



AGENDA

Regional Transportation Committee

Friday, May 21, 2021

10:00 AM

Virtual Meeting via Zoom

Website: <https://zoom.us/j/99447562790?pwd=bVZTNct0ZEJqRHNTTEhxWEhDT09Ldz09>

Meeting ID: 994 4756 2790 | Password: 178126 | Call In Number: (929) 205-6099

10:00 AM Full Regional Transportation Committee Agenda

10:00 – 10:10 I. SCDOT Project Status Report

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Mr. Jim Walden, SCDOT

Item Summary: Mr. Walden will provide the Committee with an update on several projects in the region.

Background: N/A

10:10– 10:20 II. SCDOT System Performance Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Mr. Lance Estep, ACOG & Ms. Erin Porter, SCDOT

Item Summary: Mr. Estep and Ms. Porter will provide the Committee with a summary of SCDOT's recently published System Performance Report. This is an information item that does not require a recommendation to the Board.

Background: SCDOT has completed the System Performance Report that reflects SCDOT's progress towards statewide performance measures. To have consistency statewide, SCDOT is asking that all MPOs and COGs incorporate the report into their LRTPs as an Appendix.

Performance Measure(s) Addressed:

☒ Safety ☒ Infrastructure Condition ☒ System Performance

10:20 – 10:30 III. FY 2021-2022 FTA Section 5310 Program Applications

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Mr. Lance Estep, ACOG

Item Summary: A Committee recommendation to the Board will be requested on a final ranking of the 5310 applications for FY 2021-2022.

Background: Each year the ACOG Transportation Committee and Board of Directors are tasked with prioritizing the list of applications submitted for 5310 Transit funding for the federally designated rural and small urban areas of the ACOG region. Staff and the Committee will review the applications, discuss prioritization and the ranking process, and finalize a ranking to recommend to the Board.

Performance Measure(s) Addressed:

☐ Safety ☐ Infrastructure Condition ☐ System Performance

10:30 – 10:45 IV. FY 2022-2023 Rural Planning Work Program (RPWP)

☒ Action ☐ Possible Action ☐ Information Minutes: 15

Presenter: Mr. Lance Estep, ACOG

Item Summary: A Committee recommendation to the Board will be requested on the FY 2022-2023 Work Program.

Background: The RPWP is a biennial work program that outlines the transportation-related activities that ACOG anticipates completing within the 2-year cycle. Staff and the Committee will review the work program items and discuss upcoming work program tasks for completion.

Performance Measure(s) Addressed:

☒ Safety ☒ Infrastructure Condition ☒ System Performance

10:45 – 11:00 V. Update on Regional Transportation Initiatives

☐ Action

☐ Possible Action

☒ Information

Minutes: 15

Presenter: Mr. Lance Estep, ACOG

Item Summary: Mr. Estep will provide an update to the Committee on the Appalachian Regional Freight Mobility Plan and other transportation items as needed.

Background: N/A

VI. Other Business

VII. Adjourn



Agenda Item II: SCDOT System Performance Update.

Description: Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures.

This System Performance Report presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets. These performance measures are a part of SCDOT's Transportation Asset Management Plan (TAMP). SCDOT's TAMP has been developed in a collaborative effort with South Carolina's Division Office of the Federal Highway Administration (FHWA). The plan has been designed to not only satisfy federal rulemaking, but to transcend these requirements by setting 10-year performance estimates for all state maintained roads and bridges

Attached is a copy of the report for your review. We will briefly review the report at our May meeting. Ms. Erin Porter from SCDOT will be on the call with us to answer any questions you may have.

South Carolina Department of Transportation System Performance Report

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the CMAQ Program. The requirements and targets of these measures and tools to calculate them are summarized in this report.

This System Performance Report presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets. These performance measures are a part of SCDOT's Transportation Asset Management Plan (TAMP). SCDOT's TAMP has been developed in a collaborative effort with South Carolina's Division Office of the Federal Highway Administration (FHWA). The plan has been designed to not only satisfy federal rulemaking, but to transcend these requirements by setting 10-year performance estimates for *all* state maintained roads and bridges. By clearly identifying the needs of South Carolina's transportation infrastructure, the TAMP has provided SCDOT a platform to communicate existing infrastructure conditions and project constrained performance targets for SCDOT's physical assets over the next decade. The TAMP supports the primary goals of the agency's Strategic Plan by promoting the most efficient use of limited resources to extend the life of the State's transportation infrastructure.

In 2017, The General Assembly passed legislation (the South Carolina Infrastructure and Economic Development reform Act (Act 40)) to increase the State gas tax by (12) twelve cents by phasing in the increase at (2) two cents per year for (6) six years. These funds are deposited into a new trust fund called the Infrastructure Maintenance Trust Fund (IMTF). These new revenues, coupled with other Federal and State funds, form the financial foundation of SCDOT's Ten Year Plan and performance targets. For the first time in 30 years, the South Carolina Department of Transportation has been provided with an increased and sustainable revenue stream. The "Roads Bill" gives the agency the opportunity to make gradual, but real and significant strides toward bringing the highway system back from three decades of neglect.

The SCDOT's Strategic Plan forms the guiding principles of the agency's Investment Strategies, focusing on the maintenance, preservation and safety of the existing transportation infrastructure, directing investments of highway systems and priority networks, integrating risk-based prioritization, improving safety, advancing lifecycle cost in investment programming and enhancing mobility. The five major goals of the Strategic Plan are:

SCDOT Strategic Plan Goals

- Improve safety programs and outcomes in high risk areas
- Maintain and preserve its existing transportation infrastructure
- Improve program delivery to increase the efficiency and reliability of road and bridge network
- Provide a safe and productive work environment for SCDOT employees
- Earn public trust through transparency, improved communications and audit compliance

The Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation legislation established National Goals and a performance and outcome based program. As part of the program federally established performance measures are set and those targets shall be monitored for progress. There is alignment between SCDOT's Strategic Plan Goals and the MAP-21 National Goals. The MAP-21 National Goals are as follows:

MAP-21 National Goals

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
- System Reliability - To improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

These goals provide clear asset management performance based direction to support the effective movement of people and goods. Specifically, transportation asset management focuses on preservation of existing infrastructure with a more cost-effective and efficient approach. SCDOT also utilizes transportation asset management principles to address mobility by planning for future demands on the system. These actions facilitate safe and efficient movement of citizens, goods, and services; thereby, enhancing performance of state and national commerce.

This System Performance Report details the federally required (MAP-21/FAST Act) performance measures for a State DOT. The following sections detail the performance measures, baseline and targets and the progress towards those targets based on the most recent Mid-Performance Report that was submitted October 1, 2020.

Highway Safety / PM-1

Effective April 14, 2016 the FHWA established the highway safety performance measures to carry out the Highway Safety Improvement Program (NSIP). Safety performance targets are developed in coordination with the South Carolina Department of Public Safety (SCDPS) and reported annually to FHWA in the state's Highway Safety Improvement Program (HSIP) Annual Report and to the National Highway Traffic Safety Administration (NHTSA) in the state's Highway Safety Plan (HSP) developed by SCDPS. The performance measures are:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of combined non-motorized fatalities and non-motorized serious injuries

The most recently assessed safety targets were for the five year rolling average from 2015 to 2019. South Carolina's statewide safety performance targets for this time period are included in Table 1, along with actual performance and the state's baseline data for the (5) five year rolling average from 2013 to 2017. A state is said to have met or made significant progress toward meeting its safety performance targets when at least (4) four of the (5) five targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. As shown in Table 1 below, South Carolina met or performed better than baseline for 2 of the 5 safety targets. SCDOT continues to implement proven countermeasures addressing the engineering emphasis areas identified in the State's Strategic Highway Safety Plan (SHSP). For more information regarding the recently updated SHSP, please visit our website here:

https://www.scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf.

In response to the increasing number of non-motorized user fatalities, SCDOT began developing the state's first Pedestrian and Bicycle Safety Action Plan in December 2020 and is expected to have a final plan before the end of 2021.

Table 1. South Carolina 2015-2019 Safety Performance Target Assessment						
Performance Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Traffic Fatalities	988.0	1005.0	915.6	No	No	No
Rate of Traffic Fatalities	1.790	1.818	1.752	No	No	
Number of Traffic Serious Injuries	2986.0	2986.6	3108.2	No	Yes	
Rate of Traffic Serious Injuries	5.420	5.412	5.986	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	380.0	414.2	382.6	No	No	

Table 2 below provides the results of the department's first Safety Performance Target Assessment for 2014-2018. South Carolina met 4 of the 5 safety targets. During this time period, SCDOT began implementing the state's Rural Road Safety Program, specifically targeting roadway departure collisions on rural roads.

Table 2. South Carolina 2014-2018 Safety Performance Target Assessment						
Performance Measure	2014-2018 Target	2014-2018 Actual	2012-2016 Baseline	Met Target?	Better than Baseline?	Met or Made Progress?
Number of Traffic Fatalities	970.0	969.6	890.4	Yes	N/A	YES
Rate of Traffic Fatalities	1.810	1.804	1.748	Yes	N/A	
Number of Traffic Serious Injuries	3067.0	2988.4	3195.4	Yes	N/A	
Rate of Traffic Serious Injuries	5.708	5.590	6.304	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	371.3	389.8	378.8	No	No	

Pavement and Bridge Condition / PM-2

Pavement and bridge performance measures are assessed and reported over a (4) four-year period with the first period beginning on January 1, 2018 and ending December 31, 2021. SCDOT reported baseline targets to FHWA on October 1, 2018. Mid-point (2) two-year performance targets were reported on October 1, 2020 and represented expected pavement and bridge conditions at the end of calendar year 2019. Final (4) four-year performance targets shall be reported on October 1, 2022 and represent expected pavement and bridge condition at the end of calendar year 2021. The second year performance period will begin January 1, 2022 and end December 31, 2025, with additional (4) four-year performance periods to follow. The performance measures are:

1. Percent of Interstate pavements in good condition – (4) four-year target
2. Percent of Interstate pavements in poor condition – (4) four-year target
3. Percent of non-Interstate NHS pavements in good condition – (2) two and (4) four year targets
4. Percent of non-Interstate NHS pavements in poor condition – (2) two and (4) four year targets
5. Percent of NHS bridges by deck area in good condition – (2) two and (4) four year targets
6. Percent of NHS bridges by deck area in poor condition – (2) two and (4) four year targets

MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets are listed in Table 3.

Table 3 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the TAMP that are key to aligning with SCDOT's internal and external efforts towards achievable results. The Ten Year Plan is underway to address infrastructure needs across the state which was initiated in 2017. The plan has seen progress, most notably in the pavement performance measures. At the update of the 2020 Annual Report <https://www.scdot.org/performance/pdf/reports/SCDOT-AnnualReport-2020.pdf> the agency is on target with approximately 80 miles of interstate widening completed or advancing to construction. Widening projects are currently under construction on I-85, I-26 and I-20 and are expected to be completed within the remainder of the final performance period. Interchange improvement projects that are moving forward on interstates include I-85/385, I-26/526 and I-26/I-126/I-20. In addition to widening projects there are preservation and rehabilitation projects that will be under construction to make progress toward the (4) four year targets for pavement condition on the Interstate System.

The (2) two-year performance measure for the percentage of pavements on the non-interstate NHS in good condition was exceeded by 12.5%. The (2) two-year performance target for the non-interstate NHS in poor condition exceeded the target by 0.4%. The SCDOT invested \$63 million above the planned level in 2018 and \$25 million more above the planned level in 2019 to the pavement program. The investment was reflected in the condition performance measure. In 2019 94% of the funding went toward preservation and rehabilitation which have shorter construction durations and were quickly reflected in the performance data contributing to the difference in actual and target values.

To calculate the bridge targets staff analyzed historic National Bridge Inventory (NBI) data and developed a Markov chain analysis to forecast the bridges that would move from Good to Fair and Fair to Poor during the target windows. Staff also collected data from SCDOT Construction and Maintenance offices to determine targets. The SCDOT is in the process of load rating all bridges and developing a new prioritization list that will take into account deck area of bridges on the NHS. The SCDOT fell slightly below the forecasted target of 42.4% at 40% actual for statewide percentage of deck area of bridges on

the NHS classified in Good condition, and above the forecasted target of 4.0% at 4.2% actual for statewide percentage of deck area of bridges on the NHS classified in Poor condition. The difference in actual and forecasted target (2) two-year values is a short term measure that will flatten as the bridge list is finalized and additional bridge replacement and rehabilitation projects are let and construction is completed. The average bridge projects takes (3) three to (4) four years to design and get to contract; therefore, the agency expects to see improvements in the number of load restricted and structurally deficient bridges in years (4) four, (5) five and beyond. Tackling the NHS bridges in Poor condition is a top priority for the SCDOT, and the agency is committed to obtaining long term goals outlined in the Ten Year Plan and meeting performance targets.

Table 3. SCDOT Pavement and Bridge Performance Measures

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition		63.2%		71.0%
Percentage of Pavements on the Interstate System in Poor Condition		1.2%		3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.4%	54.3%		
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)		27.4%	14.9%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	8.6%	8.4%		
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)		3.9%	4.3%	1.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	6.0%

System Performance, and Freight Movement / PM-3

FHWA established measures to assess the performance and reliability of the National Highway System and freight movement on the interstate. These measures became effective on May 20, 2017 and are as follows:

System Performance Measures

1. Percent of person-miles on the Interstate system that are reliable – (2) two-year and (4) four-year targets
2. Percent of person-miles on the non-Interstate NHS that are reliable – (4) four-year targets
 - Performance measure assesses the reliability of travel time on the Interstate or non-Interstate NHS through the Level of Travel Time Reliability (LOTTR). It is ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over four time periods (AM peak, Mid-day, PM Peak, and weekends) which covers 6AM to 8PM each day. The ratio is expressed as a percentage of the person miles traveled that are reliable through the sum of the number of reliable person miles traveled divided by the sum of total person miles traveled.

Freight Movement Performance Measures

3. Truck Travel Time Reliability (TTTR) – (2) two-year and (4) four-year targets
 - Performance measure is a ratio generated by dividing the longer travel time (95th percentile) by a normal travel time (50th percentile) for each segment of the interstate over five time periods throughout weekdays and weekends (AM Peak, Mid-day, PM peak, weekend and overnight). This performance measure covers all hours of the day. The TTTR's of Interstate segments are then used to create the TTTR index for the entire system using a weighted aggregate calculation for the worst performing times of each segment.

Table 4 displays the results of the performance measures and targets for system performance. The number of Vehicle Miles Traveled (VMT) has an inverse relationship with reliability. The VMT share of unreliable Traffic Message Channel (TMC) in 2019 decreased from the 2017 baseline year and from year 2018 contributing to the difference in actual and projected target (2) two-year values. In addition the effect of significant changes by construction on reliability was not observed over the conservative assumption which also contributed to the difference in values. With interstate improvement projects underway major pinch points will be improved to facilitate the movement of goods and people in our state. In the next (2) two-year target window widening projects, preservation and rehabilitation projects that are currently under construction and planned will make additional progress towards achievement of the projected target. There are consistently unreliable sections on the interstate system that are responsible for making 4.2% of South Carolina's interstates unreliable. The majority of which are located in Charleston, Greenville and Columbia. Addressing these unreliable sections and infrastructure challenges is being accomplished through the management of the Ten Year Plan, the Statewide Transportation Improvement Program (STIP), the Statewide Multimodal Transportation Plan (SMTP), and the Transportation Asset Management Plan (TAMP).

The (2) two-year performance measure for Truck Travel Time Reliability (TTTR) at 1.33 exceeded the target of 1.36. The SCDOT has made addressing congestion at freight bottlenecks a priority to improve operational efficiency and accommodate future traffic volumes. Some of the bottleneck areas with projects currently under construction and/or in planning stages include:

- I-20 / I-77 / Clemson interchanges along with respective bottleneck points along I-20 is currently under construction
- I-77 Widening and Rehabilitation between SC-12 and I-20 / Killian Road
- I-20 / I-126 / I-20 corridor, Carolina Crossroads Project
- US-378 Interchange at Corley Mill Road and I-20
- I-526 Interstate and I-26 Interchange, Leeds Avenue Merge, Paul Cantrell Blvd.
- Woodruff Road / I-385 / I-85
- I-85 / I-385 Gateway
- I-85 from Exit 40 to Exit 69 is currently being widened

In addition to addressing the pinch points the SCDOT Commission approved the Rural Interstate Freight Corridor Project Program in October 2018. The interstate widening program specifically targets the rural sections of the State's interstate system with a focus on freight mobility. These projects can be found on the SCDOT website under "Interstate Capacity" <https://www.scdot.org/inside/planning-project-prioritization-list.aspx>. This program is in addition to the interstate widening projects planned for urban areas of the state.

Table 4. System Performance Measures, and Freight

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate that are Reliable		91.4%		81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	1.45

Congestion Mitigation & Air Quality Improvement Program / PM-3

Congestion Mitigation and Air Quality Improvement Program (CMAQ) measures apply to MPOs that are within the boundaries of each U.S. Census Bureau-designated Urbanized Area (UZA) that contains a NHS road, has a population of more than one million, and contains any part of nonattainment or maintenance area for emissions. If applicable the FHWA has established measures, which became effective on May 20, 2017 to assess the following performance measures.

1. CMAQ Only - Annual hours of peak hour excessive delay per capita (PHED) – (4) four-year targets
 - Peak Hour Excessive Delay (PHED) is a measurement of traffic congestion and is expressed as annual hours of peak hour excessive delay per capita. The threshold for excessive delay is based on travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals on National Highway System (NHS) roads. Peak travel hours are defined as 6:00 to 10:00 a.m. on weekday mornings; the weekday afternoon period is 3:00 to 7:00 p.m. or 4:00 to 8:00 p.m. The total excessive delay metric is weighted by vehicle volumes and occupancy. Thus, PHED is a measure of person-hours of delay experienced on NHS roads on an annual basis.
2. CMAQ Only - Percent of non-single occupant vehicle travel (Non-SOV) – (2) two-year and (4) four-year targets
 - Non-Single Occupancy Vehicle (Non-SOV) Travel measures the percent of vehicle travel that occurs with more than one occupant in the vehicle.
3. CMAQ Only - Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction) – (2) two-year and (4) four-year targets
 - The On-Road Emissions Reduction measure represents the cumulative two-year and four-year emission reductions in kg/day for CMAQ funded projects within the boundaries of the planning area.

Table 5 provides the System Performance Congestion Mitigation and Air Quality Improvement Program. The SCDOT worked in conjunction with NCDOT and the relative MPO to develop the (2) two-year and (4) four-year targets with NCDOT taking the lead on data gathering and analysis due to most of the UZA being located in North Carolina. Trend lines in data have changed with the uncertainty involved with COVID-19 and reduced travel and social distancing practices that have affected travel behavior through the remainder of the performance period. Due to this uncertainty the (4) four-year target was elected to stay at 34.0 annual hours of PHED even though the (2) two-year performance target was reduced.

To develop the Non-SOV travel target a conservative approach was taken based on a trend analysis that was completed. Data used for the measure was developed from the communizing to work data from the American Community Survey. The data fluctuates slightly above 21.0%. The (2) two-year performance is slightly above the (2) two-year target, but in line with the trending data that was expected.

Total Emission reduction for Nitrous Oxide (NOx) and for Volatile Organic Compounds (VOC) performance measures were less than the expected (2) two-year target due to changes in project delivery schedules and a series of challenges encountered by the project management team. Projects that were anticipated to be complete during the 2018-2019 reporting period are now expected to be completed during the next reporting period of 2020-2021. The (4) four-year targets were adjusted accordingly.

Table 5. System Performance Congestion Mitigation & Air Quality Improvement Program					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1		14.8%		34.0%	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	21.7%	21.6%	21.0%	21.0%	
Total Emission Reductions: NOx	18.800	8.290	58.670	58.964	58.730
Total Emission Reductions: VOC	22.430	11.010	40.820	41.894	46.262



Agenda Item III: FY 2021-2022 FTA Section 5310 Program Applications.

Description: Each year the ACOG Transportation Committee and Board of Directors are tasked with prioritizing the list of applications submitted for 5310 Transit funding for the federally designated rural and small urban areas of the ACOG region.

This funding cycle saw a significant reduction in the number of 5310 applications. According to SCDOT staff, the reason for the reduction was COVID-related for two reasons. First, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSSA) provided grant opportunities for special needs transit providers nationwide. Most of the region's providers applied for funding through this program, which is administered directly by SCDOT. Second, COVID-related issues have delayed the distribution of grant contracts from last year's rewards.

Due to the aforementioned issues, we received a total of two rural applications and zero small urban applications for the 5310 program. SCDOT has always worked hard to ensure each region receives some portion of the state's 5310 funds. It is expected that both of these applications will be awarded for funding this year. This month, we will review the 5310 program, the applications received, and finalize a recommend to the Board.

On the next few pages you will find a summary of the funding requests and amounts from each agency and a summary of funded projects for previous years. Also included is a listing of the CRRSSA Grant applicants statewide.

Small Urban Project List for FY 2021-2022

Rank	Applicant/ Organization	Ranking Score	Operations and/or Capital	Brief Project Scope	Funding Request
None					

Rural Program Project List for FY 2021-2022

Rank	Applicant/ Organization	Ranking Score	Operations and/or Capital	Brief Project Scope	Funding Request
1	Pickens County DSN	88	Capital	Purchase of ADA Accessible Purpose-Built vehicle to support transportation services for disabled persons <i>Expansion of Service</i>	\$55,000
2	Oconee County DSN	82	Capital	Purchase of ADA Accessible Purpose-Built vehicle to support transportation services for disabled persons <i>Replacing a 2012 Ford Mini Bus Goshen with 147,769 miles</i>	\$55,000

5310 Funding Summary 2016 - 2020

2016-17

Rural

Cherokee County DSN Board	\$ 48,000
Oconee County DSN Board	\$ 38,400

Small Urban

Anderson County DSN Board	\$ 50,000
Total	\$ 136,400

** There was 1 additional rural applications totaling \$48,000 from Pickens County DSN that was not funded. The Pickens County project did not qualify for rural funds because the vast majority of their clients reside in the Greenville/Pickens Large Urban area.*

2017-18

Rural

Cherokee County Office of Veterans Affairs	\$ 50,000
Oconee County DSN Board	\$ 118,000
Anderson County DSN Board	\$ 59,000

Small Urban

Senior Solutions (Anderson)	\$ 50,000
Charles Lea Center	\$ 50,000
Total	\$ 327,000

** There was 1 additional rural application totaling \$50,000 from Anderson County DSN that was not funded.*

2018-19

Rural

Cherokee County DSN Board	\$ 55,000
Oconee County DSN Board	\$ 55,000
Anderson County DSN Board	\$ 55,000
Pickens County DSN Board*	\$ 50,000

Small Urban

Senior Solutions (Anderson)	\$ 55,000
Total	\$ 270,000

**Pickens County DSN did not submit an application to ACOG, but was given ACOG Rural funds by SCDOT after all other applications were funded.*

2019-2020

Rural

Cherokee County DSN Board	\$ 55,000
Oconee County DSN Board	\$ 55,000
Anderson County DSN Board	\$ 55,000
Pickens County DSN Board	\$ 55,000
Senior Solutions (Oconee)	\$ 55,000

Small Urban

Charles Lea Center	\$ 55,000
Total	\$ 275,000

2020-2021

Rural

Cherokee County DSN Board	\$ 55,000
Oconee County DSN Board	\$ 55,000
Anderson County DSN Board	\$ 55,000
Pickens County DSN Board	\$ 55,000
Senior Solutions (Oconee)	\$ 55,000

Small Urban

Senior Solutions (Anderson)	\$ 55,000
Total	\$ 275,000

CRSSAA FUNDS ALLOCATION

	Agency	Program Area	Rural/ Small Urban
1	Cherokee County DSNB	Appalachian COG	R
2	Oconee County DSNB	Appalachian COG	R
3	Picken County DSNB	Appalachian COG	R
4	Senior Solutions-Oconee	Appalachian COG	SM
5	Senior Solutions-Anderson	Appalachian COG	R
6	Dorchester County DSNB	BCD COG	R
7	York County Adult Dare Care Services	Catawba COG	R
8	Burton Center	Center Midlands COG	R
9	Newberry County DSNB	Center Midlands COG	R
10	Colleton County COA	Lowcountry COG	R
11	Hampton County DSNB	Lowcountry COG	R
12	Programs for Exceptional People	Lowcountry COG	R
13	Calhoun County DSNB	Lower Savannah COG	R
14	Allendale County COA	Lower Savannah COG	R
15	Orangeburg County DSNB	Lower Savannah COG	R
16	Kershaw County COA	Santee Lynches COG	R
17	Lee County DSNB	Santee Lynches COG	R
	Pee Dee COG		0
	Upper Savannah COG		0
	Waccamaw COG		0



Agenda Item IV: FY 2022-2023 Rural Planning Work Program (RPWP).

Description: The Rural Planning Work Program (RPWP) for the Appalachian Region is developed annually and documents major transportation planning and related activities within the rural areas of the Appalachian Region for the upcoming two (2) fiscal years (July 1, 2021 through June 30, 2023). The purpose of the RPWP is to identify work program tasks and present budget allocations for planning activities to be undertaken within the ACOG Study Area. The document also serves as the basis for federal (the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)), state (the SCDOT), and local funding assistance for transportation planning activities.

Attached is a copy of the RPWP for your review. Typically we approve the transportation work program during the Board of Directors retreat in June as part of the agency's overall work program. However, this year SCDOT is requesting that we adopt the RPWP no later than June 1. We will review the RPWP during May's Committee meeting and finalize a recommendation to the Board for action.



APPALACHIAN COUNCIL OF GOVERNMENTS
FOR PUBLIC REVIEW MARCH 15, 2021 – MAY 28, 2021



FEDERAL FISCAL YEAR 2022-2023

RURAL PLANNING WORK PROGRAM

JULY 1, 2021 – JUNE 30, 2023

The purpose of the RPWP is to identify work program tasks and present budget allocations for planning activities to be undertaken within the ACOG Study Area. The document also serves as the basis for federal (the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)), state (the SCDOT), and local funding assistance for transportation planning activities

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What is the ACOG?

The Appalachian Council of Governments (ACOG) is a voluntary organization of local governments in Anderson, Cherokee, Greenville, Oconee, Pickens and Spartanburg Counties of Upstate South Carolina.

The organization began in 1965 as the Appalachian Advisory Commission, a 12-member board created to advise the Governor on the use of Appalachian Regional Commission funds.

Authorized by referendum, the Council of Governments system emerged in 1971. The ACOG has become a valuable resource for area local governments in the areas of public administration, planning, information systems and technology, grants, workforce development and services to the elderly population. Encouraged and facilitated through the Council of Governments, this marriage of intergovernmental and private sector cooperation continues as a critical element in the region's economy and quality of life.

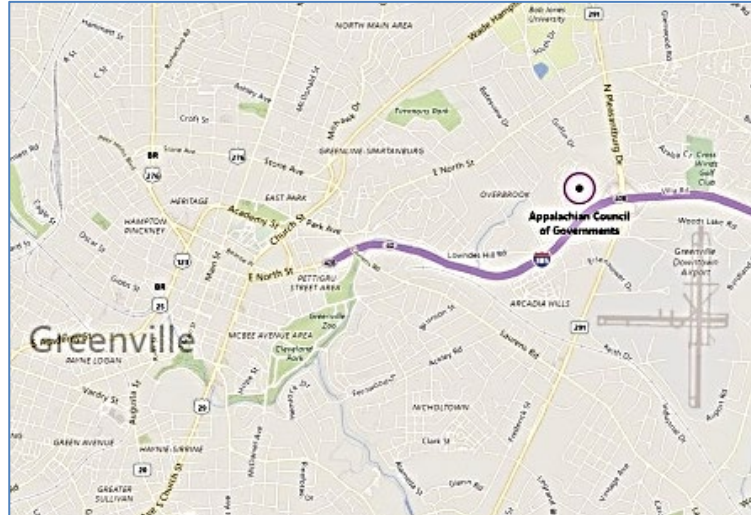
A 44-member Board of Directors sets policy for the Council of Governments. Two-thirds of the members are local elected officials, including state legislators, county council members, and mayors or city council members. County councils appoint the remaining citizen and minority members.

The Executive Director is responsible for the overall management of the Council of Governments. The director runs the day-to-day operations, and delegates specific responsibilities to department directors and staff.

ACOG's offices are located near the interchange of Interstate 385 and South Carolina Highway 291 (Pleasantburg Drive) on Century Circle.



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Prepared in cooperation with the South Carolina Department of Transportation and the U.S. Department of Transportation, the Federal Highway Administration and the Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the South Carolina Department of Transportation.

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ACOG Board Member roster as of February 2021



Rural Transportation Planning Work Program FY 2022 and FY 2023

Introduction and Background

The South Carolina Appalachian Council of Governments (ACOG) was formed in 1965 to provide technical support to local governments in the six Upstate counties of South Carolina in the areas of planning, administration, and grant services. The mission and goal of the ACOG, one of ten regional councils serving South Carolina, is to assist our region in planning for and achieving a greater quality of life and economic success for the benefit of our communities. Each of the six Upstate counties appoint members to the ACOG Board of Directors, which is comprised of legislative delegation members, county council members, mayors or city council members, citizens, and minority members.

One aspect of the ACOG's operation is its close relationship with the South Carolina Department of Transportation (SCDOT). In 1998, the SCDOT contracted with the ACOG and the nine other COG's in the state to coordinate transportation planning assistance for non-urbanized portions of the State. The SCDOT involved the COG's to decentralize the transportation planning process and to allow for more local involvement in project identification and development. This partnership between the SCDOT and the COGs aids the state in fulfilling the requirements of the federal and state planning process to address the transportation needs of non-metropolitan areas.

The SCDOT's long range planning and Statewide Transportation Improvement Program (STIP) uses the COG's as conduits to prioritize system improvements in the rural portions of the state. As the designated planning agency for the Appalachian Region, the ACOG is responsible for maintenance and coordination of transportation plans for the rural/non-urbanized areas of the region, maintenance of financial records for the planning support funds, and forwarding local project recommendations to the SCDOT. The Rural Planning Work Program (RPWP) outlines the ACOG's planned work regarding transportation planning for the next year in the Appalachian Region.

Rural Planning Work Program

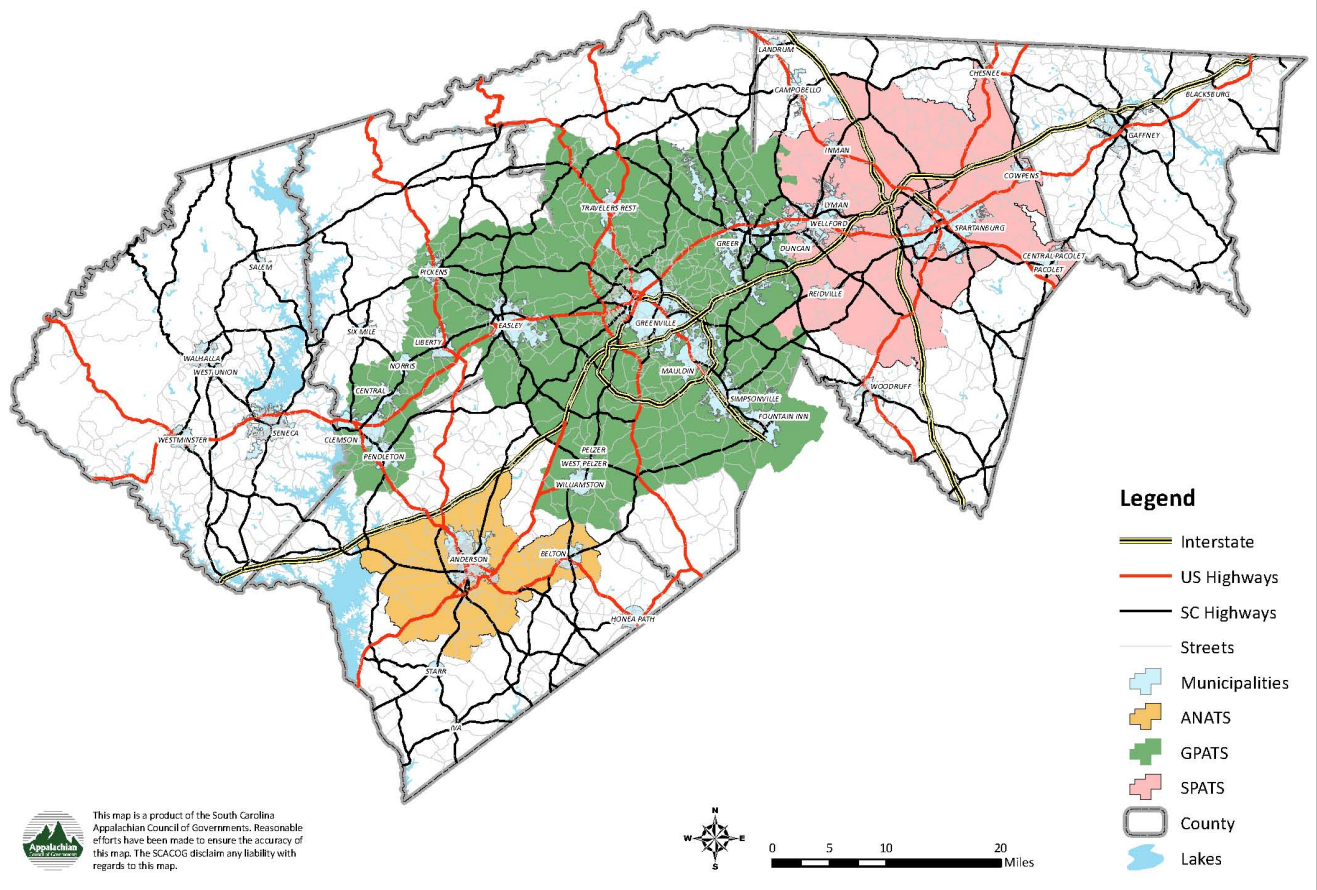
The Rural Planning Work Program (RPWP) for the Appalachian Region is developed annually and documents major transportation planning and related activities within the rural areas of the Appalachian Region for the upcoming two (2) fiscal years (July 1, 2021 through June 30, 2023). The purpose of the RPWP is to identify work program tasks and present budget allocations for planning activities to be undertaken within the ACOG Study Area. The document also serves as the basis for federal (the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)), state (the SCDOT), and local funding assistance for transportation planning activities.

The ACOG works closely with local government officials in all six counties of the ACOG Region and with the Anderson Area Transportation Study (ANATS), the Greenville-Pickens Area Transportation Study (GPATS), and the Spartanburg Area Transportation Study (SPATS), the three MPO's in the Appalachian region, to coordinate transportation planning. By providing regional coordination amongst the planning

partners and setting regional recommendations, cities and counties can better coordinate their planning efforts in order to develop an integrated multimodal transportation system for the Appalachian Region and the State of South Carolina.

In addition to the work program elements outlined in this RPWP, work shall include additional activities as requested by the SCDOT. The scope of work may also include activities or studies addressing other transportation planning related issues of specific interest to the region. The map below identifies the current study area boundaries of the three MPO's in the region with the remaining areas designated for coordination by the Council of Governments.

ACOG Region MPO Boundaries - Current



General Functions

The ACOG also recognizes the requirements established by FHWA regarding the national transportation planning priorities included in the Fixing America's Surface Transportation Act (FAST Act). The FAST Act has a new focus on a performance based approach. The rural transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the nation goals. The ACOG will coordinate with SCDOT, FHWA and other relevant organizations in an effort to establish performance targets that address the performance measures

described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region. National goals are:

1. Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
2. Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair;
3. Congestion reduction – To achieve a significant reduction in congestion on the National Highway System;
4. System reliability – To improve the efficiency of the surface transportation system;
5. Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
6. Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
7. Reduced project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

FAST Act Planning Requirements

The ACOG also recognizes the requirements established by FHWA regarding the national transportation planning priorities included in the Fixing America's Surface Transportation Act (FAST Act) and National Highway System legislation should also be considered for use in the non-urbanized areas. Planning efforts will emphasize the ten planning factor requirements of the FAST Act as listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

FAST Act Performance Management

MAP-21 instituted Performance Management to provide greater accountability and transparency and help achieve the most efficient and effective investment of transportation resources. The FAST Act continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals.

The U.S. Secretary of Transportation, in consultation with stakeholders, is to establish performance measures to chart progress toward accomplishment of national goals established in MAP-21: safety, infrastructure condition, interstate system condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Performance targets established by the State and ACOG will be based on national performance measures and will improve decision making through performance-based planning and programming.

The FAST Act adjusts the timeframe for States, MPOs and COGs to make progress toward meeting their performance targets under the National Highway Performance Program and clarifies the significant progress timeline for the Highway Safety Improvement Program performance targets.

ACOG believes in the proactive involvement of citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties in the development and updates of transportation plans and programs. This document outlines programs and studies funded through the FAST Act that will help achieve the FAST Act national goals.

Rural Planning Work Program (RPWP) Elements

1. Program Administration and Management

Objective

To accomplish, on a continuing basis, the plans and programs necessary to administer Federal transportation planning grants through SCDOT State Planning and Research (SPR) Funds and maintain the "3-C" planning process in and for the ACOG rural transportation program.

Expected Products

- Certified transportation planning process.
- Quarterly reports and invoicing for the SPR grant.
- Effective coordination of transportation planning activities.
- Maintain the current RPWP and develop a subsequent work plan for FY 2024-2025.
- Seek LPA status from SCDOT to administer projects in the ACOG Region.

Previous Related Work

- Performed general administrative functions.
- Updated RPWP for FY 2022-2023.
- Coordinated transportation planning and implementation activities with other agencies and organizations.
- Conducted a public involvement process compliant with federal and state regulations.
- Provided support for all meetings of the Transportation Planning Process.
- Updated and implemented policies to maintain the "3-C" Planning Process.
- Provided staff access to courses, workshops and seminars.
- Discussed LPA status with SCDOT and BCDCOG. Began the application process for consideration.

1.1 Program Support

The primary activities which will take place under Program Support include the following:

- 1.1.1 Program Administration: This activity includes developing and implementing those policies and guidelines necessary to carry out and maintain the "3-C" planning process; coordinating transportation planning activities; budgeting and managing transportation planning funds; sponsoring and conducting meetings including providing support to policy and advisory committees; and coordinating and working with other agencies and organizations involved in planning, programming and implementing transportation projects.
- 1.1.2 Public Participation: This activity supports ACOG staff's implementation of the Public Participation Plan to include the conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations and the development/review processes of the Transportation Improvement Program, Long Range Transportation Plan, and other planning products; development and use

of questionnaires, newsletters and other participation techniques; developing and posting website updates; and creating bilingual materials as appropriate.

- 1.1.3 Title VI Civil Rights/Environmental Justice Activities: This activity supports monitoring, evaluating and implementing Title VI/EJ compliance, guidance and requirements for plans and programs; continuing to collect and analyze data related to minority or low income populations and the effect of the transportation programs and system on those populations; identifying ways to mitigate impacts of the system and programs on the identified populations; expanding the database of citizens and businesses in low income or minority areas to facilitate effective outreach to those populations.
- 1.1.4 RPWP Development and Maintenance: Monitor work plan items and report progress quarterly to SCDOT. Amend RPWP as needed to account for unforeseen tasks during the work program period. Begin developing the new FY 2024-2025 work program.
- 1.1.5 Travel and Training: This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops.
- 1.1.6 Computer Hardware/Software: This activity is for the upgrade/addition of computer hardware and software to ensure suitability for data manipulation and analysis.
- 1.1.7 Local Public Agency (LPA) Certification: Work to become an approved SCDOT Local Public Agency in order to manage any phase of project development or construction of TAP funded projects as requested by grantees, including coordination with procured professional engineering services as needed. Attend SCDOT/FHWA training sessions on LPA project management or TAP programming requirements.

Work Plan Element	Completion Timeline
1. Program Administration and Management	
1.1 Program Support	
1.1.1 Program Administration	Ongoing
1.1.2 Public Participation	Ongoing
1.1.3 Title VI Civil Rights / Environmental Justice Activities	Ongoing
1.1.4 RPWP Development and Maintenance	Ongoing Maintenance; RPWP Update due by April 2023
1.1.5 Travel and Training	Ongoing
1.1.6 Computer Hardware / Software	As Needed by June 2023
1.1.7 Local Public Agency (LPA) Certification	Ongoing project solicitation; Engineering on-call consultants by Jan 2022

2. Transportation Data Development and Maintenance

Objective

To produce analytical tools to support transportation planning, congestion management, and transportation project studies. Additionally, utilize tools to provide technical assistance to local governments for demographic and travel forecasting.

Expected Products

- Updated data tables and GIS layers.
- Coordination and Selection of Targets for Performance Measures Identified in the FAST Act.
- Updated Regional Travel Demand Model.
- Develop and Maintain Regional CommunityViz Land Use Model.

Previous Related Work

- Travel Model Memorandum of Agreement (MOA) between ACOG, SCDOT, GPATS, SPATS and ANATS. ACOG designated as the travel model custodian and will run the regional model on behalf of the MOA signatories.
- Regional Travel Demand Model served as a resource for numerous activities conducted by staff and by partner agencies.
- Regional Travel Demand Model was maintained operationally, and technical support was provided for users.
- Maintenance and technical support of databases for performance measures, traffic counts and speed data continued.
- Geographic Information System-based roadway network and TAZ files were developed and maintained for forecasting purposes in corridor studies and SCDOT feasibility studies.
- Held Safety Workshop for Board of Directors to review safety audit of ACOG region.
- Updated Safety Targets to reflect SCDOT statewide targets.

2.1 Data Management and Analysis

ACOG will develop and document various transportation datasets to support the rural transportation planning program. Typical tasks to be performed include, but are not limited to, the following:

- 2.1.1 General Administration: This subtask allows for MPO staff support for administrative activities related to data development and maintenance including procurement, contract management and oversight committee participation and appropriate review/processing of monthly billings for work related to Task 2. Public Involvement activities which include video production, website information and updates, and printed materials related to the development and dissemination of technical data will also be completed.
- 2.1.2 General GIS Activities: Specific activities will include, but not be limited to, participating in the development of new census tracts and TAZ related to the 2020 census; refining and documenting demographic data as needed; displaying transportation data of all modes; displaying census data, especially data related to

Title VI/Environmental Justice that includes identifying and analyzing locations of minority populations and those below the poverty level within the ACOG Study Area and mapping planned and programmed transportation projects and services that may affect these populations; updating and developing new GIS data layers as appropriate; analyzing public meeting attendance data; and designing and printing presentation materials as needed.

- 2.1.3 Performance Measures and Targets: Performance measures are key metrics selected to understand the current, anticipated and desired level of performance and to illustrate tradeoffs between resource allocation scenarios and investment strategies. For each measure, a targeted level of performance is selected to gauge the effectiveness of actual investments over time. ACOG staff will continue to monitor adopted federal performance measures; coordinate with transportation planning partners to select and regularly re-assess regional target values for each performance measure; and develop additional performance measures in support of the LRTP, TIP, and other regional priorities.

2.2 Appalachian Regional Travel Demand Model (ARM)

ACOG will continue to maintain, operate and update the ARM and further develop its capabilities by performing tasks such as, but not limited to, the following:

- 2.2.1 Data Collection and Management: Provide updated data for incorporation into the official model set. (e.g., socioeconomic, roadway/transit network inventories, transit ridership, traffic counts, commercial/freight data, travel data, GIS/parcel data)
- 2.2.2 Model Documentation: Provide clear and concise documentation for use new and future modelers, use by partner agencies and third parties to utilize the model for project and scenario evaluation.
- 2.2.3 Travel Model Program Administration: Provide administrative support to the model team, Document work done by the Modeler(s) for quarterly reports and reimbursement.
- 2.2.4 Computer Software and Hardware, Training, and Professional Development: Account for direct cost related to the modeling program, including software cost, licensing and maintenance fees, computer hardware, allowable cost and hours related to training and professional development, job recruitment cost and other pre-approved materials.
- 2.2.5 Other Approved Activities and Hour Allocations: Activities can include distributing the model set to agencies and their contractors for their use, limited assistance to load and debug the model, LRTP model runs for MPO's (model runs associated with small area plans, corridor studies, etc. will be scoped and negotiated separately), ACOG Model staff meetings and organizational activities.
- 2.2.6 Regional Travel Demand Model Update: Due to upcoming LRTP updates from our MPO partners, the travel model will require an update to a BY 2020, with a complete

update of all socioeconomic data at the TAZ level, examine and update external station data, examine and update travel behavior data. Re-calibrate model and provide new scripts for user interface. A Household Travel Survey and External Travel Survey will be add-ons for the model update if needed.

2.3 Demographic Data and Forecasts

ACOG will continue to collect and maintain data to refine socio-economic projections and other growth indicators in support of regional planning and assessments of the implications on the transportation infrastructure. Typical tasks to be performed include, but are not limited to, the following:

- 2.3.1 Inventory of Land-Use and Demographic Data: Create an inventory of land-use and demographic data through communications with local agencies and government entities, and to conduct independent analysis.
- 2.3.2 Development of Regional Land Use Model: Develop and maintain regional demographic/land-use model (CommunityViz), generation of project-based demographic datasets, and evaluation of other possible methodologies for the demographic forecasting process.

Work Plan Element	Completion Timeline
2. Transportation Data Development and Maintenance	
2.1 Data Management and Analysis	
2.1.1 General Administration	Ongoing
2.1.2 General GIS Activities	Ongoing
2.1.3 Performance Measures and Targets	Adopt Safety Targets by February of 2022 and 2023
2.2 Appalachian Regional Travel Demand Model (ARM)	
2.2.1 Data Collection and Management	Ongoing
2.2.2 Model Documentation	Ongoing
2.2.3 Travel Model Program Administration	Ongoing
2.2.4 Computer Software and Hardware / Professional Development	As Needed by June 2023
2.2.5 Other Approves Activities and Hour Allocations	Ongoing
2.2.6 Regional Travel Demand Model Update	Publish RFP by Sep 2021; Model Update by May 2022
2.3 Demographic Data and Forecasts	
2.3.1 Inventory of Land-Use and Demographic Data	Ongoing
2.3.2 Development of Regional Land Use Model	Ongoing

3. Short Range Transportation Planning

Objective

To continue to serve as a cooperative partner with SCDOT, local governments, and transportation providers to identify, evaluate, select, and prioritize roadway, bike/pedestrian, and transit projects to be included in the Transportation Improvement Program (TIP). ACOG will continue to partner with SCDOT to administer a project prioritization process for FTA Section 5310 projects annually.

Expected Products

- Routine activities in support of the Transportation Improvement Program.
- Attend Feasibility Review scoping meetings and monthly updates.
- Assist local governments with Transportation Alternative applications.
- FTA Section 5310 call for projects.
- FTA Section 5310 application evaluation and ranking.
- Continue to seek mobility management options for the region.

Previous Related Work

- Developed and adopted a fiscally constrained 2021-2027 TIP. Redesigned the document to include project cut sheets and detailed project information.
- Processed TIP transmittals for guideshare and non-guideshare projects throughout the work plan period.
- Attended Feasibility Scoping meetings and monthly project conference calls for 3 TIP projects.
- Assisted several municipalities with Transportation Alternatives information. Pursued LPA status with SCDOT in an effort to provide project management of TAP projects for our communities.
- Evaluated and ranked FTA Section 5310 applications for conformance with the Regional Transit and Coordination Plan. Submitted recommendations to SCDOT.
- Worked with regional partners to assess the need for a regional Mobility Management program.

3.1 Transportation Improvement Program (TIP)

The region's Rural Transportation Improvement Program (TIP) is a short-range capital improvement program for implementing highway, transit, and bike/pedestrian projects. Activities for this subtask will ensure that the TIP is in compliance with all federal and state requirements. Typical tasks to be performed include, but are not limited to, the following:

- 3.1.1 TIP Maintenance: Analyze the TIP to ensure that project listings are fiscally constrained to available resources. As funds are made available, issue funding initiatives or calls for projects to local governments and transportation agencies. Provide general assistance to implementing agencies, elected officials, and the public regarding funded transportation projects, including the development and implementation of transportation solutions. Process TIP amendments and corrections as needed.

- 3.1.2 TIP Financial Statement: Monitor projects to ensure timely completion by tracking projects by individual phase including the cost, funding, start date, and completion date of each project phase.
- 3.1.3 Project Feasibility: Attend scoping feasibility meetings and monthly feasibility updates for projects. Provide input on the process as requested by SCDOT.

3.2 Transportation Alternatives Program (TAP)

The ACOG will continue to assist eligible applicants with project scope definition and the preparation of applications as needed.

- 3.2.1 TAP Program Maintenance: Advise local jurisdictions on the elements and process for advancing potential projects through the TAP program administered by SCDOT. Coordinate with SCDOT on inclusion of approved TAP projects in the TIP and STIP.

3.3 Transit Planning

ACOG will continue to collaborate with regional human service transit providers and SCDOT to facilitate applications for Section 5310 funding annually. Typical activities to be performed include, but are not limited to, the following:

- 3.3.1 FTA Section 5310 Program: Educate transit providers, local governments, and elected officials on the Section 5310 program and eligible activities. Encourage human service transit providers to apply for funding and assist with applications as needed. Assist SCDOT in ranking and prioritizing Section 5310 applications.
- 3.3.2 Mobility Management: Work with GPATS and Greenlink to seek options for a Mobility Management Program in the region. Look for ways to partner with the Area Agency on Aging to coordinate ridership if possible.
- 3.3.3 Appalachian Regional Transit and Coordination Plan: Ensure grant applicants address the Human Service Coordination goals and objectives in their grant narratives. Encourage coordinated transportation where possible. Review regional demographics to assess the effectiveness of the plan.

Work Plan Element	Completion Timeline
3. Short Range Transportation Planning	
3.1 Transportation Improvement Program	
3.1.1 TIP Maintenance	Ongoing
3.1.2 TIP Financial Statement	As Needed through June 2023
3.1.3 Project Feasibility	Call-in Progress Meetings monthly; Otherwise as needed
3.2 Transportation Alternatives Program	
3.2.1 TAP Program Maintenance	Ongoing
3.3 Transit Planning	
3.3.1 FTA Section 5310 Program	Review and Rank Projects by May 2022 and May 2023; Ongoing project solicitation
3.3.2 Mobility Management	Ongoing
3.3.3 Appalachian Regional Transit and Coordination Plan	Ongoing

4. Long Range Transportation Planning

Objective

To develop, maintain and update the Regional Long Range Transportation Plan for the ACOG rural transportation region for a 25-year horizon that meets federal and State requirements.

Expected Products

- Ongoing maintenance of LRTP2040.
- Development of a new LRTP with horizon year 2045.

Previous Related Work

- LRTP2040 was maintained and updated to include new Performance Targets for Safety.
- Coordinated with local government representatives including administrators, elected officials, planners and economic developers on potential projects for LRTP consideration.
- Maintained an ongoing record of plan elements that need to be addressed in the required five-year update.

4.1 Long Range Transportation Plan

The current LRTP was adopted in June 2016 and will be due for an update in 2021. ACOG will continue proactive efforts with regional partners to identify potential projects for evaluation. The Statewide Multimodal Plan and Statewide Freight Mobility Plan will provide additional resources as ACOG prepares for the update. Typical tasks to be performed include, but are not limited to, the following:

- 4.1.1 Full Update of LRTP2040: The largest task of the work program will be the impending LRTP update. The update will be done in-house. The update will include a public outreach program in order to facilitate project ideas. The update will also include revisions to regional demographic, socio-economic, and land use information. The newly adopted Regional Freight Mobility Plan will inform the freight chapter of the LRTP and may include updates to data. The plan will also focus on performance management and incorporate strategies to meet and exceed state targets for safety, pavement/bridge condition, and NHS/freight performance.
- 4.1.2 LRTP Outreach: Meetings with local government representatives including administrators, elected officials, planners and economic developers. Enhanced public participation through dissemination of information, and receipt of public comments.
- 4.1.3 LRTP Maintenance: Updates to demographic, socio-economic, and land use information to support continued development and maintenance of long range strategies for LRTP. Identification of possible local needs studies and plans.

Work Plan Element	Completion Timeline
4. Long Range Transportation Planning	
4.1 Long Range Transportation Plan	
4.1.1 Full Update of LRTP2040	By Dec 2022
4.1.2 LRTP Outreach	Ongoing
4.1.3 LRTP Maintenance	Ongoing

5. Special Studies

Objective

To undertake studies of specific aspects of the transportation system in order to provide the specialized information required to adequately develop an efficient, multi-modal mobility system for the ACOG rural transportation study area and to continue to emphasize technical assistance to local governments and our other regional partners in all transportation matters.

Expected Products

- Local and regional government technical assistance.
- Conduct a Regional Safety Analysis in advance of LRTP Update.
- Begin US 29 Corridor Study.
- Begin SC 11 Corridor Study.
- Implement the Appalachian Regional Freight Mobility Plan.

Previous Related Work

- Completed the Appalachian Regional Freight Mobility Plan as part of a collaborative effort between ACOG, MPOs, SCDOT and FHWA.
- Provided technical assistance regarding land use planning, urban design, multimodal planning, traffic congestion, and access management to local governments;
- Provided assistance and data, including travel demand model output and transportation demand management strategies, to jurisdictions that undertake transportation planning associated with individual comprehensive plan updates/reviews;
- Attended

5.1 Regional Transportation Studies and Initiatives

The primary activities which will take place under Program Support include the following:

- 5.1.1 Regional Safety Analysis: Complete a regional study of fatal and serious injury crashes investigating and documenting regional trends and influencing factors. Conduct a second phase to explore various strategies to address these factors. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's roadway safety targets.
- 5.1.2 US 29 Corridor Study: Facilitate a regional discussion about opportunities along US 29 from Anderson County to Cherokee County. Lead the planning process and provide necessary technical support for the plan including travel demand modeling, data collection and analysis, and GIS mapping.
- 5.1.3 SC 11 Corridor Study: Begin a planning process to evaluate the SC 11 corridor in Pickens County. Focus on character preservation and context sensitive design. Identify potential parcels for development and provide recommendations based on scenarios and alternatives analysis.

5.2 Regional Freight Planning

Assess the impact of truck traffic, rail freight, and other freight movement issues within and through the ACOG Region. The primary activities which will take place under this task include the following:

- 5.2.1 Freight Data Collection: Collect and analyze data pertaining to freight mobility and safety.
- 5.2.2 Regional Freight Advisory Committee: Continued coordination with private sector partners in the trucking, rail, and freight-forwarding businesses by assembling a regional advisory committee for freight movement. Meet consistently to discuss issues and to discuss implementation of the Appalachian Regional Freight Mobility Plan.

5.3 Technical Assistance and Coordination

ACOG will advise and provide staff assistance to local governments within the ACOG study area on technical matters, as well as offer information to individuals and agencies making inquiries concerning ACOG plans and programs. Typical tasks include, but are not limited to, the following:

- 5.3.1 Technical Support: Provide assistance to local governments, including thoroughfare planning support, comprehensive studies, and technical assistance. This includes coordinating with local, regional, state, and federal agencies and assisting in the preparation of environmental and planning documents, as well as working with local governments in developing the transportation component of a city's comprehensive plan or local transportation plan.
- 5.3.2 Intergovernmental Coordination: Continue to coordinate with local, regional, state and federal partners on transportation planning. Attend meetings and provide input as needed to represent the rural interests of the region. Continue to engage with the MPO's and take a leadership role in regional transportation planning that crosses jurisdictional boundaries. Continue to participate in regional transportation and air quality related initiatives as deemed appropriate and beneficial to the Appalachian Region including serving on committees for the Clean Air Upstate initiative.
- 5.3.3 Appalachian Regional Commission: Continue to coordinate with ARC on regional projects and funding for the ARC Access Roads program. Participate in Network Appalachia and attend annual meetings in Washington DC and virtual check-in calls throughout the year.

Work Plan Element	Completion Timeline
5. Special Studies	
5.1 Regional Transportation Studies and Initiatives	
5.1.1 Regional Safety Analysis	Complete before LRTP update, no later than Dec 2021
5.1.2 US 29 Corridor Study	Begin scoping and data gathering by Jan 2022; determine project feasibility by June 2022
5.1.3 SC 11 Corridor Study	Complete by June 2022
5.2 Regional Freight Planning	
5.2.1 Freight Data Collection	Ongoing
5.2.2 Regional Freight Advisory Committee	Quarterly beginning in 2022
5.3 Technical Assistance and Coordination	
5.3.1 Technical Support	Ongoing
5.3.2 Intergovernmental Coordination	Ongoing
5.3.3 Appalachian Regional Commission	Ongoing; meet annually at ARC HQ in Washington DC

6. Work Program Funding and FAST Act Compliance

The work described in this document will be accomplished during the period July 1, 2021 to June 30, 2023. This work will be a cooperative effort between government agencies at four levels—local, regional, state, and federal. This Work Program is prepared with requests, guidance, and cooperation from the principal local agencies in the region.

6.1 Proposed Funding Sources and FY 2022 – FY 2023 Budget

This section summarizes the budget for the FY 2022 and FY 2023 Rural Planning Work Program. Financial support will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the South Carolina Department of Transportation (SCDOT). In addition, various local sources will be acquired to assist in the funding of this program.

Table 1. ACOG Rural Transportation Program Funding Sources

Fund Type	FY 2022			FY 2023		
	Federal	Local	Total	Federal	Local	Total
SCDOT State Planning and Research (SPR) Funds	\$ 75,000	\$ 18,750	\$ 93,750	\$ 75,000	\$ 18,750	\$ 93,750
SCDOT Office of Public Transit (OPT) Section 5304 Funds	\$ 10,000	\$ 2,500	\$ 12,500	\$ 10,000	\$ 2,500	\$ 12,500
TOTAL	\$ 85,000	\$ 21,250	\$ 106,250	\$ 85,000	\$ 21,250	\$ 106,250

RURAL PLANNING WORK PROGRAM FY 2022 – FY 2023

Table 2. FY 2022 - FY 2023 ACOG Rural Transportation Program Budget

Work Plan Element	FY 2022						FY 2023					
	SPR Funds		OPT Funds		Guideshare Funds		SPR Funds		OPT Funds		Guideshare Funds	
	SCDOT	Local	SCDOT	Local	SCDOT	Local	SCDOT	Local	SCDOT	Local	SCDOT	Local
1. Program Administration and Management	\$ 20,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -
1.1 Program Support	\$ 20,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ -	\$ -	\$ -	\$ -
2. Transportation Data Development and Maintenance	\$ 15,000	\$ 3,750	\$ -	\$ -	\$200,000	\$ 50,000	\$ 15,000	\$ 3,750	\$ -	\$ -	\$ -	\$ -
2.1 Data Management and Analysis	\$ 5,000	\$ 1,250	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 1,250	\$ -	\$ -	\$ -	\$ -
2.2 Appalachian Regional Travel Demand Model (ARM)	\$ 5,000	\$ 1,250	\$ -	\$ -	\$200,000	\$ 50,000	\$ 5,000	\$ 1,250	\$ -	\$ -	\$ -	\$ -
2.3 Demographic Data and Forecasts	\$ 5,000	\$ 1,250	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 1,250	\$ -	\$ -	\$ -	\$ -
3. Short Range Transportation Planning	\$ 3,000	\$ 750	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ 3,000	\$ 750	\$ 10,000	\$ 2,500	\$ -	\$ -
3.1 Transportation Improvement Program	\$ 2,000	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 500	\$ -	\$ -	\$ -	\$ -
3.2 Transportation Alternatives Program	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -
3.3 Transit Planning	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ -	\$ -
4. Long Range Transportation Planning	\$ 20,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 3,750	\$ -	\$ -	\$ -	\$ -
4.1 Long Range Transportation Plan	\$ 20,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 3,750	\$ -	\$ -	\$ -	\$ -
5. Special Studies	\$ 17,000	\$ 4,250	\$ -	\$ -	\$ -	\$ -	\$ 17,000	\$ 4,250	\$ -	\$ -	\$ -	\$ -
5.1 Regional Transportation Studies and Initiatives	\$ 5,500	\$ 1,375	\$ -	\$ -	\$ -	\$ -	\$ 5,500	\$ 1,375	\$ -	\$ -	\$ -	\$ -
5.2 Regional Freight Planning	\$ 1,500	\$ 375	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ 375	\$ -	\$ -	\$ -	\$ -
5.3 Technical Assistance and Coordination	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ -	\$ -
TOTALS	\$ 75,000	\$ 18,750	\$ 10,000	\$ 2,500	\$200,000	\$ 50,000	\$ 75,000	\$ 18,750	\$ 10,000	\$ 2,500	\$ -	\$ -

6.2 FAST Act Compliance

ACOG's planning efforts will emphasize the ten planning factor requirements of the FAST Act in varying degrees across the RPR tasks. The table below summarizes how each task supports the national planning factors:

Table 3. RPWP Tasks and FAST Act Planning Factors

Work Plan Element	FAST Act Factors									
	1	2	3	4	5	6	7	8	9	10
1. Program Administration and Management										
1.1 Program Support	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2. Transportation Data Development and Maintenance										
2.1 Data Management and Analysis	✓	✓	✓			✓	✓	✓		✓
2.2 Appalachian Regional Travel Demand Model (ARM)	✓	✓		✓	✓	✓	✓	✓		✓
2.3 Demographic Data and Forecasts	✓			✓	✓				✓	✓
3. Short Range Transportation Planning										
3.1 Transportation Improvement Program	✓	✓		✓	✓	✓	✓	✓		✓
3.2 Transportation Alternatives Program				✓	✓	✓				✓
3.3 Transit Planning	✓			✓	✓		✓			✓
4. Long Range Transportation Planning										
4.1 Long Range Transportation Plan	✓	✓		✓	✓	✓	✓	✓		✓
5. Special Studies										
5.1 Regional Transportation Studies and Initiatives	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.2 Regional Freight Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.3 Technical Assistance and Coordination	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓