

Transportation Penny Advisory Committee
January 28, 2019 – 5:30 PM
4th Floor Conference Room
2020 Hampton Street, Columbia 29204

COMMITTEE MEMBERS PRESENT: Frank Anderson, Richard Brown, Phillip Simoneaux, Larry Funderburk, John Epting, Cyril Busbee, Jr., Karim Johnson and Lee Mashburn

OTHERS PRESENT: Michelle Onley, Kimberly Toney, Bryant Davis, Nathaniel Miller, Mohammed Al-Tofan, Michelle Rosenthal and Cheryl Cook

CALL TO ORDER – Mr. Phillip Simoneaux called the meeting to order at 5:30 PM

APPROVAL OF MINUTES: No quorum.

PUBLIC COMMENT – No one signed up to speak.

OFFICE OF SMALL BUSINESS OPPORTUNITIES UPDATE

- ◇ **Executive Summary:** This report is submitted pursuant to Ordinance(s) 049-13HR and 058-16HR to ensure that the OSBO team provides support to the County to ensure that the SLBE has equal opportunity to participate in County contracts for all six (6) Industry Categories: Construction Services, Professional Services, Non-Professional Services, Engineering Services, Architectural Services, and Wholesale Operations.
- ◇ **Purpose:** The purpose of this report is to manage the ongoing requirements of the Ordinance(s), improving and creating new Standard Operating Procedures (SOPs), and ensuring payments to contracted SLBEs.
- ◇ **Analysis:** SLBE Certified Firms (Active Certification) – 78 Firms
- ◇ **Contract Participation:**
 - Payments to SLBE Certified - \$33,514,501
 - Payments to Uncertified Firms - \$121,400,800
 - Total - \$154,915,301
- ◇ **Department Outlook:**
 - i. *Facilitating increase in County wide SLBE utilization in County wide contracts*
 - OSBO staff is collaborating with RC Directors to identify current vendors to become certified SLBEs
 - ii. *Continued review of PDT SLBE Contractual Compliance*
 - *PDT SLBE Participation Update and Payment Invoices*

Transportation Penny Advisory Committee
January 28, 2019

- **Business Development**

- i. OSBO Website Highlights
- ii. Highlighted Articles
 - ❖ Firm's Featured Stories
 - Bayrich Virtual Business Solutions, LLC – District 10
 - Pruitt Consulting Services (PCS), LLC – District 9
- iii. Participated in three SLBE site visits

- **Financial Resources Coordinator:**

(Projects Completed)

- i. Attended Richland County Dirt Road I Project Bid Opening
- ii. Held a Cross Functional meeting with Transportation and Procurement Departments to discuss collaboration in setting utilization goals for SLBEs
- iii. Reconciled multiple undocumented payments (time and month information is pulled)
 - ❖ Number of payments due to prime – 35
 - ❖ Number of payments due to subcontractors – 141

- **Certification & Compliance:**

(Projects Completed)

- i. Completed three (3) new certifications and four (4) re-certification with five (5) new certifications pending and eight (8) re-certifications pending

TRANSPORTATION PROGRAM UPDATE

- ◇ Council Approvals:

- Clemson Road Widening – Award to Construction.
- Candlewood Neighborhood Plan Phase 3 – Award to Construction.
- Pedestrian Intersections – Award to Construction

- ◇ Preconstruction Update:

- Procurement Items – PDT opened bids on 1-23-19 for Broad River Neighborhood and will open bids on 1-30-19 for Dirt Road Package I (7 roads), as well as open bids for the Southeastern Neighborhood Improvement Project (SERN) on 2-20-19. PDT is coordinating with County staff to advertise Dirt Road Package J (6 roads). Polo Shared Use Path, and Harrison Sidewalk in the next few weeks followed by the North Springs/Harrington Intersection. Atlas Road Widening and Greene Street 2 are tentatively scheduled to be advertised for construction in late May 2019.
- Blythewood Widening Phase 1 – The PDT is actively procuring Right of Way. 95% Complete plans were delivered from the OET on 1-11-19.
- Broad River Road Widening – 65% Complete plans are expected from OET in April 2019
- Crane Creek Greenways – A Public Meeting was held on 1-15-19

Transportation Penny Advisory Committee
January 28, 2019

- Smith/Rocky Branch Greenways – Public Meetings are scheduled for 2-13-19 and 2-21-19
- Blythewood Area Improvements – Public Meeting is scheduled for 1-24-19. This project is in the Town of Blythewood and is included with 4 other projects. The other 3 they have not started any development on. The 1st project is the Town's Priority #1: McNulty Street Improvements. Of the 44 people that attended the public meeting, 16 left comments. The team presented 2 different conceptual typical section alternatives. From the comments, they have a good idea of what they want to move forward with.
- Lower Richland Boulevard Widening – Public Meeting is scheduled for 2-28-19. Design work to include surveys and traffic counts continues.
- Polo Road Widening – Public Meeting is scheduled for 1-31-19 at Northeast Presbyterian Church. Design work to include surveys and traffic counts continues.
- Bull/Elmwood Intersection – Right of Way acquisition is in process. 95% complete plans have been submitted to SCDOT. Coordination with business owners is ongoing.
- Garners Ferry/Harmon, North Springs/Harrington, and Screaming Eagle Percival Intersections – 95% complete plans were submitted to SCDOT on 8–23-18 for initial review. Right of Way acquisition is nearly complete.
- Shop Road Widening – Right of Way acquisition has been authorized to proceed by SCDOT.
- Shop Road Extension Phase 2 – Design work to include surveys and traffic counts continues. A public meeting was held on 12-6-18 at Bluff Road Park from 5-7.
- Greene Street Phase 2 – Design remains approximately 99% complete. Detailed design is being coordinated with the railroad and one drainage outfall location. Project critical items remain Railroad Agreements and County/City IGA. Right of Way acquisition/coordination of the USC Facilities building has been completed.
- Broad River Corridor Neighborhood Improvement Plan – Public Meeting is scheduled for 3-7-19. Design work to include surveys and traffic counts continue.
- Decker/Woodfield Neighborhood Plan – 95% complete plans for Chatsworth Connector and Faraway Sidewalks are under review by the PDT.
- Trenholm Acres/Newcastle Neighborhood Plan – Design work to include surveys and traffic counts continues.
- Gills Creek Greenway – Phase 2 and 3 design continues.

◇ Construction Update

- Clemson Road Widening – Construction Notice-to-Proceed is 1-28-19 with a 2 year duration.
- North Main Street – Both the SCE&G and Joint Use utility duct work are essentially complete. The waterline relocation and sewerline rehabilitation are also essentially complete. Contractor has started raising the roadway profile from Anthony to railroad trestle.
- Shop Road Extension Phase 1 – The entire project is nearly complete. A tentative completion date is 3-31-19.
- 3 Rivers Greenway – Installation of the concrete pathway is now 95% complete. The 900' section of elevated boardwalk in the vicinity of the rapids is 90% complete. Construction of a 30' bridge over the Mill Race abutment is scheduled to begin in the next few weeks. Work is progressing on the bathrooms, ranger station, and parking lot which is now paved.
- Magnolia/Schoolhouse Sidewalks – Construction is underway.
- Dirt Road Packages G and H – Construction is underway.
- Pelham/Tryon Sidewalks – Construction nearly complete.
- Resurfacing Package O (39 roads) – Construction approximately 60% complete and well ahead of the

November 2019 completion date.

- Resurfacing Package P (57 roads) – *Work is just beginning and has a completion date of November 2019.*

Mr. Beaty stated from last quarter the overall program as stayed essentially the same. The significant change is, Clemson Road Widening's construction bid came in approximately \$5 million below the engineer's estimate.

**Is the PDT looking for the lowest bidder?

Mr. Beaty stated, in construction, they take the lowest, qualified bid. That is normal County, SCDOT, Federal processes with a construction bid, assuming the contractor supplies all the required forms, and meets all of the requirements.

**By qualified, you mean all your concerns are addressed?

Mr. Beaty stated it is more so a matter of did they issue the bonds, could they get bonded, have they provided the insurance, did they meet their SLBE goal, and have they documented that. They go through the paperwork, after they submit their bid, to make sure they provided all the correct paperwork.

**When the agenda was received, last week, none of the upcoming public meetings notated in the agenda were listed on the Penny website.

Mr. Beaty stated he will ensure all of the dates are placed on the Penny website.

**Why are they raising the profile of the street on North Main Street, near the train trestle?

Mr. Beaty stated, to meet the design criteria, it required the grade be raised a little bit. Coming over the hill and meeting under the trestle, the designer set the grade, which is causing it to be brought up. In some of the areas, when you are going through curves, the roadway is super-elevated, so if a business is on the outside of a curve they experience more fill on their side, than on the inside of the curve.

**How much of an increase are we talking about for some of these businesses?

Mr. Beaty stated, in some businesses, it is at least 3-feet. The edge of their drive may be higher than it used to be, and when you come back down, you are getting into these businesses' parking lots.

**Is that going to cause motorists probably getting into and out of these businesses?

Mr. Beaty stated it will not. What they typically do is get permission from the business owner to give them a flatter driveway. Sometimes, if a business owner does not want to give permission, then we take their driveway to the edge of right-of-way, which could be steeper. It is a situation where the property owner, if they do not want to give permission, then they will get a steeper drive. If they want to give permission, then they can flatten the drive, but then that would go beyond the right-of-way onto their parking lot.

**Inquiry about the progress with Greene Street Greenway

Mr. Beaty stated they are making progress. They have had 3 significant issues: (1) Working out the right-of-way with a property owner, which they believe they have done; (2) County has entered into an agreement, and has acquired a

piece of property from the University (Facility Building); and (3) Working out a Richland County/City of Columbia agreement and getting the 2 railroad agreements finalized. They are facilitating both points of communication, but that is really between County Legal and City Legal, and between the railroads and the City/County to finalize those agreements. They are optimistic that all the parties will execute the agreements to allow them to advertise in May.

****How is coordination going with Bull/Elmwood Intersection?**

Mr. Beaty stated they have had some concerns from the Church of God, and how their access is going to be changed. Today, they have a couple of small drive accesses right out onto Elmwood, and the SCDOT is requiring those drives be closed. What they are working out with the church is how they will have to turn down the side street and come in through their parking lot to access the entirety of their parking lot. They are having that appraised, and the cost to improve their parking lot, due to losing the 2 drive accesses, will be negotiated with the church, in an effort to make them whole. He stated some of their parishioners are not going to be happy that they are losing driveway access on Elmwood, but SCDOT is saying that is a non-negotiable area. Across the street at the gas station, they are working out with the SCDOT what they will do. The gas station has 2 driveways on Elmwood and 2 driveways on Bull Street. SCDOT is asking us to close 1 driveway on Bull and 1 on Elmwood. To do that would greatly restrict the flow of business on the gas station, so they are trying to work with SCDOT to modify and leave access, but still improve the situation.

****Was the parking situation worked out with the No Name Deli owner?**

Mr. Beaty stated he did not know that worked out is the right phase. There are 3 existing spaces along Elmwood that are free and open to the public, and not metered. The spaces are adjacent to No Name Deli, but with the widening of Elmwood those 3 spaces are going to be removed. That has been a big concern of No Name Deli. He does not know that there is a way to mitigate that. The answer, which is not well received by No Name Deli, is there is plenty of metered spaces one block away. The owner of No Name Deli may dispute that his clients will pay a meter, and walk a block, versus park for free right outside his door. Conversely, those 3 spaces are not dedicated to him. He does not pay taxes for them. They are public spots. He is sure the owner of No Name Deli would take issue with how he characterized it, but he thinks those are the facts. He does not see a way we are going to mitigate those 3 spots for No Name Deli.

****Where were the additional \$7 million in resurfacing funds realized from?**

Mr. Beaty stated within the overall Penny Program there were 10 broad categories; widenings, intersections, dirt roads and resurfacing. The resurfacing pot of money, in the referendum, had \$40 million. The CTC has put in \$1.4 million to help with resurfacing. With a future package, which we hope to advertise in March/April of approximately \$7 million more, then we will have either built or gotten under contract, \$37 million of the \$40 million. It will take the contractor all of 2019 and 2020 to do the work, but we will have at least gotten \$37 million out of \$40 million under contract, or built, to hedge against future construction increases.

****What is the selection process for streets, in subdivisions, to be resurfaced?**

Mr. Beaty stated, when we first got started with the program in late 2014, the PDT used a van and they physically drove all 555 miles of paved roads the County owns. They took pictures and mapped all 555 miles, then they assigned a numerical score (0- Failing to 100 – Brand New). They have been going down the ranking process, identifying groups of roads to get to. They started with the worst and they are working up to the better roads. They have put out or built approximately 400 individual roads. They should get another 250 – 300 before the program finishes. He stated approximately a quarter of the County's existing paved roads will be done for the \$40 million.

**What is the criteria for sidewalks?

Mr. Beaty stated there was a category in the referendum for sidewalks. It included 56 individual sidewalks, and they were all listed. A few of the neighborhoods had sidewalks as a part of them. The challenge is we cannot add new projects to the program because the referendum had a list of project. They have planned to complete 50 of the 56 and the remaining 6 are significant projects, and he does not know that there will be enough funds in the sidewalk category to capture all 6, so that will have to be a conversation on how we address those. A lot of people inquire about how to get a sidewalk in this neighborhood, and the short answer is, if it was not already listed, we cannot add it to the program. The alternative would be to go to the CTC or the City. That is not a popular answer, but that is a matter of it was a defined list, and by ordinance we have to build what was on the list. For example, there were only 14 road widenings. A new road may need to be widen, but we cannot add that new road.

THE COMET PROGRAM UPDATE

◇ COMET Memo

Service Changes: Several services changes are scheduled for January 28, 2019 including peak-hour, 30-minute service on the 801 serving Broad River Road and the Harbison area, moving the 501 from Taylor Street to Laurel Street to allow more time at the SuperStop at the end of the line, and moving several other routes to this SuperStop, located at Columbia Place Mall. The Soda Cap Connector is also being redesigned to include W. Columbia and use fewer buses and service hours. There will also be a fare increase with this service change affecting the base fare and related fares. The All-Day reduced will also increase from \$3 to \$4 and \$1.50 to \$2, respectively. The 5-day will no longer be sold, but there is no change to the 7-day and 31-day cards.

Recent Community Events: The COMET has been engaged in a series of ongoing listening sessions to get community input on all agency activities. The list of recent sessions is:

November 27, 2018 – Main Public Library; November 29, 2018 – Cecil Tillis Center; January 7, 2019 – Eastover Library; January 10, 2019 – Forest Acres Municipal Courtroom; and January 17, 2019 – Eau Claire Print Building

New Mobility: The COMET is launching sever initiatives to expand our ridership base and provide improved mobility to our current customers. These programs are:

- **The COMET on the GO** – In a partnership with the transportation network companies Uber and Lyft, the COMET is offering a \$5 subsidy to the COMET passengers using these two services in two ways. The COMET to the Market is intended to connect riders with fresh food. The subsidy is available twice per week (or roundtrip) to fresh food markets in the COMET's service area. The COMET at Night offers the subsidy from 9 PM to 3 AM to help workers get home when the regular service is unavailable or less frequent.
- **Van Pool** – Working with Enterprise, the COMET offers a \$500/month subsidy, per van, used for commuting into or from Richland or Lexington Counties. Enterprise organizes and insures the vanpools and makes all other arrangements using specially branded, purple vans. There is a cost to the users for the vanpool and the program is for commuting, for example, taking a trip out of town.

- **Blue Bike** – The COMET is sponsoring several bike stations for the Blue Cross Blue Shield/City of Columbia bike share, known as Blue Bike. Riders can get a code from coach operators allowing unlimited free rides of up to 45 minutes each.

Summit Parkway Upgrades: The COMET is working closely with the PDT to upgrade a number of stops on Summit Parkway to full ADA compliance and in some cases add benches and 2 shelters on Hardscrabble.

- ◇ **Ridership Report** – The COMET has redesigned their ridership report. The Board has adopted new standards. The new standards allow them to better evaluate transit services, based on the type of service that is being operated.
- ◇ **January Service Changes**

Route #	Description of Service Change
All Routes	Connection Protection Zones will now become SuperStops
Orbit	The Orbit will be better identified for the 101, 301, 401 and 701, as well as Routes 21, 28 and 61. The Orbit is buses operating on Laurel, Sumter, Gervais or Pendleton and Assembly Streets.
Soda Cap Connector 1	Redesign route to serve State Street, Alexander Drive (W. Cola./Cayce), Vista, and Main Street, every 25-30 minutes with one vehicle. Sun-Wed service is from 9 AM to 6 PM (except on Fireflies game days) Thurs, Fri and Sat service is from 9 AM to 12 Midnight. Extend pilot to July 2019. The route will be interlined with Soda Cap Connector 2.
Soda Cap Connector 2	Redesign route to serve Main Street. Allen/Benedict Colleges and Five Points every 25-30 minutes. Sun – Wed service is from 9 AM to 6 PM (except on Fireflies game days) Thurs, Fri and Sat service is from 9 AM to 12 Midnight. Extend pilot to July 2019. The route will be interlined with Soda Cap Connector 1.
Soda Cap Connector 3	Extend pilot to August 2019 and operate service to Fireflies games in the 2019 season during game days only (1 hour before to 1 hour after game).
26	Hourly service from 6 AM - 6 PM (Mon – Fri) 9 AM - 5 PM (Sat); Reroute via Taylor & Hampton Streets instead of Gervais Street. Use Soda Cap Connector 1 for service on Gervais Street; No longer interlined with Route 12.
28	Hourly service from 5 AM - 7 PM (Mon – Fri) 9 AM – 5 PM (Sat); Interline with Route 12
31	SC Vocational Rehabilitation will be added to Route 31 instead of the 301 for trips departing Koon & Cody SuperStop at 7:20 AM; 8:20 AM, 11:20 AM; 1:20 PM (by reservation) and 3:20 PM
32	Travel via Main St. to serve Piggly Wiggly inbound instead of Alida St.; Reschedule route.
42	Extend to Crowson SuperStop
45	Interline with the 401
52X	Eliminate 6:15 AM trip departing Blythewood and 5:50 PM trip departing Transit Ctr.
53X	Interline with Route 57L on weekdays and serve new Columbia Place Mall SuperStop
55	Interline with the 501 and serve new Columbia Place Mall SuperStop
57L	Interline with Route 53X on weekdays; Fill in midday gap on weekdays – 10:27 AM – 1:30 PM and 3:27 PM – 4:30 PM
75	Move to Columbia Place Mall SuperStop for better connections to Routes 53X, 55 and 75; An additional evening trip departing Forest Dr. SuperStop is added at 10:40 PM on weekdays to end at Parklane Road @ SR-277
82X	Last departure from Transit Ctr. is 7:30 PM. Use the 801 for later service, 7-days a week.

92X	New route connecting Columbia and Nephron Pharmaceuticals, Amazon and CMC Steel with 1 AM and 1 PM trip, Mon – Sun via 12 th St. Extension
201	Route will operate hourly, seven days a week and renamed Route 21 – Rosewood Dr.; Extend to Crowson SuperStop
301	Revise turn-around loop to travel via Koon to North Main, to Wilkes Road to better serve Piggly Wiggly and connect to the 101, Routes 31 to 32 at Koon & Cody SuperStop; Discontinue service to SC Vocational Rehabilitation Dept. (Use Route 31); Shorten Orbit routing to Gervais Street
501	Interline with Route 55 and serve new Columbia Place Mall SuperStop. Realtime schedule. Last weekday trip departs Transit Ctr. at 10:15 PM and weekend trip departs at 9:15 PM.
601	Renumber to Route 61 – Shop Road
801	Add 30-minute service, Mon – Fri from 6 AM – 10 AM; 4 PM – 12 Midnight; Extend selected trips to Midlands Technical College – Harbison and Harbison Theatre; Last trip departs Transit Ctr. at 10:15 PM on weekdays and 9:15 PM on weekends; Add 11 PM departure from Harbison SuperStop to Broad River @ Food Lion on weekdays, bus would continue to Downtown upon request; on the 10 PM weekend trip from Harbison will end at Broad River @ Food Lion, Bus would continue Downtown upon request.

NEW FARES – Effective January 28, 2019
The COMET Fixed Route Fares

The COMET will no longer sell 5-Day All Access Pass and 10-Ride Passes or DART Tokens.

Description	Basic	Discount	Commuter Express
	<ul style="list-style-type: none"> Any passenger not eligible for discount fare with qualifying ID 	<ul style="list-style-type: none"> Seniors age 65 & older Persons w/ Disabilities Veterans Medicare Card Holders Youth 16 – 18 years old w/ the COMET Half Fare ID Card 	<ul style="list-style-type: none">
One Way	\$2.00	\$1.00	\$4.00
All Access DayPass	\$4.00	\$2.00	\$6.00
7-Day All Access DayPass	\$14.00 (\$2.00 per day)	\$7.00 (\$1.00 per day)	\$28.00 (\$4.00 per day)
31-Day All Access PayPass	\$40.00 (\$2.00 per day)	\$20.00 (\$1.00 per day)	\$80.00 (\$4.00 per day)
Route Deviation Fare on Flex Routes	+\$2.00	+\$1.00	N/A
Transfer (60 minutes only) Requires COMETCard	FREE	FREE	FREE

- DART eligible customers ride free with DART ADA ID Card.
- Interlined routes do not require an additional fare
- The COMET employees, Board Members and Transit Operations Contractor employees ride free.

- Children through 15 years old ride free. Children taller than 39 inches through 15 years old must have the COMET Half Fare ID Card to ride free.
- SWRTA customers with a transfer receive one free transfer on the COMET. The COMET customers with a DayPass or Transfer receive one free transfer on SWRTA at joint stops only.
- Children age 10 years old or older can ride unattended. Children under age 10 years old must have a fare paying passenger age 16 years or older.
- Class Pass - \$45.00 (Up to 5 adults and 40 students @ \$1.00per ride). Purchase in advance.
- The COMET Half Fare ID Card – first card is free, lost card fee is \$5.00.
- Pennies are not accepted on the COMET fareboxes.
- One Personal Care Attendant (PCA) rides free. All other companions pay fare for their category. COMETCard - \$2.00 for first card, \$5.00 for lost card. Use for transfers between buses and to load 1-Day, 7-Day and 31-Day passes.

DART Fares

Description	Within the ADA fixed route zone of ¼ mile on either side of the COMET route
One Way	\$4.00
10-Ride Pass	\$40.00 (\$4.00 per ride)
Buddy Fare (5 or more fare paying eligible passengers traveling from/to same location)	\$2.00 per person

- Passengers must be ADA certified or a companion to ride DART
- DART DADA ID Card – First card free, lost card fee - \$5.00
- One Personal Care Attendant (PCA) rides free. All other companions pay same fare as eligible passenger.

◇ Electric Bus Analysis – The bus was available for committee members to look at after the meeting.

An in depth report was included in the agenda packet.

**What is Mr. Andoh thoughts on the results of the King County Metro demonstration?

Mr. Andoh stated he found the battery/electric fleet had a much lower maintenance costs. However, they did have higher road calls. He suspects that has to do with charging issues or some kind of mechanical issues, when you compare that to the diesel fleet availability. As you are aware, battery/electric bus technology is fairly new. It looks like 87% diesel fleet was available compared to 84.3% for the battery. The hybrid diesel fleet had a much higher fleet availability, than the diesel and battery/electric, which shows that perhaps the diesel hybrid buses could work also.

**In the table in the agenda, it appears there is a bus related road call every 2,433 miles for the battery/electric bus. What is Mr. Andoh’s thoughts on that high rate of failure?

Mr. Andoh stated it concerns him, and it would be highly disruptive to the transit riders. He stated he believes it goes back to the technology and how it continues to evolve.

◇ Financial Report Ending November 30, 2018 – The COMET has implemented Emergency Reserve and Operating Reserve Funds.

Mr. Andoh stated 8 buses will need to be replaced in approximately 5 years, and then another 37 buses will need to be replaced in 2030 – 2031. They were pursuing compressed natural gas, at one point, but it seems that compressed natural gas is becoming old technology in the transit industry and agencies are shying away from that. There is also an upfront infrastructure cost to build a SCE&G Station.

**With the planned service expenses, does it look like more buses will have to be procured to accommodate, and how will that affect the agency?

Mr. Andoh stated the enhancements do not require additional buses. They are actually 4 buses or 26% over. They are also modifying services, without having to add routes. They are also leveraging Penny Funds and Lexington County funds with Federal dollars, so they are spending less Penny and using more Federal. They are at a cap where they cannot exceed the cap, when it comes to revenue vehicle service hours until they can find another funding source to help them. If they do anymore expansion, beyond that cap, then they risk expending Penny funds faster than their projected ending. They have a long-term model that helps them project how much Penny funds they are receiving, and when they anticipate reaching that sunset date.

**Does Lexington have a Penny?

Mr. Andoh stated they do not have a Penny. They get \$201,000 of their General Funds to support transit in their County. They get those funds through a combination of the County, Lexington Medical Center, City of West Columbia, City of Cayce and Town of Springdale. The COMET then match that \$201,000 with Federal funds that are generated to the Columbia Urbanized Area. The Columbia Urbanized Area takes into consideration 75% of Richland County and 80% of Lexington County. On top of that, they get State Funds through the State Mass Transit Account, which is distributed based on the populations of Richland and Lexington Counties. There is limited service in Lexington County. The Board authorized Mr. Andoh to create a service equity policy, which will make sure that Lexington County pays for service their County, and Richland County pays for service in Richland County. If a route services both counties, the respective County will pay for the percentage of service in their county.

Newberry County will contribute to the planned express route into Little Mountain.

**Are there any plans to expand into Fairfield and Newberry counties?

Mr. Andoh stated, the Regional Transportation Authority laws allows them to operate within Richland, Lexington, Newberry and Fairfield Counties. The same planning boundaries as the CMCOG has. With the new route that is going to go to Newberry, it is going to test to see the County's participation in transit service. If the pilot proves successful, then they will revisit the Intergovernmental Agreement that created the Central Midlands Regional Transit Authority. That will open the door to see if Newberry wants to contribute more to the system, and also get a seat on the Board of Directors. As it relates to Fairfield, he had a conversation with their transit director, and they are wanting to do more in their County and are looking for advice on what will be the best way to do more service in their County. Right now, they primarily operate a more Medicaid-type program. They are going to start the survey process to see what needs they have in the County, and identification of funding. If they expand into other counties, they want to make sure they are paying their fair share into the service. They also have legacy costs they have to be mindful of (e.g. the facility, the assets). They need to make sure as they add expansion counties to the RTA, they are paying their fair share of the cost for utilizing the facility and buses so that it is not perceived that Richland County is paying for all of these legacy costs for the other counties to benefit from.

Councilwoman Terracio thanked the COMET for their assistance with the Allen-Benedict Court relocation.

- ◇ DBE Report December 2018 and January 2019 – Mr. Andoh stated Transdev Services, Inc.'s goal is to be at 25.9% by June 2020. At this time they are at 25.6%.

OTHER BUSINESS

- Next Scheduled Meeting: February 25, 2019 – 2020 Hampton Street

ADJOURN – The meeting adjourned at approximately 6:45 PM