



APPALACHIAN COUNCIL OF GOVERNMENTS
ADOPTED 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.

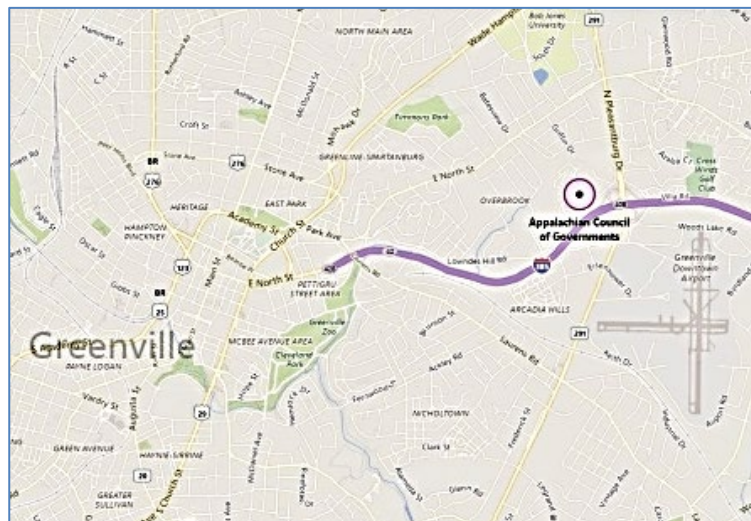
A 44-member Board of Directors sets policy for the Council of Governments. Two-thirds of the members are local elected officials, including state legislators, county council members, and mayors or city council members. County councils appoint the remaining citizen and minority members.

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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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.

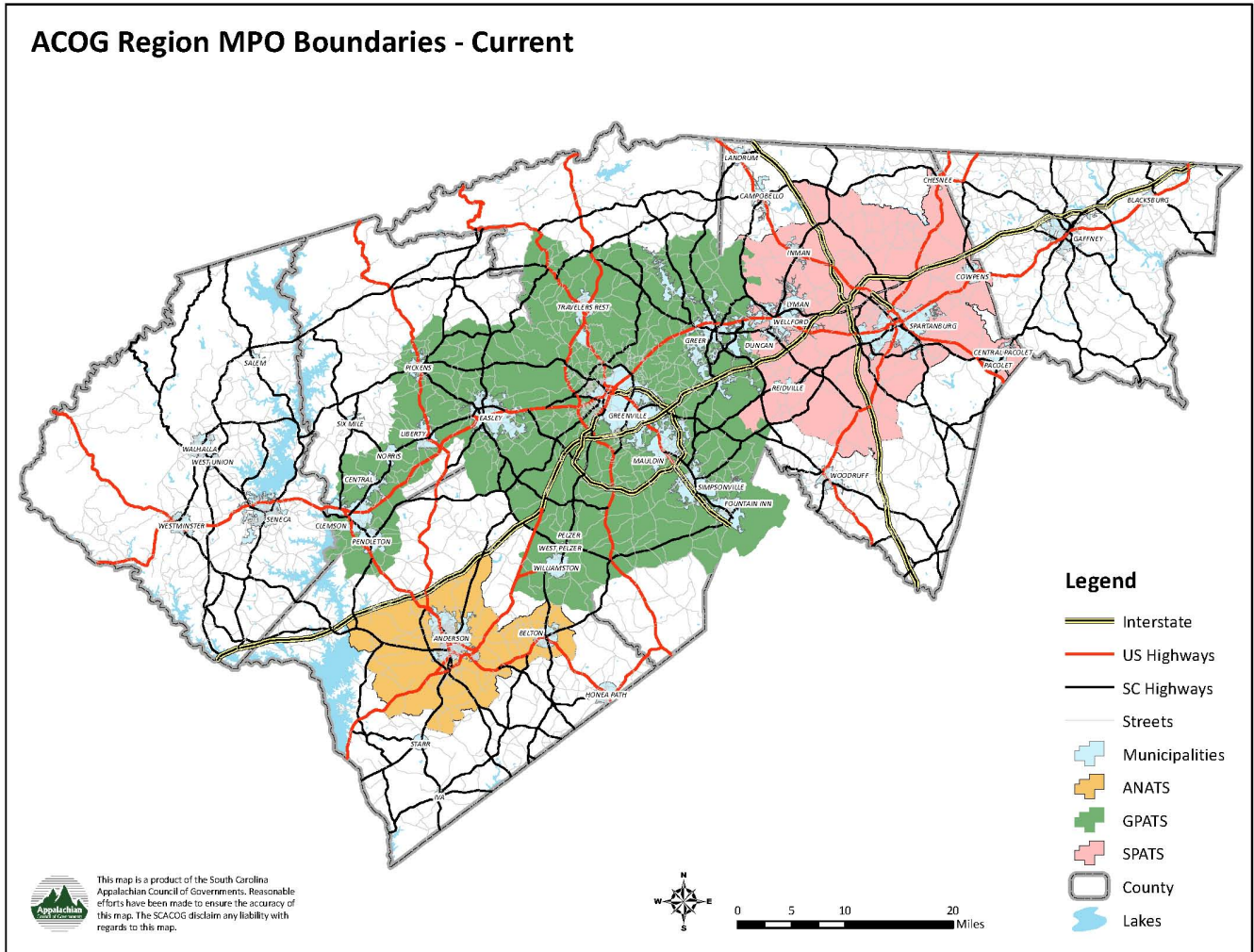
Rural Planning Work Program

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.



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 2024-205 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;

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.

RURAL PLANNING WORK PROGRAM FY 2022 – FY 2023

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	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓