LED RETROFIT	100 SOURCE & WATTAGE BALLAST (LED DRIVER) 100 = 100 W (525mA) 80 = 80 W (420mA) 60 = 60 W (315mA) 40 = 40 W (215mA)	5K VOLTAGE AS = AUTO-SENSING VOLTAGE (120 THRU 277 V) AH = AUTO-SENSING VOLTAGE (347 THRU 480 V)	B HOUSING COLOR A = AS SPECIFIED B = BLACK N = GREEN Z = BRONZE	3 OPTICS 3 = IES TYPE III DISTRIBUTION 5 = IES TYPE V DISTRIBUTION	3 DECORATIVE TRIM 1 = BAND, MEDALLIONS & BUD FINIAL 2 = BAND, MEDALLIONS & SPIKE FINIAL 3 = BUD FINIAL 4 = SPIKE FINIAL 5 = BUD FINIAL, BAND & RIBS 6 = SPIKE FINIAL, BAND & RIBS 7 = BAND, MEDALLIONS & ORNATE FINIAL 8 = ORNATE FINIAL 9 = ORNATE FINIAL, BAND & RIBS
---	--	--	---	--	--

COLOR TEMPERATURE
3K = 3000 K CCT
4K = 4000 K CCT
5K = 5000 K CCT

HOLOPHANE
LEADER IN LIGHTING SOLUTIONS
An Acuity Brands Company
© 2009 Acuity Brands Lighting, Inc. All rights reserved.

ORDERING INFORMATION:

OPTIONS
DM = DIMMING DRIVER
PH012 = 0-10V PAST-NIGHT DIMMING - INCLUDES 120V STYLE PHOTOCONTROL
PR12 = DTL BUTTON STYLE PHOTOCONTROL 120V
PR202427 = DTL BUTTON STYLE PHOTOCONTROL 205-277V
PR34 = DTL BUTTON STYLE PHOTOCONTROL 347V
RM = ROOM 0-10 VOLT DIMMING CONTROL - INCLUDES NEMA TMS1 LOCK PHOTOCONTROL RECEPTACLE AND DIMMING DRIVER

NOTE
Actual performance may differ as a result of end-user environment and application.
Actual wattage may differ by +10% / +10% at operating temperature.
60W 347-480V version wattage may differ by +14% / +14% at operating temperature.
Specification subject to change without notice.

ORDER #: _____
TYPE: _____
DRAWN: KRW
DATE: 8/28/12
DWG #: WARETRO



ENCLOSURE 4

Approved by the CMCOG Board/MPO Policy Committee on August 27th.

Public comment period ended on September 19, 2015

No Public Comments Received

Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: August 27, 2015

SUBJECT: **2040 Long Range Transportation Plan**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to adopt the 2040 Long Range Transportation Plan. The full document is available on our website for review.

PROGRAM DESCRIPTION

The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2040 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the Columbia urbanized area through the plan horizon year of 2040. The 2040 LRTP is the Metropolitan Planning Organization's (MPO) primary transportation policy document. It establishes the purpose and need for major projects included in the federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Staff will request adoption of the 2040 LRTP.

ATTACHMENT

2040 LRTP Resolution
Introduction and Overview



**ADOPTION OF THE COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN
PLANNING ORGANIZATION 2040 LONG RANGE TRANSPORTATION PLAN**

WHEREAS, the Columbia Area Transportation Study is the urbanized area Metropolitan Planning Organization (MPO) as required by the Moving Ahead for Progress in the 21st Century (MAP-21) federal legislation to complete and maintain a Long Range Transportation Plan (LRTP); and

WHEREAS, the 2040 Long Range Transportation Plan addresses all modes of transportation in the urbanized area, has a horizon year of at least 20 years, and is fiscally constrained; and

WHEREAS, the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) has found the 2040 Long Range Transportation Plan to be in conformance with the South Carolina State Implementation Plan for maintenance of the National Ambient Air Quality Standards; and

WHEREAS, the Central Midlands Council of Governments Board of Directors which also serves as the MPO Policy Committee has provided for a 30-day public comment period for the 2040 Long Range Transportation Plan; and

WHEREAS, the 2040 Long Range Transportation Plan has been developed and reviewed by the MPO staff, member agencies, affected stakeholders, and the general public through the MPO transportation planning process and their recommendations have been found to be consistent with the principles of sound transportation planning practices; and

WHEREAS, the 2040 Long Range Transportation Plan has been developed in a manner that meets and exceeds the requirements of Title 23, Section 134 of the United States Code.

NOW THEREFORE BE IT RESOLVED that the attached 2040 LRTP is hereby approved by the Central Midlands Council of Governments; and,

BE IT FURTHER RESOLVED that the Central Midlands Council of Governments is working in coordination and consultation with other funding agencies to maximize the use of federal, state, and local funds that can be used to support and improve transportation projects and initiatives.

CERTIFICATE the undersigned is the duly qualified Executive Director of Central Midlands Council of Governments, and hereby certify 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 August 27, 2015.

Roger Gaddy, Chairman
Central Midlands Council of Governments

Benjamin J. Mauldin, Executive Director
Central Midlands Council of Governments

Witness

Witness

CHAPTER 1: 2040 LONG-RANGE TRANSPORTATION PLAN

1.1 INTRODUCTION

The Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO) 2040 Long-Range Transportation Plan (LRTP) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the Columbia urbanized area through the plan horizon year of 2040. The 2040 LRTP is the Metropolitan Planning Organization's (MPO) primary transportation policy document. It establishes the purpose and need for major projects included in the Federal transportation funding program, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

Some pertinent Federal requirements of the 2040 LRTP are as follows. These are defined in more detail in subsequent sections of the document.

A minimum 20-year plan horizon is required;

- The plan must be fiscally constrained; that is, activities are prioritized relative to realistic projections of available financial resources (Federal, state, local, and in some cases, private) out to the LRTP horizon year (2040);
- The plan identifies policies, strategies, and projects for the future;
- The plan focuses at the systems level, including roadways, transit, non-motorized transportation, and intermodal connections;
- The plan must be consistent with the statewide long-range transportation plan; and
- The plan must be updated every five years in air quality attainment areas (every 4 years in nonattainment).

The 2040 LRTP serves as an update of the most recent 2035 LRTP (updated in 2008), in accordance with the five-year update required for air quality attainment areas by Federal transportation legislation – Moving Ahead for Progress in the 21st Century (MAP-21).

The 2040 LRTP update addresses a number of transportation challenges:

- Future Federal transportation funding levels are uncertain. As of this writing, the current transportation funding legislation, MAP-21, has expired and is being maintained through short-term continuing resolutions; the timing on the reauthorization of a transportation bill is unknown.
- Existing transportation facilities require a significant portion of anticipated resources to be maintained. Unless funding assumptions are dramatically revised, the region can realistically expect a general decline in the quality of its infrastructure.
- Diversification of investments beyond the roadway system into transit (both bus and fixed-guideway) and bicycle-pedestrian facilities is sorely needed to ensure expanded choice for households that own a car and reasonable mobility for households without a car.
- The 2040 LRTP utilizes new tools, including a new travel demand model;
- The 2040 LRTP expands its scope beyond roadway capacity, to explore appropriate levels of investment in transit, bicycle-pedestrian facilities, and preservation of the existing system at acceptable levels; and
- For the first time, the long-range plan considers the national trend of performance-based planning to support more effective project selection and programming decisions. A performance framework of LRTP goals, objectives and associated performance measures was established to guide plan development, with the intent to provide a more structured means to identify and prioritize transportation improvement strategies that best support attainment of long-term transportation goals. Transportation strategies and specific projects were screened through a process that considered the plan's performance framework, public input, and financial considerations. The result is a fiscally constrained, phased program of projects to improve the transportation system over the 2040 LRTP horizon.

The 2040 LRTP was developed around a core set of steps that include:

- **Defining investment needs.** Needs analysis typically occurs for both current-year travel conditions, given existing transportation infrastructure and available system capacity, and projected travel conditions, assuming certain changes in land use, population and employment growth over time.

- **Defining long-range transportation goals and objectives and a complementary set of evaluation criteria to measure the contribution of planned investments towards achieving the goals.** For the 2040 LRTP, a detailed performance-based planning approach was developed to ensure investment decisions were made in the context of attaining stated goals and objectives.
- **Defining specific policy statements to guide investment decisions.** Policy statements typically address short-term transportation needs as well as long-term mobility and development goals.
- **Identifying and evaluating potential transportation investment solutions.** Details related to the 2040 LRTP evaluation process has been provided.
- **Gathering input from stakeholder groups, the general public, and a spectrum of planning partner agencies.** This outreach is intended to ensure the transportation plan is vetted appropriately and developed with multiple perspectives in mind. Outreach activities are summarized in the public participation plan.
- **Matching available transportation revenue to cost for proposed projects (and programs) in the 2040 LRTP, to ensure it is fiscally constrained.** This fiscal leveling process is defined in detail in Chapter 18.

The Central Midlands Council of Governments (CMCOG) hosts the COATS MPO. Elected representatives from the CMCOG member governments, staff members of various transportation, environmental, and resource agencies, local stakeholders, and interested citizens participated directly in the development of the 2040 LRTP. It was developed in accordance with MAP-21 planning regulations. In accordance with Federal planning regulations, the 2040 LRTP reflects latest available land use, population and employment, travel and economic activity assumptions. It identifies long-range transportation goals and specific long- and short-range investment strategies across all modes of transportation to support meeting those goals. It is fiscally constrained, and supports regional land use and economic development policies and plans. The horizon year for the plan is 2040, in accordance with the MAP-21 requirement for a minimum 20-year planning timeframe.

1.2 METROPOLITAN PLANNING ORGANIZATION

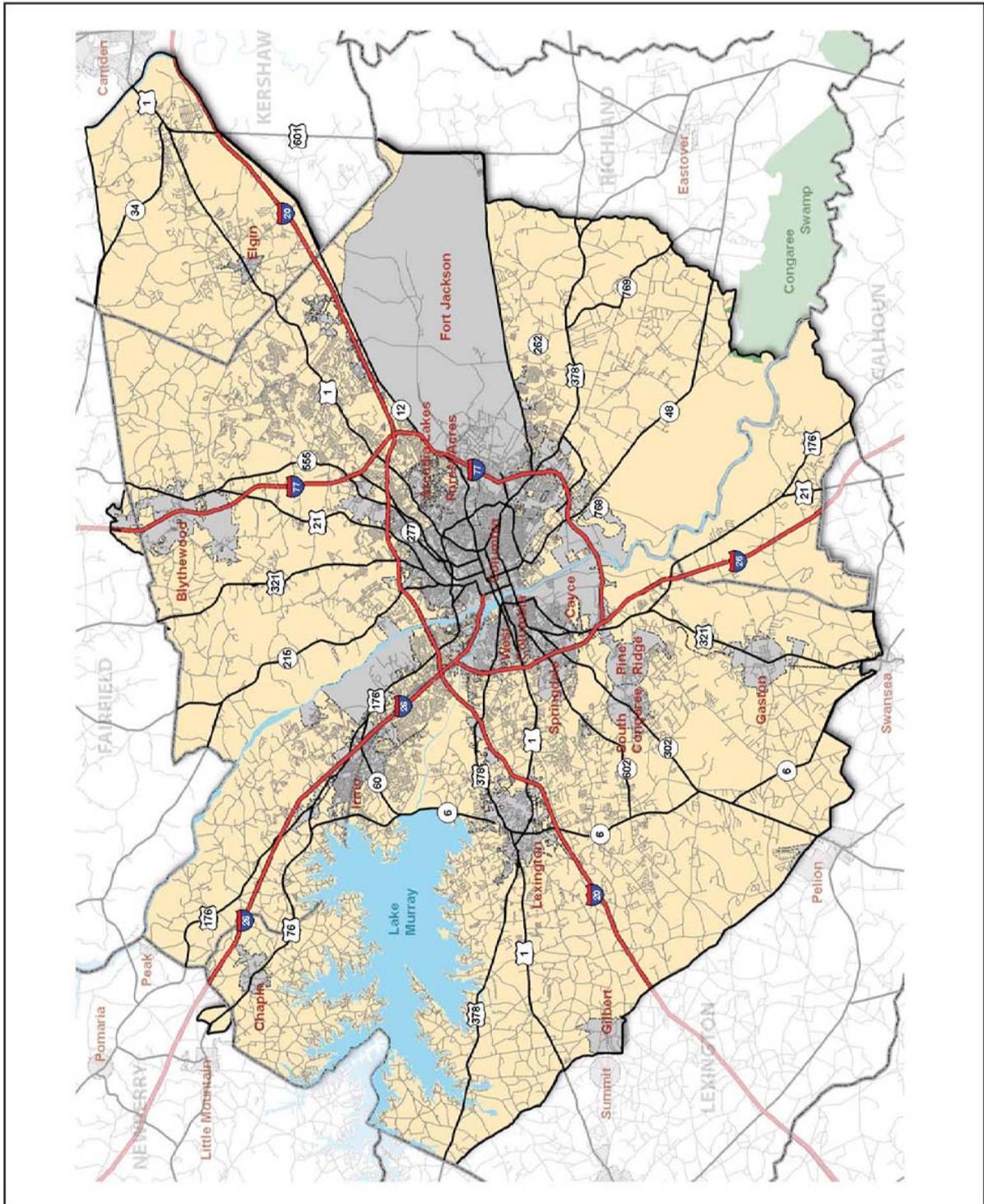
Each urbanized area in the United States with a population of 50,000 or more, is required by Federal regulation to have a designated Metropolitan Planning Organization (MPO) with the responsibility of conducting a continuing, cooperative and comprehensive transportation planning process. The MPO is responsible for transportation planning in the area defined by the most current 10-year census as being urbanized, plus the area anticipated to be urbanized in the next 20 years. This area is known as the Metropolitan Planning Organization (MPO). The present MPO is based on the most recent 2010 census and includes portions of the Richland, Lexington, Newberry, Fairfield, Calhoun, and Kershaw Counties (Reference Figure 1.1). The COATS MPO comprises approximately 1,200 square miles and a (year 2010) population of 647,091.

For MPOs such as the COATS MPO, which serve an urbanized population greater than 200,000, they are further classified as a Transportation Management Area (TMA). These areas have additional Federal requirements for planning, monitoring, and maintaining the transportation system.

In the MPO, the Central Midlands Council of Governments hosts the MPO. The CMCOG is composed of a Policy Committee, Transportation Subcommittee, and a Technical Committee. The MPO Policy Committee consists of elected and appointed policy officials from 14 local governments, representatives from the transit agencies, a county government from another Council of Governments district, as well as (nonvoting) representation from the South Carolina Department of Transportation, FHWA, and FTA. The CMCOG Board of Directors serves as the MPO Policy Committee and decides how the Federal Planning Funds (PL), Transit Planning Funds, and Federal Surface Transportation Program-Urban (STP-U) Funds will be spent within the urban area. The Policy Committee approves the MPO Work Program, Transportation Improvement Program, Long Range Transportation Program & adopts plans and programs prepared by the MPO staff. The Transportation Subcommittee consists of elected and appointed officials that are responsible for reviewing and approving items before they are sent to the CMCOG Board of Directors. The Technical Committee consists of planners and engineers from local governments and public agencies within the MPO planning area and serves as an advisory committee to the Transportation Subcommittee.

The MPO staff coordinates and administers these official committees, their meetings and leads development of all federally required MPO products, including: the long-range transportation plan, short-range transportation improvement program, associated transportation conformity determinations (if required), the Unified Planning Work Program (UPWP), and the Congestion Management Process (CMP).

FIGURE 1.1: MPO BOUNDARY



The MPO is directly responsible for developing a long-range transportation plan and short-range transportation improvement program. These plans serve as the vehicles for addressing growth and travel demand issues in metropolitan areas throughout the country. They must be updated at a minimum every five years in air quality attainment areas like the COATS MPO (four years otherwise). Regional transportation planning by legislative definition must be comprehensive (including all modes), cooperative (involving a broad array of stakeholders and other interested parties), and continuous (ever improving and evolving). This “3-C” process directs cooperation across all levels of government to develop transportation plans which provide for comprehensive, multimodal strategies to improve regional transportation system performance.

Federal transportation planning provisions of MAP-21 list eight planning factors which must be considered as part of the transportation planning process for all metropolitan areas. These factors are summarized in Table 1.1.

TABLE 1.1: MAP-21 PLANNING FACTORS

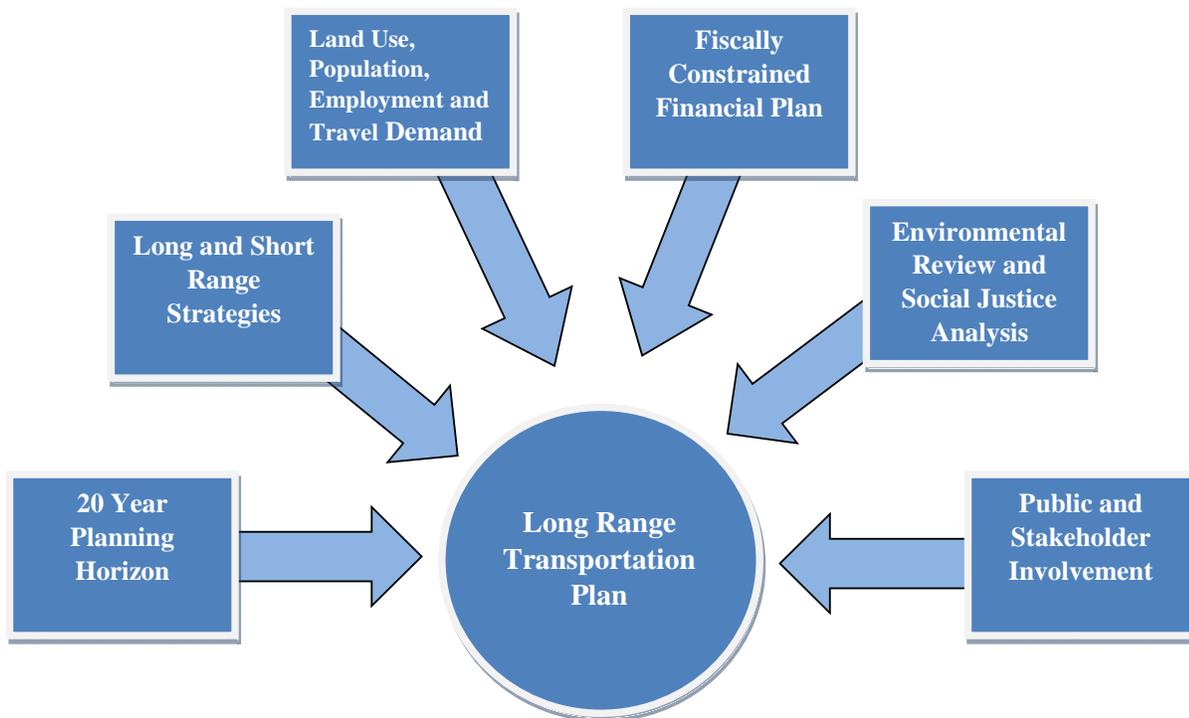
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

The MAP-21 planning factors are codified in Title 23 Code of Federal Regulations (CFR) 450.306. Each has been considered as part of the 2040 LRTP development, as noted throughout various sections

of this document. The planning factors have been addressed as appropriate, given the scale and complexity of many of the issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.

In addition to the eight planning factors, a number of more specific transportation planning provisions are defined in MAP-21 regulations that outline the various required elements of a long- (and short-) range transportation plan. These transportation planning requirements are codified in Title 23 CFR 450.322 and are referenced or footnoted throughout various sections of this document.

FIGURE 1.2: MAP-21 PLANNING REQUIREMENTS



Once a plan is drafted by an MPO and its Policy Committee, it is provided for formal public review and feedback. The MPO Policy Committee must then adopt the plan prior to sending to the Federal Highway Administration and Federal Transit Administration for review and approval.

The most recent update to the COATS long-range transportation plan was the 2035 LRTP, completed in 2008. The 2035 LRTP (2008 Update) was completed to address the minimum five-year transportation plan update requirement, as well as address the provisions of new MAP-21 planning regulations that were phased in during that time.

1.4 TRANSPORTATION CONFORMITY REQUIREMENTS

As defined by the Clean Air Act Amendments of 1990, the COATS MPO has met the National Ambient Air Quality Standard (NAAQS) for particulate matter and ozone. Currently, the counties of Richland, Lexington, Newberry, Fairfield, Calhoun, and Kershaw are considered to be in air quality *attainment area* under the annual NAAQS for particulate matter of 2.5 microns or less in size (PM_{2.5}); and under the current eight-hour ozone standard 0.075 parts per million (ppm).

1.5 TRANSPORTATION PLANNING PARTNERS

Transportation planning requires participation by transportation agencies at the local, regional, state and national levels, as well as users of the transportation system to achieve established goals and objectives. MPOs are the primary entity in the planning process and are ultimately responsible for adopting and implementing transportation plans.

The 2040 LRTP represents a cooperative effort of citizens, planners, engineers, and public officials, who work with the MPO in developing and maintaining the plan. Entities that participated in the planning process and development of the 2040 LRTP are listed below along with a brief description of their role in the planning process.

1.6 COLUMBIA AREA TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION (MPO)

The Central Midlands Council of Governments hosts the COATS MPO. The MPO is responsible for the continuing, cooperative and comprehensive (3-C) transportation planning function required of urbanized areas in order to qualify for federal transportation funds. The MPO is responsible for complying with federal requirements pertaining to transportation planning as determined in transportation authorization bills.

The CMCOG Board of Directors serves as the MPO Policy Committee. They meet on a monthly basis to address the needs of the MPO. The CMCOG Policy Committee consists of elected and appointed policy officials from 14 local governments, representatives from the transit agencies, a county government in another Council of Government district, as well as (nonvoting) representation from South Carolina Department of Transportation. The CMCOG Board of Directors serves as the MPO Policy Committee and is responsible for approving the MPO Work Program, Transportation Improvement Program, Long Range Transportation Program & adopts plans and programs prepared by the MPO staff. The Transportation Subcommittee consists of elected and appointed officials that are responsible for reviewing and approval items before they are sent to the CMCOG Board of Directors.

The Technical Committee consists of planners and engineers from local governments and public agencies within the MPO planning area and serves as an advisory committee to the Transportation Subcommittee.

1.6.1 UNITED STATES FEDERAL GOVERNMENT

United States Department of Transportation – Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

The FHWA and FTA are non-voting members on the MPO Policy Committee. They provide guidance in the interpretation and implementation of Federal regulations pertaining to transportation planning. FHWA, because it has an office in the city of Columbia, has a greater opportunity to participate in the planning activities of the MPO and is involved with most aspects of the transportation planning process.

1.6.2 STATE OF SOUTH CAROLINA

South Carolina Department of Transportation

The South Carolina Department of Transportation (SCDOT) is responsible for all interstates, U.S. Routes and state highways in the planning area. SCDOT has the responsibility together with the MPO and the Central Midlands Regional Transit Authority to conduct the 3-C planning process. It has the lead responsibility in the preparation of a statewide long-range transportation plan and a statewide transportation improvement program.

South Carolina Department of Health and Environmental Control

The South Carolina Department of Health and Environmental Control has the responsibility to oversee air quality planning and participate in the review of the air quality aspects of the COATS MPO regional transportation plans and programs, and transportation air quality conformity requirements.

1.6.3 MUNICIPAL AND COUNTY GOVERNMENTS

As part of the COATS MPO, portions of Richland, Lexington, Newberry, Fairfield, Kershaw, and Calhoun counties participate in the transportation planning activities of the MPO. Individual incorporated cities and towns included in the MPO within these counties are represented on the CMCOG Board and/or transportation committees.

1.6.4 Central Midlands Regional Transit Authority

The CMRTA operating as the Comet is responsible for providing the COATS MPO public transit service. The CMRTA, as the public transit system operator, is included in the transportation planning process and is represented on the COATS Policy Committee. As the public transit service provider, it is responsible together with the MPO and the state for conducting the 3-C planning process.

1.6.5 PRIVATE SECTOR AND NON-PROFIT AGENCIES

Under MAP-21 legislation, grantees under the Elderly Individuals and Individuals with Disabilities (Section 5310) and the Large Urban Area Program (Section 5307) grant programs must meet certain requirements in order to receive funding. One of the requirements is that projects from the Job Access and Reverse Commute (Section 5307) and the New Freedom (Section 5310) components of the programs listed above must be part of a “locally developed Coordinated Public Transit-Human Services Transportation Plan.” This transportation plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers, and the general public. CMCOG is in charge of administering this program in the Columbia urbanized area.

1.6.6 Outreach to Other Interested Parties

Private providers of transportation services:

- Ridesharing agencies
- Transportation safety agencies
- Traffic enforcement agencies
- Commuter rail operators
- Freight companies
- Railroad companies
- Environmental organizations
- Neighborhood associations
- Local health departments

- Other city, county, and municipal departments
- Advocacy groups
- Interested citizens
- Public schools
- Private schools
- Organizations representing the interest of the following:
 - Elderly people;
 - Minority populations;
 - Transportation agency employees;
 - Users of various modes of transportation;
 - Persons with disabilities;
 - Economically disadvantaged persons; and
 - Others underserved by the transportation system.

The 2040 LRTP document contained herein satisfies the required five-year update from the 2035 LRTP (2008 Update), while also ensuring a minimum 20-year planning horizon.



Memorandum

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

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: September 24, 2015

SUBJECT: **Congestion Management Plan**

REQUESTED ACTION

The Central Midlands Council of Governments' staff requests approval to adopt the Congestion Management Plan. The full document is available on our website for review.

PROGRAM DESCRIPTION

All metropolitan planning areas with a population over 200,000 are required by federal regulations (23 CFR 450.320) to adopt a formal Congestion Management Process (CMP) that provides for the safe and effective integrated management and operation of the multimodal transportation system through performance monitoring and the use of travel demand reduction and operational management strategies. The CMP is an integral component of the metropolitan transportation planning process as it helps to identify areas with high congestion (as a complement to the travel demand modeling process) and recommends appropriate mitigation strategies that manage travel demand, reduce single occupancy vehicle (SOV) usage, and improve travel conditions without having to add roadway capacity. When capacity improvement projects are warranted, the CMP provides recommendations for facilitating future demand management strategies and operational improvements that will help maintain the functional integrity and safety of the road once additional travel lanes are added. Per federal regulations, the congestion management process should include the following activities:

- Monitoring the performance of the multimodal transportation system to include identifying the causes of congestion and evaluating mitigation strategies;
- Defining congestion management objectives and appropriate performance measures
- Establishing a coordinated program for data collection and system performance monitoring to define the extent, duration, and causes of congestion, and to evaluate the efficiency and effectiveness of implemented actions;
- Identifying and evaluating the anticipated performance and expected benefits of appropriate congestion management strategies to include: demand management measures, including growth management and congestion pricing; traffic operational improvements; public transportation improvements; ITS technologies as related to the regional ITS architecture; and, where necessary, additional system capacity;
- Identifying an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation;
- Implementation of a process for periodic assessment of the effectiveness of implemented strategies.

The COATS MPO has updated its Congestion Management Plan and will request approval from the Policy Committee.

ATTACHMENT

Congestion Management Process

CONGESTION MANAGEMENT PLAN

BACKGROUND

Traffic congestion can be generally defined as a condition where the volume of users on a transportation facility approaches or exceeds the capacity of that facility. Congestion is characterized by reduced travel speeds, increased travel times and delay, and, in some cases, increased traffic crashes, which can lead to uncertainty, frustration, and dissatisfaction of transportation system users. Some secondary impacts of congestion include decreased productivity and increased greenhouse gas emissions. However, it is important to acknowledge that the high levels of traffic volumes that cause congestion are also symptomatic of growth in economic activity and development. Therefore, transportation planners, engineers, and decision makers should seek to manage congestion rather than totally eradicate it.

The ability to increase highway capacity will always be restricted by limited financial resources. Therefore, it is necessary to plan for efficient management and operation of the existing transportation system. The Congestion Management Process (CMP) is intended to be a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region's multi-modal transportation systems; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion. The CMP also responds to requirements set forth by federal transportation legislation (23 CFR 450.320).

PURPOSE AND SCOPE

COATS MPO has developed a CMP to meet the unique needs of the Columbia metropolitan area. The CMP includes an ongoing method to provide information on the performance of the transportation system and on alternative strategies to manage congestion and enhance mobility and safety. The CMP uses an objectives-driven, performance-based approach to managing congestion, and emphasizes effective management of existing facilities through use of travel demand and operational management strategies. In Transportation Management Areas (TMAs) that are in non-attainment of ozone or carbon monoxide (CO) standards, Federal funds may not be advanced for any new project that will significantly increase the carrying capacity for single-occupant vehicles (SOVs) other than projects that address bottlenecks or safety needs unless the project results from a CMP.

The FHWA and FTA Guidebook, *Advancing Metropolitan Planning for Operations*, outlines an 8-step framework for the development of a CMP.

1. Develop Regional Objectives for Congestion Management
2. Define CMP Network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

INTEGRATION WITH THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

The COATS MPO CMP is one component of the metropolitan planning process. It is integrated with the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP) and corridor studies, including those being conducted in accordance with the National Environmental Policy Act (NEPA), through its data and analysis functions as well as through the CMP Toolbox. These relationships are summarized below.

RELATIONSHIP TO THE LRTP

The COATS MPO CMP is related to the regional Long-Range Transportation Plan in four ways:

- The LRTP provides a set of congestion management objectives and performance measures that are applied through the CMP;
- The LRTP development process includes an evaluation and prioritization of transportation projects and strategies structured around advancing these identified CMP objectives and measures;

- The LRTP provides system performance information in support of the CMP which is used by COATS MPO and its planning partners to identify corridors or segments for detailed analysis in Corridor or Major Investment Studies, as recommended by the LRTP; and
- The CMP Toolbox provides alternative congestion management strategies for consideration in MIS and Corridor Studies, which ultimately are reflected in project design and are incorporated into the LRTP's financial constrained project listing.

RELATIONSHIP TO THE TIP

The COATS MPO CMP is related to the development of the regional Transportation Improvement Program in four ways:

- The CMP provides system performance information for use by COATS MPO in evaluating projects nominated for inclusion in the TIP;
- The CMP provides system performance information for project sponsors, which may influence their recommended projects for incorporation in the TIP;
- The CMP provides information about alternative congestion management strategies considered for SOV capacity projects to be advanced using federal funds; and
- The CMP objectives are integrated with the application scoring process used to select and prioritize projects in the TIP.

RELATIONSHIP TO CORRIDOR STUDIES

The COATS MPO CMP is related to the development of corridor studies and related NEPA documents in two ways:

- The CMP provides system performance information which is used by COATS MPO to identify corridors or segments for detailed analysis in corridor or NEPA studies; and
- The CMP Toolbox provides alternative congestion management strategies for consideration in corridor studies and related NEPA documents. When traffic congestion is referenced in the Purpose and Need Statement for an Environmental Assessment (EA) or Environmental Impact Statement (EIS), the EA/EIS shall consider the congestion management strategies included in the COATS MPO CMP Toolbox as a starting point for the development of alternative

strategies. This does not preclude the EA/EIS from considering other strategies that may not be in the CMP Toolbox, nor does it require that the EA/EIS select a strategy from the CMP Toolbox as the preferred alternative. However, the EA/EIS document must include a discussion of how the CMP Toolbox strategies were addressed.

RELATIONSHIP TO THE REGIONAL INTELLIGENT TRANSPORTATION SYSTEMS (ITS) ARCHITECTURE

All ITS strategies implemented from the CMP Toolbox will be consistent with the Regional ITS Architecture. COATS MPO will ensure that both the Regional ITS Architecture and the CMP Toolbox are reviewed for consistency and reconciled as necessary when either is updated.

CONGESTION MANAGEMENT PROCESS

All metropolitan planning areas with a population over 200,000 are required by federal regulations (23 CFR 450.320) to adopt a formal Congestion Management Process (CMP) that provides for the safe and effective integrated management and operation of the multimodal transportation system through performance monitoring and the use of travel demand reduction and operational management strategies. The CMP is an integral component of the metropolitan transportation planning process as it helps to identify areas with high congestion (as a complement to the travel demand modeling process) and recommends appropriate mitigation strategies that manage travel demand, reduce single occupancy vehicle (SOV) usage, and improve travel conditions without having to add roadway capacity. When capacity improvement projects are warranted, the CMP provides recommendations for facilitating future demand management strategies and operational improvements that will help maintain the functional integrity and safety of the road once additional travel lanes are added. Per federal regulations, the congestion management process should include the following activities:

- Monitoring the performance of the multimodal transportation system to include identifying the causes of congestion and evaluating mitigation strategies;
- Defining congestion management objectives and appropriate performance measures
- Establishing a coordinated program for data collection and system performance monitoring to define the extent, duration, and causes of congestion, and to evaluate the efficiency and effectiveness of implemented actions;

- Identifying and evaluating the anticipated performance and expected benefits of appropriate congestion management strategies to include: demand management measures, including growth management and congestion pricing; traffic operational improvements; public transportation improvements; ITS technologies as related to the regional ITS architecture; and, where necessary, additional system capacity;
- Identifying an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation;
- Implementation of a process for periodic assessment of the effectiveness of implemented strategies.

To assist MPOs with CMP regulatory compliance the Federal Highway Administration (FHWA) developed a congestion management process model based on implementing the following eight actions or activities:

1. Develop Regional Objectives for Congestion Management
2. Define CMP Network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

As part of the 2040 LRTP, the regional congestion management process for the COATS MPO will be defined in terms of these eight activities. The following information describes each activity and outlines how it is being implemented and incorporated into the metropolitan transportation planning process.

DEVELOP REGIONAL OBJECTIVES FOR CONGESTION MANAGEMENT

Regional objectives define what the COATS MPO hopes to achieve through the congestion management process. This may include broader regional goals consistent with those defined for the larger long range transportation planning process, as well as more specific congestion management oriented objectives that help to achieve the regional goals. The COATS MPO therefore hopes to enhance regional mobility, increase transportation accessibility, and maintain existing infrastructure in a state-of-good repair by developing and implementing strategies that mitigate congestion through travel demand management, operational improvements, modal connectivity, land use compatibility, and where necessary, through capacity improvement projects.

DEFINE THE CMP NETWORK

The geographic boundary or area of application for the CMP is consistent with the 2010 COATS MPO boundary which covers most of Richland and Lexington counties, and a small area of Fairfield, Newberry, Kershaw and Calhoun counties. The defined CMP road network was established through an iterative process that considered a number of factors including corridors analyzed in previous CMPs, an examination of base and horizon year travel demand model output, CMCOG staff and stakeholder input, and the availability of existing data coverages for monitoring system performance (i.e., AADT, Impedance Attributes, and Travel Time Information). The selected roadway network consists of federal aid eligible roadways that are functionally classified by SCDOT as primary arterials, minor arterials, major collectors, and minor collectors. Interstates are not included as a part of the COATS CMP because all performance monitoring, analysis, and funding for Interstate improvement and congestion mitigation projects are programmed and implemented directly by SCDOT. Local roads are also not included in the CMP road network. The CMP transit network is defined by long term, high capacity, mainline routes currently operated by the Comet. Because bike and pedestrian facilities represent such a small percentage of the modal split in the COATS region, they are primarily monitored in the CMP in terms of their ability to contribute to the effectiveness of travel demand management strategies along adjacent congested roadway corridors. Table 14.1 shows the CMP roadway corridor network and Table 14.2 shows the CMP transit corridor network.

CMP ROADWAY CORRIDOR NETWORK

ROAD	SUM (MILES)	ROAD	SUM (MILES)
12TH ST	3.36	SAINT ANDREWS RD	11.93
ALPINE RD	4.85	SC-12	56.67
BLYTHEWOOD RD	9.53	SC-16	19.13
BUSH RIVER RD	6.00	SC-2	7.77
CHARTER OAK RD	0.92	SC-215	24.48
CHURCH ST	3.04	SC-262	29.63
CLEMSON RD	15.77	SC-277	16.23
COLUMBIA AVE	5.79	SC-302	35.74
COLUMBIA COLLEGE DR	2.85	SC-48	58.01
DECKER BLVD	3.97	SC-555	27.27
FONTAINE RD	1.82	SC-555/HARDEN ST	1.44
GREYSTONE BLVD	1.98	SC-6	62.68
HARBISON BLVD	4.35	SC-60	10.11
HARD SCRABBLE RD	20.52	SC-602	21.51
HARDEN ST	3.48	SC-768	8.64
KILLIAN RD	5.32	SC-768/S BELTLINE BLVD	0.60
LEAPHART RD	6.44	SPEARS CREEK CHURCH RD	5.06
LONGS POND RD	8.66	ST ANDREWS RD	1.23
LOWER RICHLAND BLVD	17.50	TRAM RD	1.74
MINERAL SPRINGS RD	10.90	TRENHOLM RD	8.54
N 12TH ST	1.39	TWO NOTCH RD	35.25
N TRENHOLM RD	3.27	US-1	110.33
OLD SANDY RUN RD	3.76	US-176	37.20
PARKLANE RD	4.62	US-21	23.68
PINEY GROVE RD	5.79	US-321	69.78
PISGAH CHURCH RD/CHARTER OAK RD	4.64	US-378	77.29
PRESCOTT RD	2.38	US-601	59.90
S BELTLINE BLVD	4.99	US-76	42.20
S HARDEN ST	1.01	WHITE POND RD	4.76

CMP TRANSIT CORRIDOR NETWORK

High Capacity Transit Route
Corridor #1: N. Main/Columbia College
Corridor #2: Palmetto Health Richland/Farrow Rd
Corridor #3: Two Notch Rd
Corridor #4: Forest Drive
Corridor #5: Assembly/Bluff Rd
Corridor #6: Devine/Garner's Ferry
Corridor # 7: Broad River/Harbison

DEVELOP MULTIMODAL PERFORMANCE MEASURES

Performance measures are used in the CMP to characterize current and future travel conditions, track progress toward meeting regional objectives, identify locations of congestion, assess the effectiveness of congestion mitigation strategies, and to communicate system performance to public officials, private sector stakeholders, and the general public. A wide range of performance measures are available for measuring and monitoring system performance. For many performance measures, however, considerable human and financial resources are required to collect and analyze the necessary data. Some performance measures are also very difficult to understand and are not easily communicated to general audiences. As a result of these two factors, the COATS MPO selected a number of local and regional performance measures that are commonly used, relatively easy to communicate, and make use of readily available data sources. These performance measures include:

- **Roadway Segment Volume to Capacity (V/C) Ratio/Level of Service (LOS):** Comparison of observed and estimated traffic volumes to planning level roadway design capacities. This measure uses SCDOT Average Annual Daily Traffic (AADT) counts and COATS Travel Demand Model output. Regional and System Level performance goals include reducing the number or share of road miles operating above V/C ratio 1.15 or operating at a LOS E or F.
- **Congestion Index (CI):** The CI is the ratio of the actual travel speed to the free flow travel speed. This measure uses real-time and archived speed data available through the I-95 Corridor Coalition Vehicle Probe Project (provided by INRIX) and through point-in-time data collected on an as needed basis. Regional and System Level performance goals include reducing the number or share of congested road miles.

- **Travel Time Index (TTI):** The TTI compares peak-period travel times to free flow travel times illustrating both the duration and intensity of congestion on a corridor. This measure uses real-time and archived speed data available through the I-95 Corridor Coalition Vehicle Probe Project (provided by INRIX) and through point-in-time data collected on an as needed basis. Regional and System Level performance goals include reducing total excess delay time and the number or share of roads experiencing a comparatively high TTI.
- **Transit Ridership:** Analysis of current and historic transit ridership data for high capacity routes. This measure will rely on data reported in the National Transit Database (NTD) and ridership information provided by the Comet. Regional and System Level performance goals include increasing transit ridership on high capacity routes and reducing crowding via increased frequencies as needed.
- **Transit On Time Performance:** Analysis of on time performance for high capacity routes. This measure will rely on data reported in the National Transit Database (NTD) and ridership information provided by the Comet. Regional and System Level performance goals include increasing the percentage of buses arriving on-time regionally.
- **Bike and Pedestrian LOS:** Congested corridors will be assessed in terms of the percentage of the roadway with access to sidewalks, crosswalks, bike lanes, multi-use pathways, transit stops and regional activity centers. Data will be derived from various sources. Regional and System Level performance goals include increasing access to bike, pedestrian, and transit access along congested corridors.

COLLECT DATA/MONITOR SYSTEM PERFORMANCE

Since 2013 the COATS MPO has been an affiliate member of the I-95 Corridor Coalition's Vehicle Probe Project. This project is a collaborative effort among Coalition members, University of Maryland and INRIX, Inc. providing comprehensive and continuous real-time travel information. The objective of this project is to acquire travel times and speeds on freeways and arterials using probe technology. While the dominant source of data is obtained from fleet systems that use GPS to monitor vehicle location, speed, and trajectory, other data sources such as sensors may also be used. The INRIX system fuses data from various sources to present a comprehensive picture of traffic flow.

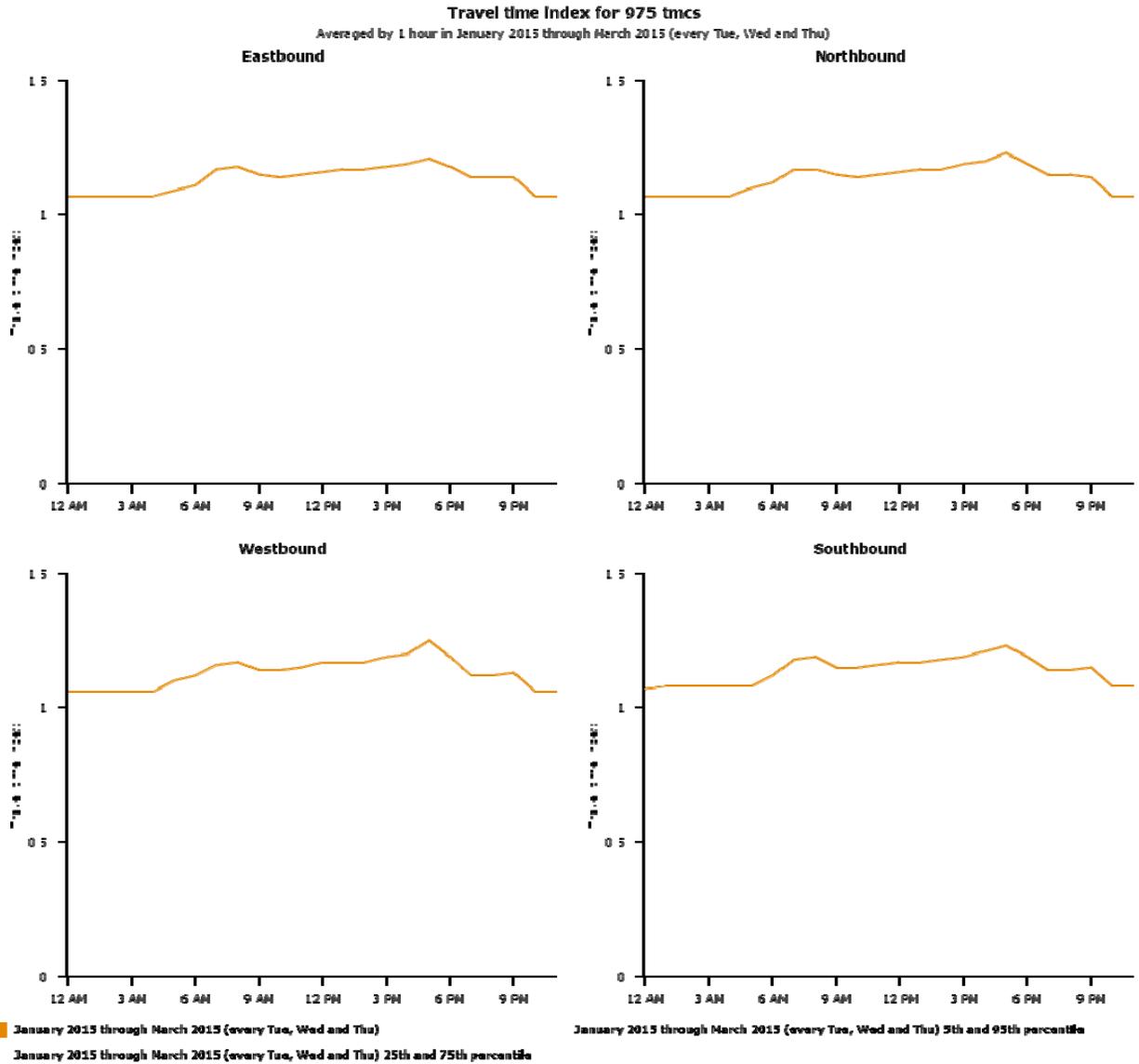
As a member of the Coalition, the COATS MPO has been granted access to the data collected in the Vehicle Probe Project. This is an innovative data source for both highway performance monitoring

and regional planning that provides continuous real-time speed and travel time data. The archived data is of particular interest as a valuable source for congestion monitoring and evaluation for the Congestion Management Process. Probe data will be used to examine the reliability of traffic conditions, addressing the CMP's need to look at non-recurring congestion due to accidents, construction, or weather events. To implement the CMP the COATS MPO will rely heavily upon this data as well as AADT data collected by SCDOT, GIS data generated by CMCOG staff, and transit data provided by the Comet.

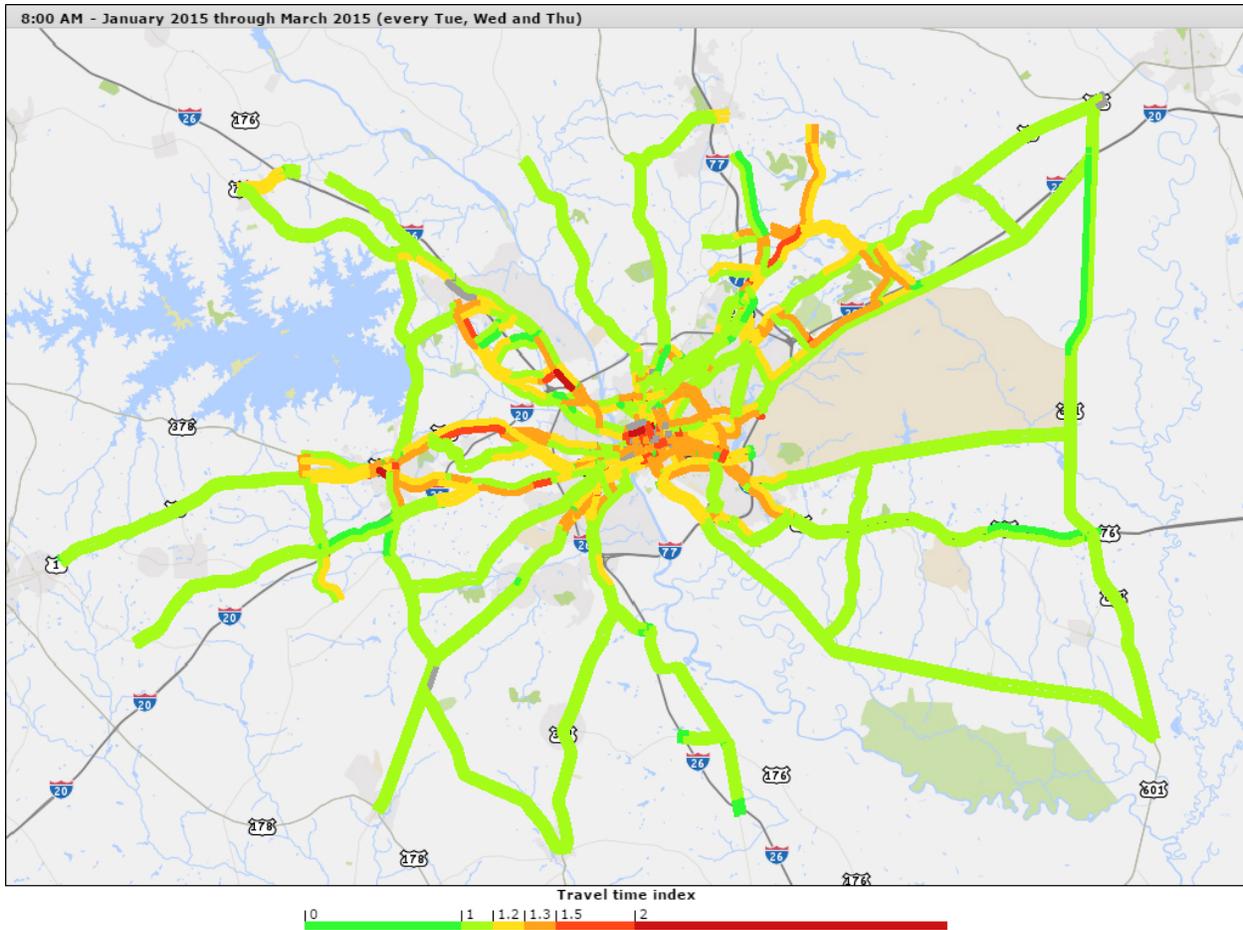
ANALYZE CONGESTION PROBLEMS AND NEEDS

Once collected, raw data will be analyzed and translated into meaningful measures of performance. The purpose of this process is to identify specific locations with congestion problems and identify the sources of these problems. The data collected from the sources identified above will be maintained on an ongoing basis by CMCOG GIS and transportation planning staff. Analysis will be conducted on a bi-annual basis. An illustration of the aggregate travel time index for the region for the first quarter of 2015 is provided in Figure 14.1. An illustration of the AM and PM peak hour travel time index for the first quarter of 2015 is shown in Figures 14.2 and 14.3.

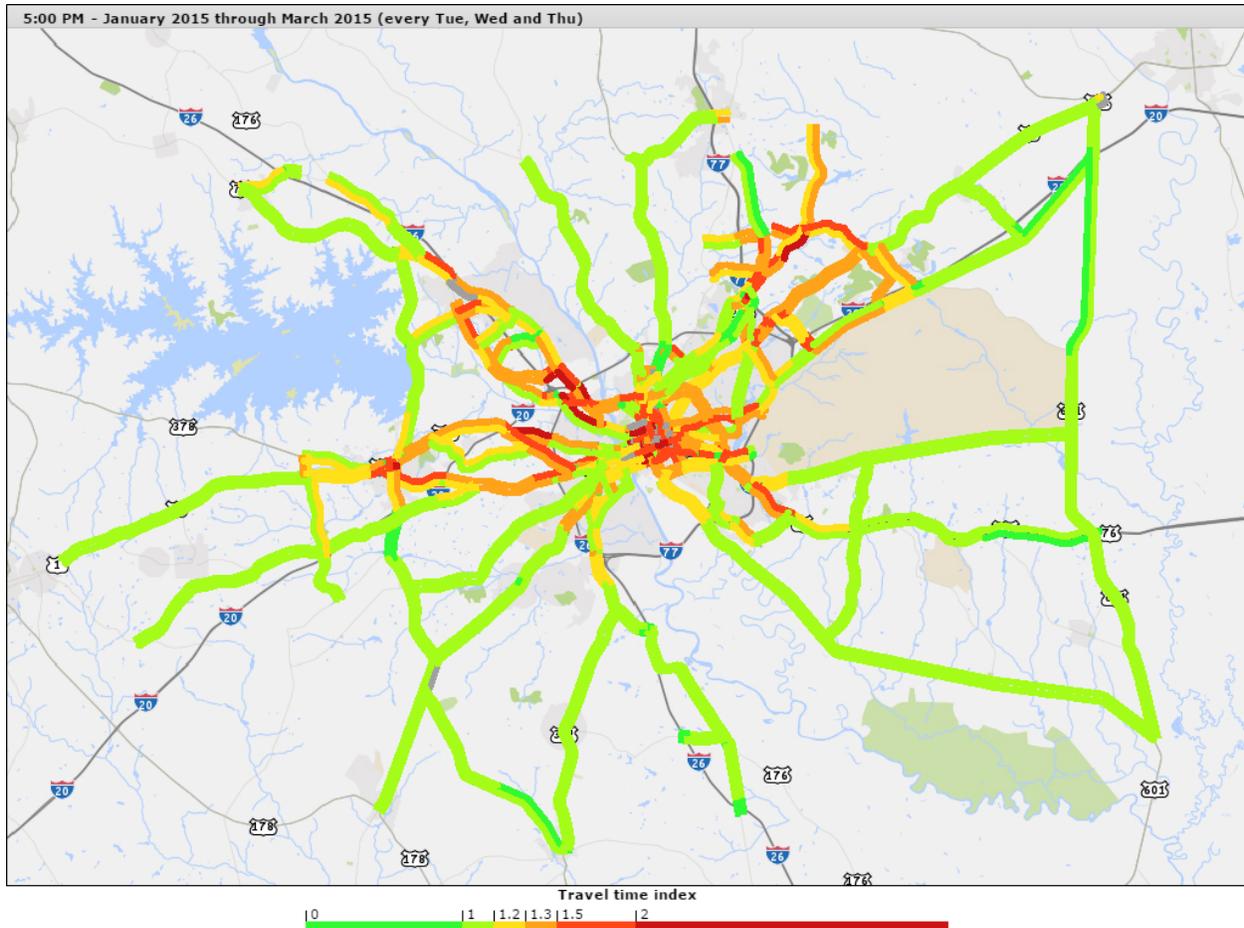
AGGREGATE TRAVEL TIME INDEX FOR JANUARY THROUGH MARCH 2015



AM PEAK PERIOD TRAVEL TIME INDEX FOR JANUARY THROUGH MARCH 2015



PM PEAK PERIOD TRAVEL TIME INDEX FOR JANUARY THROUGH MARCH 2015



IDENTIFY AND ASSESS STRATEGIES

During this step in the process, the MPO will analyze the information gathered in the performance monitoring step and determine which strategies and types of infrastructure modifications have the most impact on congestion and SOV usage. Regional CMP strategies (support for carpooling, bicycling, etc.) as well as the most appropriate localized CMP strategies will be evaluated to determine potential alternatives to expansion. The System Performance Report will be used over time to evaluate the most successful strategies to continue pursuing. Variations in types of roadways (differentiated by number of lanes, travel speeds, surrounding land uses, infrastructure design and designation for use by different transportation modes) will result in different CMP strategies being most appropriate for each. By using approved regional transit plans and regional bicycle/pedestrian plans, appropriate modal considerations will also be recommended for the various roadways throughout the region. Using these

multimodal plans as a guide, a Complete Streets policy is being considered for the region. As a matter of standard practice, the policy would help assure that roadways are designed, built and maintained with very strong consideration for accommodating not only automobiles but, in accordance with recommendations from the various modal plans, for transit vehicles and non-motorized modes of travel as well. The findings from the Performance Monitoring Plan could show that a given corridor may not need to include all of the capacity that would be required to eliminate all congestion at all times of the day, but may provide enough physical capacity to eliminate much of the congestion in the off-peak periods and shoulders of the peak period. Reliance on identified congestion management strategies could then be utilized to help improve traffic flow, primarily during the peak periods.

A primary component of the CMP process involves developing a toolbox of mitigation strategies that are consistent with federal guidelines and can be applied to the identified congested corridors and intersections. The toolbox is intended to provide a hierarchical methodology for congestion mitigation that begins with the most cost effective and efficient strategies and ends with the most cost prohibitive and intrusive strategies (i.e. road widening for capacity improvement). The five major levels of mitigation strategies can be summarized as projects that include:

1. Decreasing the need for trip making (strategies at regional level versus corridor level)

- Land use policies and regulations to limit growth in areas with limited infrastructure
- Land use policies and regulations to enhance jobs to housing balance along corridors and within sections of the region
- Flexible work hours

2. Shifting trips from automobiles to other modes

- Public transit capital improvements (exclusive right-of-way, commuter express, circulator, park and ride)
- Public transit operational improvements (service enhancements, queue jumpers, information systems)
- Encourage the use of non-motorized modes (sidewalks, bicycle facilities, transit park and ride)

3. Increasing the use of High Occupancy Vehicles (HOV)

- Parking management/fee adjustment
- Vanpooling programs
- Ride share matching services

4. Enhancing operations on existing roadway facilities

- Traffic operations improvements (intersection widening, signal coordination, traffic surveillance and control systems)
- Incident Management (detection and clearing of incidents)
- Access management (medians, signal and driveway spacing, frontage roads, inter-parcel connections)

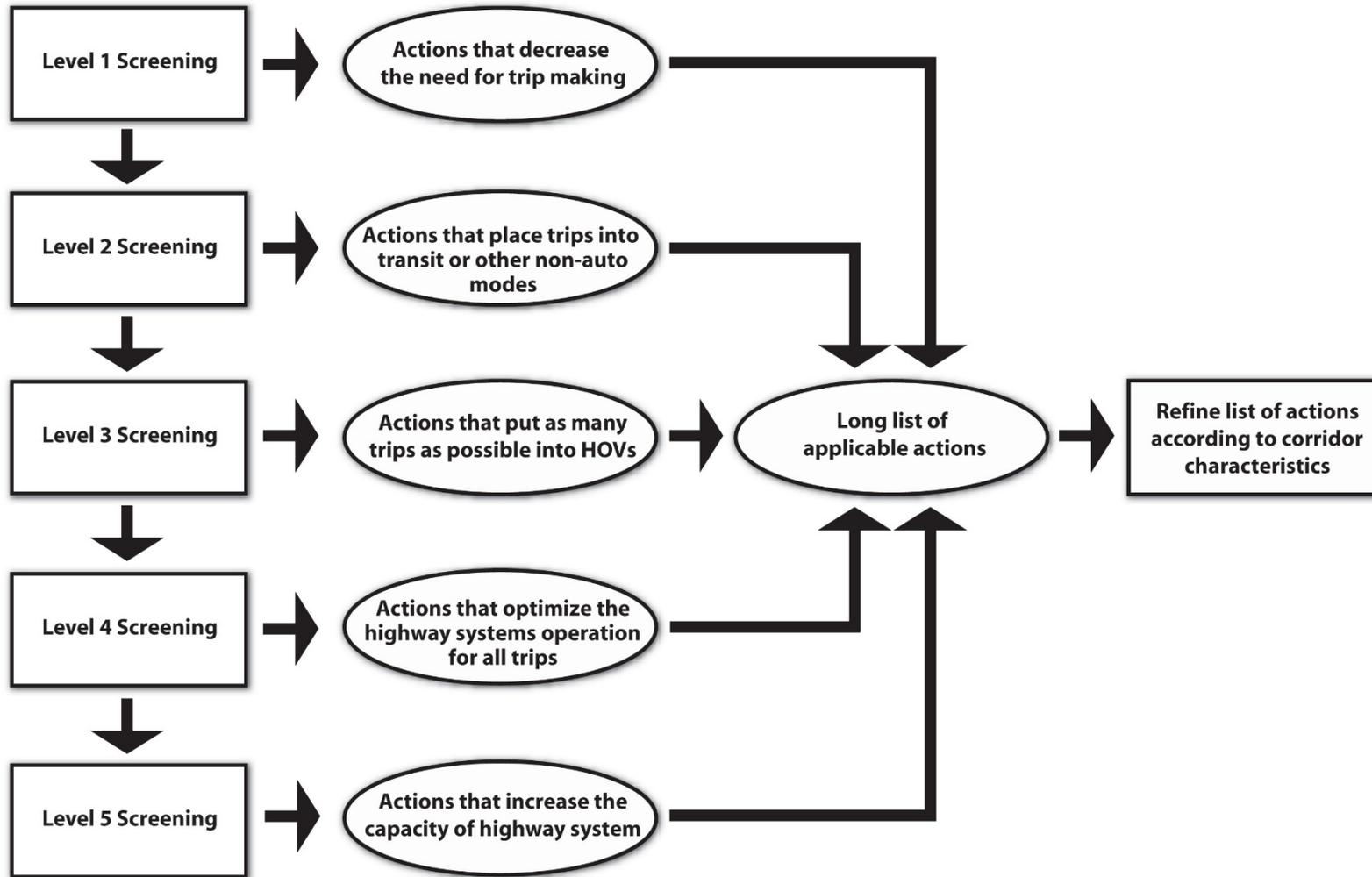
5. Increasing roadway capacity through additional infrastructure Arterial roadway capacity (widening and new roads)

As a part of the CMP, each congested corridor is subjected to a screening process that examines the unique characteristics of the roadway and determines the most appropriate level of mitigation treatment and corresponding improvement strategy. Figure 14.4 below further illustrates the application of the screening process.

In addition to collecting and analyzing data regionally across the congestion management network, any “needs” project proposed for the LRTP will also be analyzed (as part of future plan updates) through this process to determine the best CMP strategies to be pursued for each. Data items will include information related to roadway characteristics (e.g., name, description, jurisdiction, length), roadway performance (e.g., daily traffic volumes, V/C), roadway function (e.g., on core bus route, express bus corridor), and possible roadway strategies (e.g., travel demand management, ITS, access management, widening). A report will be developed with a listing of the top CMP strategies for each identified roadway segment.

An initial single occupant vehicle (SOV) analysis will also be conducted to estimate the potential reduction in the expected rate of growth in SOV usage that would result from implementing a series of CMP strategies throughout the region. This initial estimate will be used to identify where roadway LOS will continue to need additional capacity, even after CMP strategies are put in place. Over time, the SOV analysis will be refined through subarea analyses – to better indicate the locations and levels of impact that will result from specific types of CMP strategies.

PROCESS AND TOOLBOX OF MITIGATION STRATEGIES



CMOG CONGESTION MANAGEMENT TOOLBOX

Table X: CMOG Congestion Management Toolbox

STRATEGY	DESCRIPTION	TYPICAL PROJECT APPLICATIONS	SCOPE AND BENEFITS	IMPLEMENTATION NEEDS
ROADWAY CAPACITY IMPROVEMENTS	Physical capital-intensive improvements that increase vehicle throughput capacity along roads and highways	<ul style="list-style-type: none"> <input type="checkbox"/> Roadway widening <input type="checkbox"/> Urban area bypass roads <input type="checkbox"/> Urban area freeway loops <input type="checkbox"/> New freeways, arterials and collector streets <input type="checkbox"/> Street grid with hierarchy in functions <input type="checkbox"/> Grade-separated interchange <input type="checkbox"/> Flyover ramp <input type="checkbox"/> Interchange configuration upgrade <input type="checkbox"/> One-way couplets <input type="checkbox"/> Connector roads 	Roadway capacity enhancements are desired in high growth transitional areas to support forecast growth in regional population and employment, in isolated areas with major development or redevelopment proposals, and along roadway corridors that carries interstate, inter-regional and regional traffic. These projects are capital-intensive and will result in significant capacity expansion. These projects would either enhance or preserve mobility for future growth and development.	Roadway capacity expansion projects will typically require feasibility analysis, alternatives analysis, environmental assessment, funding assessment and public outreach. Project planning would require significant coordination and cooperation among multiple agencies and stakeholders. Projects using federal funds will require to follow federal guidelines such as NEPA in project planning
ROADWAY OPERATIONAL IMPROVEMENTS	Traffic control improvements to improve traffic flow and safety along roads and highways	<ul style="list-style-type: none"> <input type="checkbox"/> New traffic signal <input type="checkbox"/> Signal timing coordination <input type="checkbox"/> Street signs and markings <input type="checkbox"/> Adaptive signal control <input type="checkbox"/> Intersection turn lanes <input type="checkbox"/> Roadway realignments <input type="checkbox"/> Traffic surveillance cameras <input type="checkbox"/> Freeway ramp metering <input type="checkbox"/> Designated truck routes <input type="checkbox"/> On-street parking <input type="checkbox"/> Center turn lane <input type="checkbox"/> Road diet / traffic calming 	Roadway operational improvements are desired in urbanized areas and congested roads where deficiencies exist in current conditions. These projects are far less expensive than roadway capacity projects. These projects will result in significant reduction of traffic delays or crashes along congested corridors or intersections. These are short-range improvement projects that can reduce intersection delays, stop-and-go traffic volumes, and crash incidence rates. These are also referred to as Transportation System Management (TSM) strategies.	Roadway operational improvement projects will require lesser amount of analysis and environmental impact assessment due to the limited influence area. These projects are typically identified and funded through a variety of existing state-wide and local transportation programs such as safety, traffic operations, congestion management, air quality, traffic calming and parking management. Project planning would require some coordination and cooperation among agencies and stakeholders.
TRANSIT CAPITAL IMPROVEMENTS	Capital improvements that increase person throughput capacity across transit ridership markets	<ul style="list-style-type: none"> <input type="checkbox"/> New Buses <input type="checkbox"/> Park-and-Ride Lots <input type="checkbox"/> Transit Stations <input type="checkbox"/> Transit rider amenities at bus stops <input type="checkbox"/> Parking for commuters and buses <input type="checkbox"/> Commuter rail transit (CRT), light rail transit (LRT), bus rapid transit (BRT) or people mover facilities <input type="checkbox"/> Dial-a-ride transit <input type="checkbox"/> Intermodal transportation centers 	Transit capacity enhancements are desired in metropolitan and highly urbanized areas with air quality issues to support forecast growth in regional population and employment. These projects are capital-intensive and will result in significant capacity expansion of transit services. These projects would either enhance or preserve transit mobility, mode choices, and air quality while accommodating future growth and development.	Transit capital improvement projects typically require federal funding and grants. Therefore, project planning typically involves alternatives analysis, cost-benefit analysis, environmental analysis, community impacts, and financial feasibility. Projects eligible for federal "New Starts" funding include any fixed guideway system which utilizes and occupies a separate right-of-way, or rail line for the exclusive use of mass transportation and other high occupancy vehicles.
TRANSIT OPERATIONAL IMPROVEMENTS	Operational improvements to improve travel time and reliability of transit services	<ul style="list-style-type: none"> <input type="checkbox"/> Transit signal priority <input type="checkbox"/> Regional smart fare card <input type="checkbox"/> Automatic Vehicle Location (AVL) Technology <input type="checkbox"/> Automatic Passenger Counts (APC) Technology <input type="checkbox"/> Express Bus Routes <input type="checkbox"/> Bus frequency and dwell times <input type="checkbox"/> Bus stops, pull-outs and transfer point locations 	Transit operational improvements are typically targeted to increase ridership, and travel time reliability of transit services through use of technological solutions, scheduling solutions or small scale road improvements.	Transit operational improvements would typically need to be implemented based on detailed feasibility, environmental review, design, and contract agreements with bus operators and equipment suppliers. In addition, marketing activities are required to promote new services.

CMCOG CONGESTION MANAGEMENT TOOLBOX - CON'T

STRATEGY	DESCRIPTION	TYPICAL PROJECT APPLICATIONS	SCOPE AND BENEFITS	IMPLEMENTATION NEEDS
LAND USE PLAN	Policies and plans that link land use vision with appropriate transportation solutions	<ul style="list-style-type: none"> <input type="checkbox"/> Subarea master plan to integrate land use vision with proper transportation solutions <input type="checkbox"/> Strategic corridor plan to preserve mobility, access, and character along highways <input type="checkbox"/> Transit-oriented development (TOD) guidelines <input type="checkbox"/> Re-development guidelines <input type="checkbox"/> Mixed-use development guidelines <input type="checkbox"/> Zoning overlay districts 	In one school of thought it is recognized that the best transportation plan is a land use plan. This implies the importance of land use strategies in solving traffic congestion. Increasingly, many metropolitan regions are seeing the benefits of proactive master planning approach where a land use vision is matched with the right mix of transportation solutions to reduce auto dependence and to allow taking alternate modes to work and shopping.	For localized high growth or redeveloping areas, individual jurisdictions would need to work with property owners and stakeholders to develop a master plan that defines the land use-transportation vision and outlines design standards for implementation. For larger areas crossing jurisdictional boundaries, CMCOG would need to take the lead in defining master plans that link land use vision with supporting multi-modal transportation facilities.
GROWTH MANAGEMENT PLAN	Policies and plans that outline type, mix, intensity and character of allowable growth by geographic areas and the mitigation requirements	<ul style="list-style-type: none"> <input type="checkbox"/> Mobility management goals and LOS standards by geographic areas <input type="checkbox"/> Growth management ordinance by local or regional agencies <input type="checkbox"/> Development moratoriums <input type="checkbox"/> Adoption of smart growth principles for development reviews and permit approvals <input type="checkbox"/> Transportation Impact Fees <input type="checkbox"/> Regional land use vision development and marketing <input type="checkbox"/> Local land use vision development and marketing 	This strategy is similar to the land use plan, but more appropriate for urbanized built-up areas with limited developable or re-developable land. The main principle of this strategy is focused on defining an urban growth boundary to reduce suburban sprawl, minimize environmental impacts, and preserve rural lands and quality of life.	State legislative acts such as a Growth Management Act is desirable in order to develop consistent local growth management plans. However, local jurisdictions can adopt transportation impact fees based on detailed cost-benefit analysis of the impacts of new growth on public infrastructure cost of services.
CONGESTION MANAGEMENT PROCESS (CMP)	Traffic congestion monitoring and mitigation prioritization plan that identifies recurrent and non-recurrent bottlenecks	<ul style="list-style-type: none"> <input type="checkbox"/> Highway travel time and delay studies <input type="checkbox"/> Intersection delay and Level of Service (LOS) studies <input type="checkbox"/> Transit travel time and reliability studies <input type="checkbox"/> Crash studies 	SAFETEA-LU mandates development of congestion management process by MPOs in urbanized areas. The purpose of CMP is to monitor traffic congestion in a systematic way such that effectiveness of mitigation strategies can be evaluated over time.	The data collected for CMP are expected to guide selection of short-term mitigation strategies that are easier to implement. Congestion mitigation projects requiring federal funds would require justification based on CMP evaluations.
NON-MOTORIZED TRANSPORTATION IMPROVEMENTS	Policies, plans and strategies that fosters safe and increased use of bicycles and walking for recreational, work, and school trip purposes	<ul style="list-style-type: none"> <input type="checkbox"/> Comprehensive bicycle plan development <input type="checkbox"/> Adoption of Bicycle Level of Service (BLOS) standards <input type="checkbox"/> Bicycle lanes <input type="checkbox"/> Intersection bicycle box <input type="checkbox"/> Comprehensive pedestrian plan development <input type="checkbox"/> Adoption of Pedestrian Level of Service (PLOS) standards <input type="checkbox"/> Sidewalks with ADA compliance <input type="checkbox"/> Safe route to schools <input type="checkbox"/> Off-road recreational and commuting trails <input type="checkbox"/> Adoption of "complete streets" principles <input type="checkbox"/> Awareness, education and promotional programs <input type="checkbox"/> Traffic calming devices 	Non-motorized transportation facilities should be an integral part of transportation planning projects and TIP development. It has been demonstrated that a good non-motorized transportation system contributes to healthier living and a lower carbon footprint for the communities.	SAFETEA-LU has expanded the funding program and provided flexibility in using federal transportation dollars for non-motorized projects.

CMCOG CONGESTION MANAGEMENT TOOLBOX - CON'T

STRATEGY	DESCRIPTION	TYPICAL PROJECT APPLICATIONS	SCOPE AND BENEFITS	IMPLEMENTATION NEEDS
HIGH-OCCUPANCY VEHICLE (HOV) SYSTEM	Highway lanes with limited access reserved for exclusive use by high-occupancy vehicles (HOV) and transit buses. HOV occupancy requirements typically vary from 2 or more persons (2+) to three or more persons (3+).	<ul style="list-style-type: none"> <input type="checkbox"/> Freeway HOV lane <input type="checkbox"/> Arterial HOV lane <input type="checkbox"/> Ramp metering with HOV bypass lane <input type="checkbox"/> Intersection queue jump lane for HOVs <input type="checkbox"/> HOV-only interchange <input type="checkbox"/> Conversion of General Purpose (GP) lane to HOV lane <input type="checkbox"/> Ride share services <input type="checkbox"/> Employer-based carpool monetary incentives <input type="checkbox"/> Preferential parking for carpools 	HOV lanes have proven to be effective congestion mitigation strategy along corridors with severe recurring traffic congestion. The goal of providing HOV 2+ or HOV 3+ lane is to increase the person throughput capacity of the lane and provide significant travel time advantage for carpools, vanpools and transit.	SCDOT would need to take the lead to evaluate the need and feasibility of HOV lanes along congested freeway corridors, while CMCOG or individual jurisdictions can take the lead in defining the need for arterial HOV treatments along congested urban arterials. SAFETEA-LU funding programs have many incentives for implementing HOV lanes. A system planning approach is required to develop an effective HOV system.
TOLL ROADS	Highways constructed using private funds and financed by collecting user tolls	<ul style="list-style-type: none"> <input type="checkbox"/> Roads with toll collection facilities <input type="checkbox"/> Bridges with toll collection facilities <input type="checkbox"/> Electronic toll collection system <input type="checkbox"/> Traffic surveillance system <input type="checkbox"/> Traffic monitoring system for dynamic, variable toll pricing system 	Toll road projects are very successful in South Carolina. The toll road projects in South Carolina helped in providing mobility along key transportation corridors. With shrinking transportation funding, toll roads are increasingly considered an important element of congestion management toolbox.	Toll road financial feasibility studies should be undertaken for the targeted corridors. These projects would require design-bid-build-operate type contracting.
PARKING MANAGEMENT	Policies, plans and application of technologies to improve parking access, safety, supply, utilization and payment management.	<ul style="list-style-type: none"> <input type="checkbox"/> Parking capacity, utilization and rate studies <input type="checkbox"/> Parking payment kiosks <input type="checkbox"/> Parking passes by zones <input type="checkbox"/> Parking subsidies for carpools/vanpools 	Daily and hourly parking costs at central business districts or at major activity centers such as universities, airports, shopping centers and stadiums are an important element of how people choose their mode of travel. The parking cost is driven by market conditions, and land use.	Local jurisdictions are responsible for developing a comprehensive parking policy and management program. Policies are needed to provide monetary incentives to carpools and vanpools.
TRAVEL DEMAND MANAGEMENT (TDM)	Employer-based or area-wide strategies to reduce rush hour traffic congestion by providing mode choice, time choice, location choice, and route choice.	<ul style="list-style-type: none"> <input type="checkbox"/> Flex work or alternative work schedules <input type="checkbox"/> Telecommuting <input type="checkbox"/> Reduced-fare transit passes <input type="checkbox"/> Reduced-cost parking passes <input type="checkbox"/> Vanpools <input type="checkbox"/> Amenities at work for transit and bicycle commuters <input type="checkbox"/> Tax incentives at work for transit and bicycle commuters <input type="checkbox"/> Pre-trip route planning services such as real-time information on bus locations, construction closures, incident delays, and weather conditions <input type="checkbox"/> Alternate mode awareness/education programs <input type="checkbox"/> Car sharing <input type="checkbox"/> Bike Rentals 	TDM is part of the congestion management toolbox in growing urban areas. These strategies tend to provide incentives or dis-incentives to either shift travel from peak hours to off-peak hours or eliminate trips all together by providing alternate mode and work choices. TDM strategies help improve air quality and reduce energy usage.	CMCOG and SCDOT can take the co-lead in working with major employers in the region and develop employer-based TDM strategies. The region can develop and adopt a comprehensive trip reduction ordinance. There are several federal funds that can be used to implement TDM strategies.

CMCOG CONGESTION MANAGEMENT TOOLBOX - CON'T

STRATEGY	DESCRIPTION	TYPICAL PROJECT APPLICATIONS	SCOPE AND BENEFITS	IMPLEMENTATION NEEDS
CONGESTION PRICING/VALUE PRICING	Use of peak-period tolls on congested roads to reduce traffic congestion in urban areas. The toll amount is typically defined based on local prevailing traffic and market conditions to provide monetary incentive to travelers to find alternate routes, modes, or times of day for their discretionary trips.	<ul style="list-style-type: none"> ❑ Variably priced lane such as High-occupancy toll (HOT) lanes that allow free or reduced cost access to qualifying HOVs, and also provide access to SOVs and trucks at a higher price ❑ Cordon charges such as peak hour fee to access central business district (CBD) ❑ Area wide per-mile charges in congested urban areas on all roads ❑ Toll roads and bridges 	Pricing is part of the congestion management toolbox in highly urbanized areas. These strategies tend to provide monetary dis-incentives to either shift travel from peak hours to off-peak hours, from congested corridors to non-congested corridors or eliminate trips all together. Pricing strategies make efficient use of the transportation system. Many European cities have adopted these strategies more aggressively than in the United States.	The region can develop a strategy for toll roads and HOV lanes prior to moving into congestion pricing.
ACCESS MANAGEMENT	Policies and plans to manage residential and commercial access to highways, major arterials and other roadways to promote safe and efficient use of the roadway capacities.	<ul style="list-style-type: none"> ❑ Street functional class hierarchy ❑ Access management guidelines by roadway functional class and geographic area ❑ Strategic corridor access management plan ❑ Spacing standards for interchanges, traffic signals and driveways ❑ Roadway median treatments and openings ❑ Left-turn movement treatments ❑ Clear sight distance ❑ Connectivity between adjacent parcels ❑ Turn lanes and auxiliary lanes 	Access management is an indirect congestion mitigation strategy. The purpose of access management is often preserving the available capacity of a roadway by developing access approval guidelines for future developments. This strategy should be applied to those highway corridors which not only provides local access, but also provides regional mobility to through traffic.	SCDOT is the lead agency to implement access management strategies. Access management guidelines should incorporate best-practice standards.
INTELLIGENT TRANSPORTATION SYSTEM (ITS)	Application of technological solutions to improve the operation, safety and security of existing transportation systems (highway, transit and other modes)	<ul style="list-style-type: none"> ❑ Regional ITS deployment plan development ❑ Traffic operation centers ❑ Traffic surveillance system ❑ Traffic monitoring devices ❑ Traffic signal control interconnection and fiber-optic communication line ❑ Real-time traveler information system ❑ AVL and cameras for buses ❑ 511 traveler information hotline ❑ Work zone temporary traffic control ❑ Evacuation routing system ❑ Commercial Vehicle Operations (CVO) ❑ Commercial Vehicle Information Systems (CVIS) ❑ Road weather management 	ITS improvements can help in getting extra capacity out of existing transportation system. ITS solutions improve traffic operations, security, and safety. In addition, ITS solutions support information dissemination to system users and operators.	SCDOT is the lead agency to implement ITS strategies. ITS implementation will require developing a regional ITS architecture that is in line with the national ITS architecture, and defining a multi-agency ITS deployment plan following systems engineering approach.
INCIDENT MANAGEMENT	Multi-agency program to detect, respond, and clear traffic incidents and restore traffic flow to normal conditions	<ul style="list-style-type: none"> ❑ Road ranger patrol vehicles ❑ HAZMAT and major incident response team ❑ Traffic surveillance system ❑ Dynamic message signs (DMS) to inform motorists about incidents, delays and detours ❑ Call boxes ❑ Call dispatchers ❑ Multiagency communication and incident response coordination protocols 	Incident management improvements are an important element to mitigate non-recurrent traffic congestion, which is a big part of today's traffic congestion. The traffic delays due to crashes and incidents can be reduced significantly by developing a coordinated incident response program.	SCDOT is the lead agency to implement incident management (IM) strategies. IM guidelines should incorporate best-practice standards, and involve multiple agencies.

IMPLEMENT STRATEGIES AND EVALUATE EFFECTIVENESS

As part of the MPO ongoing planning processes, information about the best ways to minimize increases in SOV usage and maintain a strong transportation network while limiting roadway expansions will be used to help select the types of projects to be included in future editions of the LRTP and the Transportation Improvement Program (TIP). This information will primarily be learned through data compiled in the regularly produced CMP Performance Reports as well as through travel demand modeling work to analyze impacts of various changes to the MPO's transportation network. The Congestion management process will examine the effectiveness of CMP strategies at both the regional level and corridor level by continuously applying the performance measures adopted as a part of this planning process.

**Information from the FCSP
24 September 2015
COG Board Meeting**

For your consideration:

- 1. The best way to recognize 10 year old Charles Warren from West Columbia. He "rescued" an 85 year old lady who had fallen in her yard and was unable to get up. The lady and her family participate in our respite program with the AAA.**

See attached information from WIS tv.

- 2. We are interested in promoting the use of the Project Lifesaver program in all of the counties that we serve. Currently, it is being used only in Richland County.**

We have contacted Sheriff Lott (who has agreed to help with this project). Also, Bill Brown, who is the program coordinator in Richland County will come and present information to the other areas about how the program works and the benefits of using this technology.

We plan to apply for help with funding to purchase the initial equipment needed, and can assist with on-going financial needs as well (under the "Assistive Technology" portion allowed in the state respite program).

We need your help to encourage the law enforcement professionals in your areas to participate in a meeting to discuss and implement this program. See attached flyer for additional information.

**Respectfully Submitted,
Becky Baird, Family CG Advocate**



72°
Broken Clouds
Winnsboro, SC

[FULL FORECAST](#)

Fifth grader hailed a 'hero' for helping save elderly woman's life

Posted: Sep 03, 2015 6:54 PM EDT
Updated: Sep 04, 2015 5:59 AM EDT

By [Samantha Bleiweis](#) [CONNECT](#)

WEST COLUMBIA, SC (WIS) - A 5th grader is being called a "hero" for helping save a life.

Charles Warren, 10, of West Columbia was riding his bike when he saw 85-year-old Italean Hudson lying in her yard. He stopped to make sure she was okay, and Italean told the boy she had been unable to get up for an hour.

"It was really scary for me because I'm only ten, I didn't know what to do," said Charles.

But, he did exactly what he was supposed to do. He immediately found someone to call 911 and stayed with her until help arrived.

Family members don't know what could have happened if Charles had not stopped. Charles said he was just doing what was right, and he hopes it inspires his classmates to do good deeds.

"First I thought, 'stranger,' then I thought 'she really looks like she needs help,'" Charles said. "I saw her on the ground and I'm a very helpful person. If I see anything like that, I'm going to help."

Hudson's daughter said her mom is out of the hospital and recovering. Charles even paid them a visit after school on Thursday once Italean was released from the hospital. She said Charles is a special angel in their lives.

The Saluda River Academy for the Arts is planning to recognize Charles at the next board meeting on Sept.17.

Copyright 2015 WIS. All rights reserved.

RECOMMENDED STORIES

Recommended by





Please join us.

What:

- A) Informational meeting about Project Lifesaver and the benefits and cost savings potential when using this program.
- B) Possible ways to fund this program with little cost to the counties.
- C) Updates about the programs and services available through the Area Agency on Aging.

Where:

Central Midlands Council of Governments
236 Stoneridge Drive, Columbia, S.C. 29210

When:

Wednesday, September 30th or Wednesday, October 7th

Time:

10:00 a.m. until 11:15 a.m.

Why:

So that the Central Midlands region can lead the way for networking to better meet the needs of the senior adults who live in Lexington, Richland, Fairfield, and Newberry counties. You are welcome to bring other representatives of your area/organization who may be interested.

Who:

**Becky Baird, LMSW, Family Caregiver Advocate
Central Midlands Area Agency on Aging
236 Stoneridge Drive, Columbia, S.C. 29210
803-376-5390 X 329
bbaird@centralmidlands.org**



Becky Baird <bbaird@centralmidlands.org>

Project Lifesaver

4 messages

Becky Baird <bbaird@centralmidlands.org>

Wed, Sep 16, 2015 at 11:17 AM

To: Sheriff@rcsd.net

Cc: Cindy Curtis <ccurtis@cmcog.org>

Good Morning Sheriff Lott,

As a representative of the Area Agency on Aging for the Central Midlands region (Richland, Lexington, Fairfield, and Newberry counties), I am very interested in expanding the Project Lifesaver Program that you have developed in Richland County into the other areas that we serve.

I am firmly convinced that the benefits and cost savings from using this technology are a smart solution to some of the problems that we are/will be facing as the "Gray Tsunami" arrives in South Carolina.

If you have a few minutes that I could talk with you about my ideas/goals for this plan, I would be especially grateful. In addition, any statistics that you might have about the cost savings from the use of Project Lifesaver in Richland County would help in my efforts.

You are welcome to contact me anytime at 803-744-5140 or 803-376-5390 X 329.

I do appreciate your time and look forward to hearing from you.

Thank you so much.

—

Becky Baird, LMSW
Family Caregiver Advocate
Area Agency on Aging
236 Stoneridge Drive
Columbia, S.C. 29210
bbaird@centralmidlands.org
803-744-5140(p)
803-376-5394(f)

Sheriff Leon Lott <Sheriff@rcsd.net>

Thu, Sep 17, 2015 at 11:03 AM

To: Becky Baird <bbaird@centralmidlands.org>

Will get you the information and look forward to working with you.

Leon Lott
Sheriff

From: Becky Baird [mailto:bbaird@centralmidlands.org]**Sent:** Wednesday, September 16, 2015 11:18 AM**To:** Sheriff Leon Lott**Cc:** Cindy Curtis**Subject:** Project Lifesaver

[Quoted text hidden]

This e-mail, in its entirety and including all attachments, is intended solely for the use of the person or entity to



Project Lifesaver International - Program Implementation Costs (effective 5-14-15)

Membership includes the following

A) 2 day Basic Operator training course for Law Enforcement and Public Safety Personnel with a maximum class capacity of 7 officers from your department. (Class may include officers from other agencies with approval from Project Lifesaver International.) Agencies not yet members but wanting to attend the training must have first submitted enrollment paperwork and payment to Project Lifesaver before attending.

The course was developed to train law enforcement, fire, and SAR and other organizations to use electronic tracking equipment in conjunction with an established proactive profile and monitoring program to locate missing persons that have dementia, Autism, Down syndrome and others. The course provides orientation into understanding characteristics; wander behavior motivations and techniques for effective communication needs of these wander-prone groups. Students who complete this course become "Certified" Electronic Search Specialist using Project Lifesaver International approved electronic tracking equipment.

B) Instructor course for up to 7 persons (Must be Electronic Search Specialist Certified). These officers can ensure the future growth of your Project Lifesaver program by training additional staff or re-certifying existing staff within your organization.

C) Membership includes, Agency Paperwork Package, Instructor Package (includes sample SOP, Templates of forms, and guides), Technical Assistance, Program Guidance Advice, Up to Date news on new items, Research and Development Benefits, Funding Assistance, Financial Incentives, Annual Conference Benefits, National Organization Benefits, Grant Opportunities, Public Safety Equipment Discounts, Project Lifesaver Database access, Client Financial Services, Discounted Travel, Operator Certification and Re-Certification, and Promotional Assistance.

Equipment Starter Package Choices (consisting of two Emergency Response Kits)

2 PLI 3000 5 Band Receivers (6 year warranty) w/attached Yagi antenna
2 VDC Power Cables
2 Omni Vehicle Antennas
2 VHF 30 Day Transmitters
2 Battery Testers
2 Receiver Soft Cases
2 Headsets
2 six month battery sets
2 six month band sets
Start-up Cost \$ 3,950
(instructor's travel expenses not included)

2 PLI 5000 5 Band Receivers (5 year Ltd. warranty) w/attached Standard size antenna
2 VDC Power Cables
2 Omni/Yagi adaptors
2 Omni Vehicle Antennas
2 VHF 30 Day Transmitters
2 Battery Testers
2 Nylon cases & Receiver Holster
2 Headsets with adaptor
2 six month battery & band sets
Start-up Cost \$ 4,770
(instructor's travel expenses not included)

Steps to Join Project Lifesaver:

1. *Submit a "Letter of Intent" on departmental letterhead stating: desire to join Project Lifesaver, a contact person with info, shipping address, billing address, and a list of any additional equipment to purchase.*
2. *Sign Project Lifesaver's Operational Agreement for New Agencies and return to Project Lifesaver.*
3. *Schedule Training dates with Project Lifesaver International Training Division*

815 Battlefield Blvd. S. Chesapeake, VA, 23322
 Toll Free: (877) 580-5433 | Phone: (757) 546-5502 | Fax: (757) 546-5503 | www.projectlifesaver.org

The primary mission of Project Lifesaver is to provide timely response to save lives and reduce potential injury for adults and children who wander due to Alzheimer's, autism, and other related conditions or disorders.

The task of searching for wandering or lost individuals with Alzheimer's, autism, Down syndrome, dementia or other cognitive conditions is a growing and serious responsibility. Without effective procedures and equipment, searches can involve multiple agencies, hundreds of officers, countless man hours and thousands of dollars. More importantly, because time is of the essence, every minute lost increases the risk of a tragic outcome.

Working hand in hand with trained public safety agencies, Project Lifesaver International (PLI) will help you save time, money and most importantly, your loved ones.

You should know, that when you look at other products or so called programs, Project Lifesaver is the one they are trying to copy.

Currently, over 1,400 member agencies in 48 states participate in the program—police, sheriff, fire, public safety departments and other emergency responders. The method relies on proven radio technology and specially trained search and rescue teams. Citizens enrolled in Project Lifesaver wear a small transmitter on the wrist or ankle that emits an individualized tracking signal. If an enrolled client goes missing, the caregiver notifies their local Project Lifesaver agency, and a trained emergency team responds to the wanderer's area. Most who wander are found within a few miles from home, and search times have been reduced from hours and days to minutes. Recovery times for PLI clients average 30 minutes — 95% less time than standard operations.

Citizens, municipalities and local Alzheimer's groups have tried to speed the rescue operation by creating registries and Silver Alert programs that provide first responders with identification information, physical descriptions and photographs of registrants. While this is a step in the right direction, the identification bracelets worn by the registrants in these programs can only facilitate the rapid return of the individual once they are found. This does not consider whether the person was found alive.

Project Lifesaver International (PLI) was founded by public safety officers themselves to bring about a solution that facilitates not just the speedy return of wanderers to their families upon being found but the actual rapid location of the wanderers themselves — a strategy that greatly increases the chance that the wanderer will be found alive.

Training for a new agency includes two days of on-site instruction for up to seven people in your agency, provided by a State Coordinator (a law enforcement professional certified by PLI to train others) or by PLI's own staff. PLI also provides one-day training for up to seven officers to be trained as instructors and re-certify staff every two years. Each new agency will also receive training on Alzheimer's and Autism, as well as other disorders, to help when responding to a missing client.

For information to join, please call Project Lifesaver at (757) 546-5502 . Costs may vary.

All agencies interested in starting the program must submit a Letter of Intent to Project Lifesaver International Headquarters. A sample letter is provided below for your convenience. Should you have any questions, please contact us at (757) 546-5502.



Henry Johnson(Photo: Kershaw County Sheriff's Dept.)

212 CONNECT 17 TWEETLINKEDINCOMMENTEMAILMORE

Kershaw County, SC (WLTX) - Kershaw County deputies are searching for an 80-year-old man who was reported missing by his family.

A report from deputies says Henry Johnson's granddaughter got several calls from him Monday afternoon. In one of the conversations, he told her that his truck had struck a ditch, and that he was lost, and in another, he said his foot was hurt but that some people nice people had let him stay at a house there overnight.

The granddaughter said she tried to get Johnson to hang up the phone and call 9-1-1, but she says she doesn't think he did. The man said he thought he was in Winnsboro but he wasn't sure of his location.

His family says Johnson is in the early stages of dementia and has severe diabetes.

Henry was last seen driving a silver 2004 Toyota Tundra. He's listed as 5 feet 6 inches tall and is 195 pounds.

Anyone with information should call Crimestoppers at 1-888-CRIME-SC, or e-mail a tip in to www.midlandscrimestoppers.com. You can also text information in by texting "TIPSC" plus your message to CRIMES (274637). Either way you choose, your identity will remain anonymous, and you could be eligible for a cash reward.

SM

Registered Subscribers: Sign In Here



Receive alerts from your local agencies [Sign Up](#) ...or text your ZIP CODE to 888777 for mobile alerts [not sure how?](#)

« Back | Full Notification



Newberry County Sheriff's Office

Thursday May 21st, 2015 :: 03:41 p.m. EDT



Advisory

Public assistance needed in locating overdue senior citizen

Newberry County law enforcement agencies are requesting the public's assistance to be on the look out for an overdue resident from Springfield Place in Newberry, SC. Mrs. Alma Staub, 89, left Springfield Place to meet her son at the Chapin exit on I 26. She was supposed to be there at 1:00pm but never made the appointment nor has she returned to Springfield Place, where she is an independent living resident.

Mrs. Staub is a white female and is driving a gold 2011 Chevrolet Malibu Lt (the color is more pewter colored than gold) with SC Tag EEQ 908.

Anyone seeing this vehicle or may know the whereabouts of Mrs. Staub are asked to call 911 or 803-321-2222.

Address/Location
 Newberry County Sheriff's Office
 520 Wilson Road
 Newberry, SC 29108

Contact
 Emergency: 9-1-1
 Non-emergencies: 803-321-2211

More Messages

[See more messages from Newberry, South Carolina »](#)

Navigate & Discover

Enter a town, zip code or address

2 Comments

Sort by [Top](#)



Add a comment...



Tammy Folk · Owner/Stylist at PET STYLES ON MAIN
 Has Ms Staub been located?
 Like · Reply · May 22, 2015 8:25am



Pamela Denise Taylor · Prosperity, South Carolina
 Yes
 Like · Reply · Jun 16, 2015 9:43am

Facebook Comments Plugin

For help, reply HELP to 888777. To cancel, reply STOP to 888777. No charge but Message & Data rates may apply. Message frequency varies.
 More info at nixle.com. AT&T, T-Mobile®, Sprint, Verizon Wireless and most other carriers are supported. Contact customer support at support@nixle.com

[Company Overview](#) [Press](#) [Contact](#) [Careers](#) [Terms of Service](#) [Privacy Policy](#) [FAQs](#)

SEARCH

Log In

Alerts

Mobile

Submit a Tip

77°

Like 201k

Follow

Move with myAT&T. Move your AT&T U-verse® service and get a \$500 Reward Card. [Get details](#)

NOWCAST Watch WYFF News 4 On Demand

Home / Local News



By Myra Ruiz

Missing man found alive in corn field

Homer Young appears to be uninjured

UPDATED 5:08 AM EDT Aug 10, 2015

Share 96

Tweet 12

G+ 2

NEXT STORY
Upstate fire chief found dead in lake, officials say

Text Size: A A A



Homer Young is missing

Advertising

MARKET ONE TO ONE TO MILLIONS

Richer individual profiles and better targeting drive outstanding results.

[LEARN HOW](#) **CONVERSANT**

MOST POPULAR

STORIES SLIDESHOWS VIDEOS

1. Upstate fire chief found dead in lake, officials say



- 2. Man accused in double homicide was known danger, victim's family says
- 3. 103-year-old woman banned from her church after 92 years
- 4. Benton Blount learns his fate tonight on 'America's Got Talent'
- 5. Woman accused of shooting ex-boyfriend in custody
- 6. Interstate reopens after rockslide

From the web

- Two Prominent Journalists Were FIRED For Trying To Report This Natural Health Solutions Subscription
- Are You Ignoring This \$15k Social Security Bonus? The Motley Fool
- Meet The Man Who Is Disrupting a \$13 Billion Razor Industry Dollar Shave Club

Sponsored Links by Taboola

Advertising

Plan your Day with Dale

WYFF NEWS 4 TODAY

GREENVILLE COUNTY, S.C. — The Greenville County Sheriff's Office located an 89-year-old man with dementia.

Deputies said Homer Young was found lying in the middle of a corn field Saturday afternoon not far from his home on Antioch Church Road.

Young was last seen sleeping at home around 4 a.m. Saturday. By 7 a.m., he was missing, according to investigators.

Deputies said they believe Young man have

wandered away.

A search helicopter and a dog tracking team helped with the search.

Young did not appear to be injured but was taken to the hospital to

MORE NEWS

- Deputies search for a missing 85...
- Cardinals' Ellington injuries knee...
- Limestone outlasts



ENCLOSURE 7

DATE: September 17, 2015
TO: CMCOG Board of Directors
FROM: Benjamin J. Mauldin, Executive Director
SUBJECT: **Executive Director's Report**

GRANTS MANAGEMENT TRAINING IN COLUMBIA, SC – OCTOBER 29-30, 2015

Central Midlands Council of Governments and Grant Writing USA will once again host a two-day grant workshop at the COG, October 29-30, 2015. This is an excellent opportunity for our member governments' staff to enhance performance in the areas of grant writing, grants management and grant maker research.

More information and online registration is available: <http://grantwritingusa.com/grants-training/grant-management-workshops/columbia-south-carolina-october-2015.html>

Contact:
Cyndi Gawronski, Community Development Manager
CMCOG
803-744-5349
cgawronski@cmcog.org

MEDICARE OPEN ENROLLMENT

If you're like me, fall is an extremely busy time of year—getting the kids ready for a new school year, making sure everyone in my family gets a flu shot, and getting the house and yard ready for the winter. With everything we have going on; it's so easy to forget another activity that should be on all our fall checklists: **Helping our parents prepare for Medicare Open Enrollment.**

Medicare Open Enrollment gives beneficiaries the chance to review their health and prescription drug coverage for the coming year. If they need to make any changes, they can do so **between October 15 and December 7.** However, if they decide that they're happy sticking with the coverage they have now, they don't need to do anything else.

For all of us who are caregivers, or who just care about older parents and family members, we need to ensure that they have the right information to make the right choice. Sit down and have a conversation with them, and help them explore their options and find coverage that fits their needs.

For help in the Central Midlands Region, please contact Shelia Bell-Ford, I-Care Coordinator for additional information at sbellford@cmcog.org or 1-877-744-5130.

Serving Local Governments in South Carolina's Midlands

LONG-TERM CARE OMBUDSMAN VOLUNTEER FRIENDLY VISITOR PROGRAM

On September 9, 2015, the CMCOG Long-Term Care Ombudsman Program hosted a very successful meet and greet session to recruit volunteers to visit our seniors in long-term care facilities. As a Volunteer Friendly Visitor, volunteers are the connection between our community and the individuals who live in a long term care environment, such as an Assisted Living Facility or a Nursing Home. These volunteers make a critical difference in the quality of life of seniors in our region.

I want to recognize the CMCOG Ombudsman team and especially Fretoria Addison-Williams for her outstanding outreach efforts for this program. If you and/or someone you know are interested in this volunteer opportunity, please contact Ms. Addison-Williams at (803) 376-5389 or faddison@cmcog.org.

ANNOUNCEMENTS

The Midlands Job Fair - The premier FREE Job Fair in South Carolina!

Tuesday October 6, 2015, 9 am to 1 pm

SC National Guard Armory

1255 Bluff Rd. Columbia, SC

Come meet more than 60 employers who are hiring in the local area!

In recognition of National Disability Employment Awareness Month, please join the Columbia Mayor's Committee on Employment of People with Disabilities for our annual job fair.

Congratulations to Felicia Anderson

Felicia Anderson recently received her certification from the Society for Human Resource Management. Founded in 1948, the Society for Human Resource Management (SHRM) is the world's largest HR membership organization devoted to human resource management. Representing more than 275,000 members in over 160 countries, the Society is the leading provider of resources to serve the needs of HR professionals and advance the professional practice of human resource management. In December, Ms. Anderson plans to further her professional development by taking the Professional in Human Resources (PHR) certification exam with the HR Certification Institute.



COUNTY OF LEXINGTON
Community Development Department
Community Development Block Grant Program
Program Year 2016 Application Workshop

Important Dates

2016 Grant Application Workshop	September 16, 2015
Session 1: Current/Previous Subrecipients	10:00am-11:00am
Session 2: New Applicants Introduction	12:00pm- 2:00pm
2016 Summary Proposal Application Due	October 15, 2015
2016 CDBG Application for Assistance Due	November 12, 2015
Applicant Project Presentation to Grant Advisory Committee	January 14, 2016
County Council Project Approval	February 2016
2016 Annual Action Plan Public Notice and Hearing	April 2016
2016 Annual Action Plan Submittal to HUD	May 12, 2016
2016 Program Year Start	July 1, 2016



Project Fact Sheet

Carolina Crossroads – I-20/26/126 Corridor Project
Lexington and Richland Counties, South Carolina



Project Background

Located in the heart of South Carolina, the I-20, I-26 and I-126 corridor is the crossroads of the state economy and serves as the major hub for the Midlands' commuters, travelers, and commerce. In addition to being a main route in and out of Columbia, I-26 is a thoroughfare for travelers headed to the coast and mountains for recreation, and a major cargo route between Lowcountry ports and Upstate manufacturers.

As an interstate corridor initially developed in the 1950s and 1960s and improved during the 1970s and 1980s, the I-20, I-26 and I-126 interchange corridor does not meet current demands. Access ramps to and from each interstate consistently become congested. Finding an up-to-date solution has become a statewide priority. This project will play a critical role to improve mobility and safety in one of the most congested highway corridors in the state.



Project Schedule

- » SCDOT plans to complete the Draft EIS in summer of 2017.
- » SCDOT expects to complete the Final EIS and receive a Record of Decision from FHWA in summer of 2018.
- » As alternatives are developed and analyzed, the Project Team will develop cost estimates, funding strategies, and timelines for completion.

We Want Your Input

SCDOT is hosting an online meeting at www.SCDOTCarolinaCrossroads.com that you can access anytime. You can submit a comment via the online meeting or by mail to:

Carolina Crossroads Corridor Project
C/O South Carolina Department of Transportation
Midlands Regional Production Group
955 Park Street, Room 418
PO Box 191
Columbia, SC 29202-0191

Email comments to: info@CarolinaCrossroadsSCDOT.com

All comments are due by **September 25, 2015**.

If you'd like to be notified of future public involvement activities related to the EIS, visit the project website to join the project mailing list.

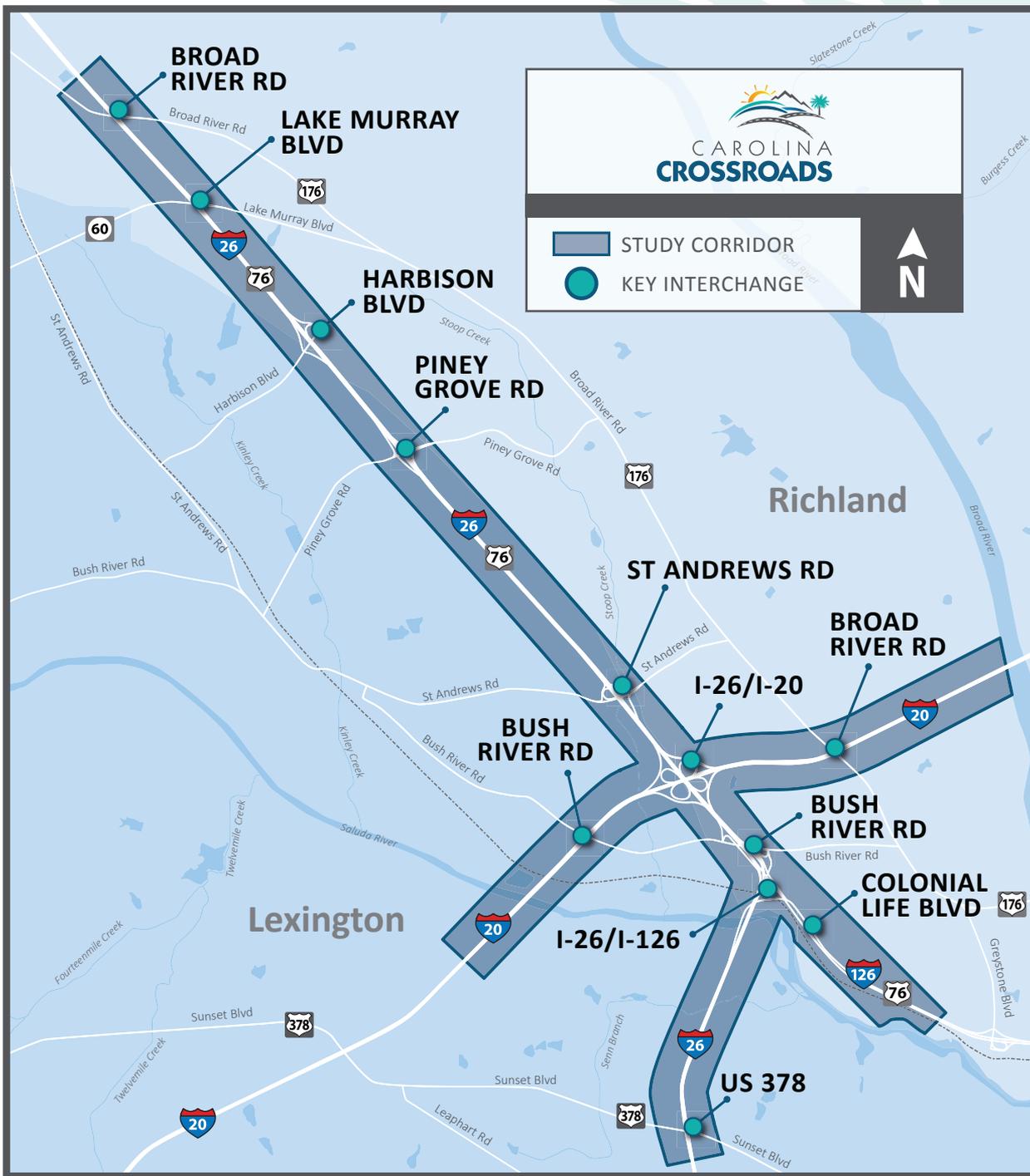


Current Project Status

The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated the development of an Environmental Impact Statement (EIS) to address the existing and anticipated traffic volumes on I-20/26/126. This phase of the project is an open process involving the public and federal, state, and local agencies to help identify the major and important issues for consideration as the EIS is developed, including:

- » transportation deficiencies that need to be addressed;
- » study boundaries of the project;
- » reasonable alternatives to be analyzed;
- » roles and expectations of local, state and federal agencies;
- » sensitive environmental factors to be considered and technical studies that may be required; and,
- » permits and approvals that may be needed.

The EIS and the public input process will promote informed decision making for the development of a solution to relieve congestion, improve traffic operations, increase safety and increase capacity.



To date, the I-20/26/126 Corridor is generally defined as I-20 from the Saluda River to the Broad River, I-26 from U.S. 378 to Broad River Road, and I-126 from Colonial Life Boulevard to I-26.



Stay Involved



Visit the project website: www.SCDOTCarolinaCrossroads.com



Email us at:
info@CarolinaCrossroadsSCDOT.com



Call us at:
1-800-601-8715

Follow us on Facebook or Twitter:



<https://www.facebook.com/SCDOTCarolinaCrossroads>



[@SCDOTCrossroads](https://twitter.com/SCDOTCrossroads)



September 01, 2015

Mr. Andrew Edwards
S.C. DHEC-Bureau of Water
2600 Bull Street
Columbia, SC 2901

Via Email

Re: Public Notice No. 15-137-H, Reissuance of Carolina Water Service's NPDES Permit for the I-20 Wastewater Treatment Plant

Dear Mr. Edwards,

In reference to Notice No. 15-137-H Central Midlands Council of Government's would like submit the following comments:

1. CMCOG would like the record to reflect that DHEC did not request CMCOG to review or provide comments regarding 208 conformance for the above referenced draft permit. DHEC made the 208 conformance determination included in the schedule of compliance of the draft permit and did not seek additional input from CMCOG outside of the regular public comment period. CMCOG acknowledges that per the EPA and DHEC approved 208 Water Quality Management Plan for the Central Midlands Region, this facility is designated as a temporary treatment facility and should be connected to the currently operational Town of Lexington regional sewer system.
2. CMCOG is committed to helping to resolve the issues associated with this discharge per its obligations as a designated area wide water quality management planning agency for Columbia area in accordance with Section 208 of the Clean Water Act. As such, CMCOG staff has continued to provide regular briefings on this issue to the CMCOG executive committee and full board. At their last meeting on August 28, 2015, the CMCOG executive committee formed an ad hoc committee made up of elected and appointed officials representing the Town of Lexington, Lexington County, City of Cayce, City of Columbia, and CMCOG, to help facilitate a resolution to the issues associated with the draft permit and elimination of the associated discharge into the Lower Saluda River.

On behalf of Central Midlands Council of Governments Board of Directors and member governments, we are dedicated to sustaining the long-term viability of the region's rivers, creeks and streams, for the many activities that these resources support, including the provision of drinking water, support of aquatic life and the opportunities for recreation.

Thank you for the opportunity to submit these comments. Please do not hesitate to give me a call if you have any questions or need additional information.

Best Regards,

A handwritten signature in black ink that reads "Benji J. Mauldin".

Benjamin Mauldin
Executive Director

LOCAL

SEPTEMBER 4, 2015

DHEC plans to deny Carolina Water sewage discharge permit on scenic Saluda River

HIGHLIGHTS

Ending discharges would protect Saluda River from pollution, regulators acknowledge

DHEC says regional sewer the best route; company and Lexington agree

Deal still pending between town and private utility





BY SAMMY FRETWELL
sfretwell@thestate.com

COLUMBIA, SC — The state’s environmental protection agency has changed its mind and plans to deny a sewage discharge permit for the troubled Carolina Water Service treatment plant on the scenic Saluda River.

In a news release issued at 4:50 p.m. Friday, the S.C. Department of Health and Environmental Control said it does not plan to grant the permit because it favors tying the company’s Interstate 20 plant in with a regional sewage system.

Friday’s decision is expected, at some point, to force Carolina Water Service to hook up customers with the regional system operated by the city of Cayce and the town of Lexington. It was unknown Friday when the connection would happen or when the I-20 treatment plant would close.

The move comes after 20 years of public criticism of both the utility and state regulators for failing to shut down the plant near Columbia.

Lexington has sewage pipes just a few feet from the I-20 treatment plant, but negotiations between the town and the utility to connect sewer customers to the regional plant have been at a stalemate for years.

The Carolina Water Service plant has a string of discharge violations, but as recently as last month, DHEC was planning to grant the company another permit to continue releasing wastewater into the Saluda.

That sparked a public outcry and threats by lawmakers to pass a law that would deny the permit if DHEC did not change its mind. The lower Saluda is a state designated scenic river that has been targeted for special protection because of its unique characteristics.

DHEC officials indicated Friday that the avalanche of opposition to a new permit changed their position.

“Based upon consideration of the public comments and based upon additional review, the department has made a preliminary decision to deny reissuing this permit,” a fact sheet issued Friday by the department said.

“DHEC has been a longstanding proponent of regionalizing wastewater treatment in Lexington County and eliminating the Carolina Water Service I-20 plant’s discharges into the Saluda River,” Director Catherine Heigel said in a prepared statement.

A Carolina Water Service spokesman was not prepared to say if the company would challenge DHEC’s proposal to deny the permit. The public has until Oct. 12 to comment on the latest plan. But a company statement Friday said the utility’s next step is to strike a deal with the town of Lexington and connect the I-20 plant.

This “action signals that an interconnection is now the only course deemed acceptable to the DHEC staff,” the company said. “CWS is ready to follow that course, as it has been for more than twenty years.”

Lexington Mayor Steve MacDougall said the DHEC decision “really kind of forces the issue. We have to take it as a positive and get back to the table and work something out.”

Carolina Water filed paperwork with the state Public Service Commission this week, seeking approval to connect with Lexington. Any agreement between Lexington and the private utility would need authorization from the PSC, which looks at such connections to ensure sewage bills don’t rise too sharply for customers.

Carolina Water has been under DHEC orders for two decades to hook into a regional system when it became available. That system was available about 16 years ago, but for a variety of reasons, DHEC never managed to force a connection that many say would protect the Saluda River from polluting sewage discharges.

Nearly 300 people attended an Aug. 25 hearing to protest plans for a new permit, saying the river is too special to continue using as a sewage disposal site. Days later, a bipartisan group of legislators held a riverside press conference to blast DHEC’s proposal and question how the agency never managed to force the hook up.

The lower Saluda River is unusual in central South Carolina. Fed by Lake Murray’s cold water, the Saluda supports a trout fishery in a part of the state where other rivers are too warm for the fish to survive. The river also includes a series of whitewater rapids more like those found in the mountains.

DHEC’s fact sheet said the agency is not allowed by law to issue new discharge permits to utilities whose old permits eventually required connections to regional sewage systems. Still, until Friday’s announcement, DHEC was ready to award a new permit.

Lawmakers and environmentalists who were incensed by DHEC's original plan to issue a new permit on the Saluda said they were relieved to hear the agency had reversed its position.

"I'm very pleased," state Sen. John Courson, R-Richland, said. "I think it is indicative that this is a concern about the environment and economics and health in South Carolina."

Rep. James Smith, D-Richland, said it's not every day that DHEC denies permits for industry, so the department's decision shows the importance of ending discharges into the Saluda River. Sewage discharges, even when treated, can lower oxygen levels in rivers. Sewage plants also are vulnerable to spills, particularly when heavy rains overwhelm their capacity to treat wastewater. Such discharges can kill fish and aquatic life, while endangering public health.

"This is the right decision and a gutsy decision to do this," Smith said. "It will have tremendous support from the Midlands community and leadership."

Smith and Congaree Riverkeeper Bill Stangler said moving the Carolina Water Service I-20 discharge out of the Saluda could act as a catalyst to remove other sewage pipes from the river. About a half dozen other sewage plants also release treated wastewater into the lower Saluda, despite a plan 25 years ago to remove all of the sewage pipes.

"We should eliminate these domestic wastewater discharges and really give the people the natural treasure that they deserve," said Stangler, whose organization has sued DHEC in an attempt to stop the Saluda River discharges from the I-20 plant. "We are closer now than we've ever been. We've got a few steps left to take to do it, but we can seize upon this momentum."

DHEC has said that regional sewage systems are preferable because small facilities have trouble complying with a maze of environmental protection rules.

"We support the efforts of the Legislature, the town of Lexington, the Central Midlands Council of Governments, the riverkeeper and others to make the elimination of this discharge into the scenic lower Saluda River a reality and to ensure the needs of the 2,100 customers are addressed," said DHEC Director Heigel's statement.

The I-20 plant has released wastewater into the Saluda River in violation of state pollution standards at least 20 times in recent years, sparking a federal lawsuit by environmentalists. The company and related businesses also have had a troubled history of complying with

environmental laws in South Carolina during the past two decades, according to Department of Health and Environmental Control enforcement records analyzed by The State newspaper for a series of stories two years ago.



MORE LOCAL

YOU MAY LIKE

Sponsored Links by Taboola

The 3 Highest Paying No-Fee Cash Back Cards

LendingTree

Forget The iPhone 7. Next Apple Sensation Leaked

The Motley Fool

1 Little Secret To Eliminate 15 Years Of Mortgage Payments

LowerMyBills

Meet The Man Who Is Disrupting a \$13 Billion Razor Industry

Dollar Shave Club

COMMENTS

NOTICE OF INTENT TO DENY

TOPIC: Notice of Intent to Deny the NPDES Permit
Renewal for a discharge to Saluda River



NOTICE NUMBER: 15-999-D

NOTICE DATE: SEPTEMBER 4, 2015

PROPOSAL: Deny the renewal of the NPDES permit for the **Carolina Water Service, Inc., I-20 Wastewater Treatment Plant** (0.8 MGD facility) with a current discharge to the Saluda River, Permit #SC0035564.

PERMIT APPLICANT: Carolina Water Service (CWS) Inc., 150 Foster Brothers Drive, West Columbia, SC

PROJECT LOCATION: The facility is located near Laurel Meadows Subdivision off Leaphart Road in Lexington County.

NOTICE PURPOSE: DHEC proposes to deny the request for permit renewal for disposal of treated wastewater from the CWS I-20 Wastewater Treatment Plant.

NOTICE OF INTENT TO DENY DETAILS:

- A public hearing was held on Tuesday, August 25, 2015 related to Public Notice #15-137-H.
- Based upon consideration of the public comments and based upon additional review, the Department has made a preliminary decision to deny reissuing this permit in accordance with R.61-9.122.64 (a) (5).
- This permittee has a permit which requires connection to a regional sewer system or other treatment facilities under the water quality management plan under section 208 of the Clean Water Act (CWA) and is ineligible for reissuance of a permit once notified by the Department that a regional sewer system is operational.
- The regional system is operational.

HOW TO COMMENT? Provide written comments or request a public hearing on this notice to DHEC's point of contact Michael Montebello: Bureau of Water, 2600 Bull Street, Columbia, SC 29201, montebmj@dhec.sc.gov, phone 803-898-4228. Written comments or a request for a hearing (e-mail OK) must be received no later than close of business **Monday, October 12, 2015**. Please identify the notice number (15-999-D) along with written comments. When there is a significant degree of public interest in a public notice, the Department may hold a public hearing.

MORE INFO? DHEC's project file is available for review at the above address and copies can be obtained for a fee by contacting our Freedom of Information Office (2600 Bull Street, Columbia, SC 29201, 803-898-3882).

MISCELLANEOUS: DHEC recognizes that a schedule for elimination of the discharge is needed to address the current needs of the 2,100 customers of the system. All people providing written comments will receive a summary response to comments and permit decision information when DHEC takes a final action to either deny the NPDES permit application or schedule a public hearing.



FACT SHEET

NOTICE OF INTENT TO DENY

RENEWAL

APPLICATION FOR NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT TO DISCHARGE TREATED WASTEWATER TO STATE WATERS

Application No. SC0035564

Date: September 4, 2015

I. SYNOPSIS OF APPLICATION

A. Name and Address of Applicant

Carolina Water Service, Inc., 150 Foster Brothers Drive, West Columbia, SC 29172

The WWTP is located in the rear of the Laurel Meadows subdivision off of Leaphart Road in Lexington County.

B. Production Capacity of Facility (Average Design Flow)

0.8 MGD

C. Applicant's Receiving Waters

Saluda River

D. Description of Existing Pollution Abatement Facilities

Treatment consists of an aerated lagoon with post aeration, chemical disinfection, and dechlorination.

E. Brief Description of the type of facility or activity:

This is a privately owned treatment works designed to treat domestic wastewater.

F. The type and quantity of wastes, fluids, or pollutants, which are proposed to be treated, stored, disposed of, injected, emitted, or discharged:

This facility is designed to treat 0.8 MGD of domestic wastewater prior to discharge.

II. PROPOSED EFFLUENT LIMITATIONS AND MONITORING REQUIREMENTS

Not applicable. The proposed Department permit decision is to deny the NPDES permit renewal for a discharge to the Saluda River. See Notice of Intent to Deny for further details. A notice of intent to deny the permit application is a type of draft permit which follows the same procedures as any other draft permit prepared under R.61-9.124.6.

III. PROPOSED COMPLIANCE SCHEDULE FOR ATTAINING EFFLUENT LIMITATIONS

- A. *Not applicable.* The proposed Department permit decision is to deny the NPDES permit renewal for a discharge to the Saluda River. See Notice of Intent to Deny for further details. DHEC recognizes that a schedule for elimination of the discharge is needed to address the current needs of the 2,100 customers of the system.

IV. PROPOSED SPECIAL CONDITIONS WHICH WILL HAVE A SIGNIFICANT IMPACT ON THE DISCHARGE

- A. The existing facility is designated by the 208 Plan as a temporary treatment facility to be connected to the currently operational Town of Lexington (Town) regional sewer (i.e., force main sewer transferring flow from Lexington to Cayce). Such connection would eliminate the discharge to the Saluda River.
- B. On July 8, 2015, the Department and Carolina Water Service reached a settlement to dismiss the 2001 permit appeal and to move forward with a timely permit decision.
- C. On July 16, 2015, the Department issued a public notice (#15-137-H) about a proposed reissuance of the permit to welcome comments and to schedule a hearing. The public hearing was held on Tuesday, August 25, 2015.
- D. Based upon consideration of the public comments and based upon additional review, the Department has made a preliminary decision to deny reissuing this permit in accordance with R.61-9.122.64 (a) (5) as shown below:
- *A permittee with a permit which requires connection to a regional sewer system or other treatment facilities under the water quality management plan under section 208 of the CWA is ineligible for reissuance of a permit once notified by the Department that the regional sewer system is operational.*
- E. This permittee has a permit which requires connection to a regional sewer system or other treatment facilities under the water quality management plan under section 208 of the CWA and is ineligible for reissuance of a permit once notified by the Department that a regional sewer system is operational.
- F. The regional system is operational.

V. WATER QUALITY STANDARDS AND EFFLUENT STANDARDS APPLIED TO THE DISCHARGE

Not applicable. The proposed Department permit decision is to deny the NPDES permit renewal for a discharge to the Saluda River. See Notice of Intent to Deny for further details.

VI. PROCEDURES AND DESCRIPTION FOR THE FORMULATION OF FINAL DETERMINATIONS

- A. Comment Period for the Notice of Intent to Deny
The comment period for this Notice of Intent to Deny the permit application will end on October 12, 2015. All comments received during the public comment period will be considered in the formulation of the final decision on this application.
- B. Public Hearing
1. Procedure for requesting a hearing and the nature of hearing:
 - a. Determinations and Scheduling.
 - i. Within the thirty (30) day comment period or other applicable comment period provided after posting or publishing of a public notice, an applicant, any affected state or interstate agency, the Regional Administrator or any other interested person or agency may file a petition with the Department for a public hearing. A petition for a public hearing shall indicate the specific reasons why a hearing is requested, the existing or proposed discharge identified therein and specifically indicate which portions of the application or other permit form or information constitutes necessity for a public hearing. If the Department determines that a petition constitutes significant cause or that there is sufficient public interest in an application for a public hearing, it may direct the scheduling of a hearing thereon.

- ii. A hearing shall be scheduled after the Department determines the necessity of the hearing in the geographical location of the applicant or, at the discretion of the Department, at another appropriate location, and shall be noticed at least thirty (30) days before the hearing. The notice of public hearing shall be transmitted to the applicant and shall be published in at least one (1) newspaper of general circulation in the geographical area of the existing or proposed discharge identified on the permit application and shall be mailed to any person or group upon request therefor. Notice shall be mailed to all persons and governmental agencies which received a copy of the notice or the fact sheet for the permit application.
 - iii. The Department may hold a single public hearing on related groups of permit applications.
 - iv. The Department may also hold a public hearing at its discretion, whenever, for instance, such a hearing might clarify one or more issues involved in the permit decision;
 - v. Public notice of the hearing shall be given as specified in section R.61-9.124.10.
- b. [Reserved].
 - c. Any person may submit oral or written statements and data concerning the Notice of Intent to Deny the permit application. Reasonable limits may be set upon the time allowed for oral statements, and the submission of statements in writing may be required. The public comment period under section R.61-9.124.10 shall automatically be extended to the close of any public hearing under this section. The hearing officer may also extend the comment period by so stating at the hearing.
 - d. A recording or written transcript of the hearing shall be made available to the public.
2. This notice of intent to deny the permit application is a type of draft permit which follows the same procedures as any other draft permit prepared under R.61-9.124.6. If the Department's final decision under R.61-9.124.15 is that the tentative decision to deny the permit application was incorrect, it shall withdraw the notice of intent to deny and proceed to prepare a draft permit under R.61-9.124.6(d).
 3. Following the public hearing, the Department may make such modifications in the terms and conditions of the proposed action as may be appropriate. Notice of the Department's final decision on the draft permit will be circulated to those who participated in the hearing and to appropriate persons on the DHEC mailing list.

C. Guide to Board Review Pursuant to S.C. Code Ann. § 44-1-60

The Guide to Board review is available on the Department's website at:
<http://www.scdhec.gov/Agency/BoardofDirectors/GuidetoBoardReview/>

D. Other procedures by which the public may participate in the final decision:

Obligation to raise issues and provide information during the public comment period. All persons, including applicants, who believe any condition of a draft permit is inappropriate or that the Department's tentative decision to deny an application, terminate a permit, or prepare a draft permit is inappropriate, must raise all reasonably ascertainable issues and submit all reasonably available arguments supporting their position by the close of the public comment period (including any public hearing) under section R.61-9.124.10. Any supporting materials which are submitted shall be included in full and may not be incorporated by reference, unless they are already part of the administrative record in the same proceeding, or consist of State or Federal statutes and regulations, Department and EPA documents of general applicability, or other generally available reference materials. Commenters shall make supporting materials not already included in the administrative record available.

E. Issuance of the Permit when no Hearing is Held

If no public hearing or adjudicatory hearing is held, and, after review of the comments received, DHEC's determinations are substantially unchanged, the action (to deny the permit renewal) will be issued and become effective on the effective date noted in the decision.

NEW ARTICLES SEPTEMBER 14, 2015

No sale, utility tells Lexington

HIGHLIGHTS

Carolina Water Service: Connection for sewage disposal, nothing more

Company threatens to challenge DHEC demand for hookup

Lexington mayor: 'Their back is against the wall'

BY TIM FLACH

tflach@thestate.com

LEXINGTON COUNTY SC — Carolina Water Service told Lexington officials Monday that its utility network around the town isn't for sale.

The private utility "is not interested in pursuing the acquisition that the town has proposed," according to a letter to town officials from Richard Durham, president of the company's Chicago-based corporate parent Utilities Inc.

All the private utility wants is a connection to a regional sewer system running through Lexington to eliminate spills that pollute the lower Saluda River from its sewage disposal plant in Oak Grove and nothing more, his letter said.

That connection is "the quickest and most cost effective means for eliminating the discharge," it added.

Town officials are seeking to take over the entire water and sewer network in two nearby areas, saying that will provide much better environmental protection for a river popular for outdoor recreation.

Carolina Water Service may challenge the push from state officials to end operation of the plant if the town balks at providing the connection, company spokesman Tom Oakley said in a statement.

The company is ready to appeal the demand from the South Carolina Department of Health and Environmental Control to close the facility as "the last resort," he said.

Carolina Water Service is pursuing the minimum sought instead of agreeing to changes that will assure the river popular is kept clean, town Mayor Steve MacDougall said.

“Their back is against the wall and they’re looking for any way to solve the problem,” he said.

At stake is who will serve 3,300 customers, an addition that Durham said would pave the way for the town to expand its service into more areas later.

Tim Flach: 803-771-8483



MORE NEW ARTICLES

YOU MAY LIKE

Sponsored Links by Taboola

1 Little Secret To Eliminate 15 Years Of Mortgage Payments

LowerMyBills

Pay Off Your Credit Card Balance Faster Using This One Trick

LendingTree

Forget The iPhone 7. Next Apple Sensation Leaked

The Motley Fool

Meet The Man Who Is Disrupting a \$13 Billion Razor Industry

Dollar Shave Club