



AGENDA

Regional Transportation Committee

Friday, May 19, 2023

10:00 AM

Virtual Meeting via Zoom

Website: <https://us06web.zoom.us/j/83836992211?pwd=QIM4TWJvMmFxZ3haZFc0REJtODV6QT09>

Meeting ID: 838 3699 2211 | Password: 566387 | 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. Stephen Mothena, SCDOT

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

Background: N/A

10:10– 10:25 II. SCDOT System Performance Update

Action Possible Action Information Minutes: 15

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

10:25– 10:45 III.

FY 2023-2029 ACOG TIP Amendments

Action Possible Action Information Minutes: 20

Presenter: Mr. Lance Estep, ACOG

Item Summary: Mr. Estep will provide the Committee with a summary of each project that requires an amendment in the TIP.

Background: **US 76 @ Welpine Rd Intersection in Anderson County:** SCDOT is recommending additional funding for construction of the intersection.

SC 150 @ O’Neal St Intersection in Gaffney: During the project feasibility review, SCDOT analyzed 3 alternatives. After reviewing with the City of Gaffney, ALT 2 was recommended. Increases to ROW and CON are required to move forward with the project.

Performance Measure(s) Addressed:

Safety Infrastructure Condition System Performance

10:45 – 10:55 IV.

FY 2024-2025 Rural Planning Work Program (RPWP)

Action Possible Action Information Minutes: 10

Presenter: Mr. Lance Estep, ACOG

Item Summary: A Committee recommendation to the Board will be requested on the FY 2024-2025 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

V. **Other Business**

VI. **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.

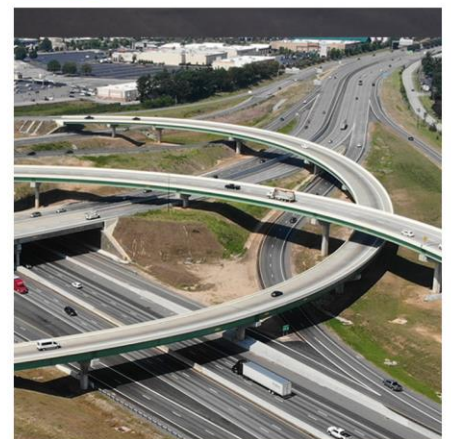
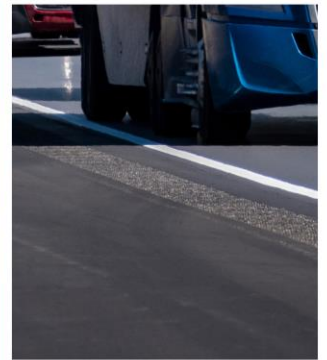
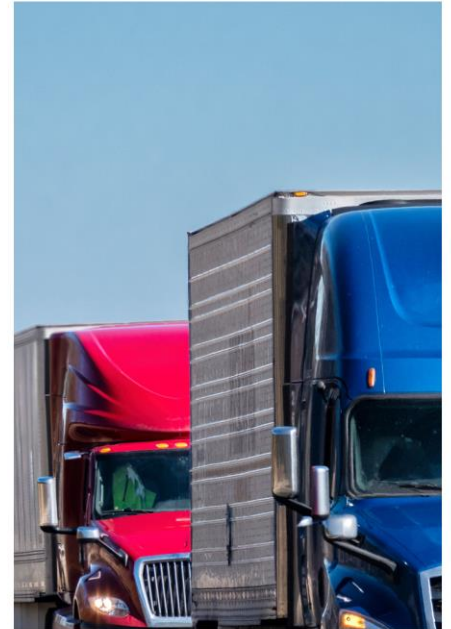
This System Performance Report presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets. These performance measures are a part of SCDOT's Transportation Asset Management Plan (TAMP). SCDOT's TAMP has been developed in a collaborative effort 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

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.

Click below to download the report:

[SCDOT System Performance Report 2022](#)

STAMP SYSTEM PERFORMANCE REPORT 2022



Date: February 1, 2023
CFR 450.324(f)(3-4)

South Carolina Department of Transportation STAMP System Performance Report 2022

*Full Performance Period Progress (FPP) Results of the 1st Performance Period (2018-2021) and
 Baseline Performance Period (BPP) of the 2nd Performance Period (2022-2025)*

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 Congestion Mitigation Air Quality (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 Strategic Ten-Year Asset Management Plan (STAMP). SCDOT’s STAMP 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 performance estimates for **all** state maintained roads and bridges. By clearly identifying the needs of South Carolina’s transportation infrastructure, the STAMP 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 STAMP is an all-inclusive document that houses the Strategic Plan, Ten-Year Plan (2018-2027), Asset Management Plan (2022-2032) and Performance Measures. The timelines and horizons are illustrated below in Figure 1.

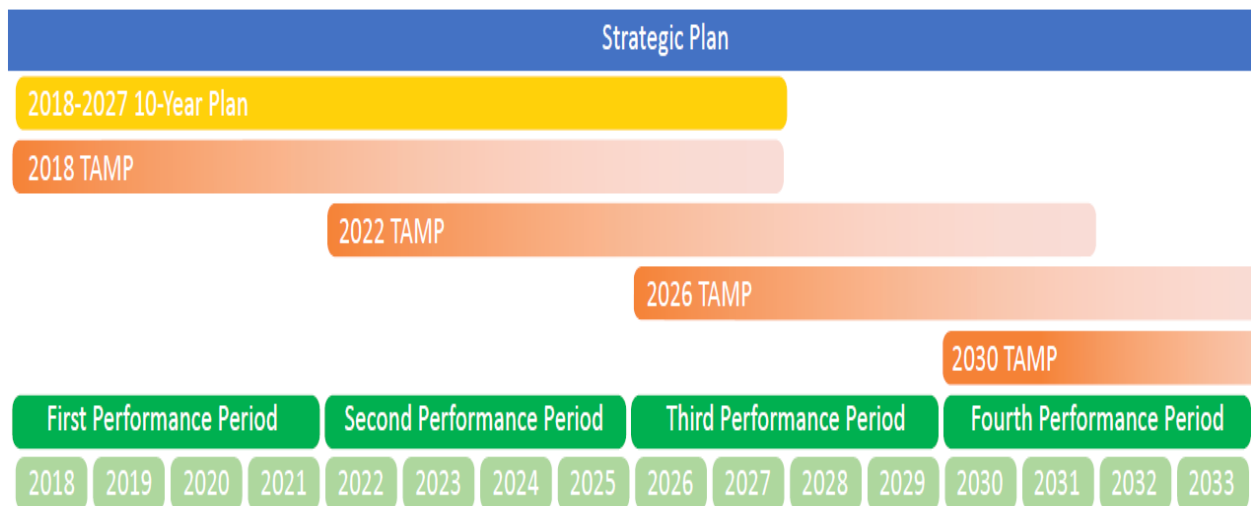


Figure 1. STAMP Timelines and Horizons

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). In addition to state funding, SCDOT has received an increase of federal funding through the Infrastructure Investment and Jobs Act (IIJA) and recurring matching state funds. These new revenues, coupled with other Federal and State funds and one-time appropriations, 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 additional funding 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 three major goals of the Strategic Plan are:

SCDOT Strategic Plan Goals



Figure 2. Strategic Plan Goals

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 Full Performance Period (FPP) that was submitted December 16, 2022, which is based on the first performance period (January 2018 – December 2021) and the Baseline Performance Period (BPP) submitted December 16, 2022, which is based on the second performance period (January 2022 - December 2025).

Highway Safety / PM-1

Effective April 14, 2016, FHWA established the highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). 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 2016 to 2020. 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 2014 to 2018. 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 has developed the state’s first Pedestrian and Bicycle Safety Action Plan (PBSAP). It is available here: <https://www.scdot.org/projects/pdf/SC%20Pedestrian%20and%20Bicycle%20Safety%20Action%20Plan.pdf>. For a national perspective on state’s setting and achieving safety performance targets, please visit FHWA’s website https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/.

Table 1. South Carolina 2016-2020 Safety Performance Target Assessment						
PERFORMANCE MEASURE	2016-2020 TARGET	2016-2020 OUTCOME	2014-2018 BASELINE	MET TARGET	BETTER THAN BASELINE	MET /MADE SIGNIFICANT PROGRESS
Number of Traffic Fatalities	1,011.0	1,023.0	969.4	No	No	No
Rate of Traffic Fatalities	1.819	1.836	1.802	No	No	
Number of Traffic Serious Injuries	2,781.0	2,888.2	2,938.8	No	Yes	
Rate of Traffic Serious Injuries	4.979	5.180	5.584	No	Yes	
Number of Non-motorized Traffic Fatalities and Serious Injuries	380.0	438.8	393.2	No	No	

Table 2 and 3 below provides a historical look at the results of the department’s Safety Performance Target Assessment for 2015-2019 and 2014-2018. **During the 2015-2019 assessment, South Carolina met 1 of the 5 safety targets.**

Table 2. 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	

South Carolina met 4 of the 5 safety targets in 2014-2018. During this time period, SCDOT began implementing the state’s Rural Road Safety Program, specifically targeting roadway departure collisions on rural roads.

Table 3. 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 Significant 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 – First Performance Period (2018-2021)

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 were reported on December 16, 2022, and represent expected pavement and bridge condition at the end of calendar year 2021. MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets for the first performance period are listed in Table 4.

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

Table 4 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the STAMP 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 2021 Annual Report https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2 the agency is on target with approximately 82.5 miles of interstate widening completed or advancing to construction. Widening projects are currently completed on I-20 and under construction on I-85, and I-26 and are expected to be completed within the next performance period. System to system interchange improvement projects that are moving forward include I-26/526, I-26/I-95 and I-26/I-126/I-20. The system to system interchange improvement at I-85/I-385 has been completed and is operational. To date approximately 5,800 lane miles of paving have been completed along with 274 bridges that are completed or under contract.

SCDOT made significant progress from the baseline statewide Percentage of Pavements on the Interstate in Good Condition of 63.2% to the actual 4-year performance condition of 75.8%. SCDOT also improved from the baseline statewide Percentage of Pavements on the Interstate in Poor Condition of 1.2% to the actual 4-year performance condition of 0.2%. The percentage of good pavements on the Interstate System will only continue to improve over the next performance period as the agency works towards a State of Good Repair (SOGR) and additional interstate work is completed in accordance with the asset management principles in the STAMP. Note that pavement metrics are reported in the federal metric of Full Distress + International Roughness Index (IRI) only for the 2nd Performance Period.

Significant progress has been made from the baseline statewide Percentage of Pavements on the Non-Interstate NHS System in Good Condition of 21.1% to the actual 4-year performance condition of 38.8%. SCDOT also improved from the baseline statewide Percentage of Pavements on the Non-Interstate NHS System in Poor Condition of 4.6% to the actual 4-year performance condition of 1.6%. Over the last 5-years the agency has spent over \$419 million on paving the Non-Interstate NHS in addition to the 100% state funded \$50 million annual program to address Rural Road Safety that improves select Non-Interstate NHS roadways. The percentage of good pavements on the Non-Interstate NHS System will only continue



to improve over the next performance period as the agency works towards a SOGR and additional paving is completed in accordance with the asset management principles in the STAMP.

SCDOT’s Bridge Program was completely restructured in the middle of SFY 2022, focusing on regional mobility throughout the State. Changes to the program are detailed in the 2022 STAMP update. The Load Rating Program was completed in 2021, and based on those results the agency has implemented a balanced approach to bridge preservation, rehab and replacement. The agency presented new priorities and a new list of prioritized bridges that blended the original bridge list with the State’s most pressing needs to Commission on December of 2021.

SCDOT did not meet the 4-year target for statewide Percentage of deck area of Bridges on the NHS classified as in Good Condition of 42.7% to the actual 4-year performance condition of 38.5%. The agency did meet the 4-year target of statewide Percentage of deck area of Bridges on the NHS classified as in Poor Condition of 6.0% to the actual 4-year performance condition of 4.3%. In the near term although the percent good target was not met the agency has boosted the funding to the bridge program by \$69 million and has balanced the approach to bridge preservation, rehabilitation and replacement projects. Additional funding has been strategically aligned with the STAMP to achieve asset management objectives and rebuild and improve the bridge network as the agency works towards a SOGR. The agency is well below the minimum threshold of 10% for the percentage of deck are of bridges on the NHS as classified in poor condition.

Table 4. SCDOT Pavement and Bridge Performance Measures (1 st Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition (Federal Metric)	NA	63.2%	NA	75.8%	71.0%
Percentage of Pavements on the Interstate System in Poor Condition (Federal Metric)	NA	1.2%	NA	0.2%	3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (IRI)	50.4%	54.3%	NA	56.9%	NA
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Federal Metric)	NA	27.4%	14.9%	38.8%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (IRI)	8.6%	8.4%	NA	7.7%	NA
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Federal Metric)	NA	3.9%	4.3%	1.6%	4.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	38.5%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	4.3%	6.0%

Pavement and Bridge Condition / PM-2 – Second Performance Period (2022-2025)

The second year performance period began January 1, 2022 and ends December 31, 2025, with additional (4) four-year performance periods to follow (See Figure 1). The new 2 and 4-year targets for the 2nd performance period for pavements and bridges are listed in Table 5 below.

The pavement targets were developed from historical performance trends and planned investments. The targets below are all reported in the federal metric of Full Distress + IRI which varies from the SCDOT metric of Pavement Quality Index (PQI). The trendlines derived to project targets were validated using project and budget data. The 75th percentile value was determined and used as the basis for establishing targets. With the expansive amount of Interstate work taking place and replacement of Open Graded Friction Course (OGFC) during the 2nd performance period, the working group recommended the targets below. For the Non-Interstate NHS System the agency used the same methodology described above but noted that the agency delegates the District Offices within each county of South Carolina to propose resurfacing projects causing the amount of Non-Interstate NHS versus Non-NHS projects to fluctuate from year to year.

Bridge targets were established using historical National Bridge Inventory (NBI) data and planned investments. The model was used to forecast a trendline and incorporated any projects that were let, forecasted to let and planned capital projects that would “move the needle” on bridge condition. The established targets took into consideration on-going inspections of NHS bridge condition and underwater inspections that would shift bridge condition categories. The group also expressed concern over effects of rising inflation costs for bridge letting over the 2nd performance period. Gathering all available data the agency established the targets below in Table 5 for bridges over the next performance period.

Table 5. SCDOT Pavement and Bridge Performance Measures (2nd Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition (Federal Metric)	75.8%		77.0%		78.0%
Percentage of Pavements on the Interstate System in Poor Condition (Federal Metric)	0.2%		2.5%		2.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Federal Metric)	38.8%		36.0%		38.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Federal Metric)	1.6%		10.0%		10.0%
Percentage of NHS Bridges Classified as in Good Condition	38.5%		35.0%		34.0%
Percentage of NHS Bridges Classified as in Poor Condition	4.3%		6.0%		6.0%

System Performance, and Freight Movement / PM-3 - First Performance Period (2018-2021)

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 (LOTRR). 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 6 displays the results of the performance measures and targets for system performance. The 4-year condition of 95.9% outperformed the 4-year target of 90.0% for the Percent of Person Miles Traveled on the Interstate that are Reliable. The number of Vehicle Miles Traveled (VMT) has an inverse relationship with reliability. The VMT share of unreliable TMC decreased from the baseline year due to the effects of COVID pandemic contributing to the difference in actual and target 4-year values. Over the first performance period over 82.5 miles of Interstate have been improved. Interstate capacity widening projects on I-85, I-26 and I-20 are currently under construction or completed in addition to preservation and rehabilitation projects that contributed towards progress towards the 4-year target. There are consistently unreliable sections on the Interstate System in South Carolina that are responsible for making 4.1% of the Interstate's unreliable, the majority of which are located in 3 MPO's: Charleston (CHATS), Greenville-Pickens (GPATS) and Columbia (COATS). Addressing these unreliable sections and pinch points of System to System Interchanges in these areas has been a top priority for the agency and is being completed through the management of the STAMP.

Table 6. System Performance Measures, and Freight (1 st Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	95.9%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	91.4%	NA	NA	95.0%	81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	1.31	1.45

Table 6 also displays the (4) four-year performance measure for Truck Travel Time Reliability (TTTR) at 1.31, which outperformed the target of 1.45. 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:** The I-77 and Clemson Road interchanges are the respective bottleneck points along I-20 during the AM peak hour and PM peak hour. **This Corridor and Interchange improvement Project is complete and operational.**
- **I-77:** The primary bottleneck point along I-77 southbound is approaching the Forest Drive interchange in the Columbia area every Thursday in the AM peak hour, due to weekly graduation ceremonies of Fort Jackson. **This Corridor Improvement Project is complete and operational.**
- **I-26:** In the Columbia area, bottleneck points during the PM peak hours are located at the Broad River Road (Exit 101). Capacity improvements are needed from Exit 101 to east of the Saluda River (Exit 85). **Corridor improvements are currently underway to address these issues and estimated to be complete in 2024.**
- **I-26:** In the Columbia area, the I-20 interchange is the primary bottleneck points during the AM peak hour and the I-126, I-20 and St. Andrews Road interchanges are the primary bottleneck points during the PM peak hour. **As part of the 5-phase Carolina Crossroads Project, corridor and interchange improvement projects have begun and all phases are currently scheduled for completion by 2029.**
- **I-26:** In the Charleston area, the U.S. 52 Connector/Ashley Phosphate Road interchange and the merge to I-526 are the primary bottleneck points during the AM peak hour and the I-526 and Ashley Phosphate Road interchanges are the primary bottleneck points during the PM peak hour. **Planning activities for the Ashley Phosphate Road Safety Improvements Project are currently underway for these areas. ROW acquisition is estimated to begin in Fall 2022 with construction start estimated for 2023.**
- **I-526:** During the PM peak hour, the primary bottleneck along I-526 eastbound is the I-26 interchange and the primary bottleneck points along I-526 westbound are the I-26 interchange,

the merge from Leeds Avenue, and the Paul Cantrell Boulevard interchange. **Preliminary activities are underway on I-526 East & West interchange and corridor improvements. Phase 1 construction estimated to start 2023.**

- **I-85**: Corridor improvements necessary to alleviate traffic congestion, improve safety, and increase capacity. Widening and rehabilitation of the existing Interstate 85 beginning at mile marker 96 and continuing to the North Carolina state line. **Corridor Improvements are currently in construction.**
- **I-85**: The Woodruff Road/I-385 interchange is the primary bottleneck for both directions of I-85 during both the AM and PM peak hours. **Preliminary activities are underway for the Woodruff Road Congestion Relief Project. Estimated construction start is to be determined.**
- **I-385**: The primary bottleneck along I-385 is the interchange with I-85. **This interchange improvement project (as part of the 85/385 Gateway project) is complete and operational.**

In October 2018, the SCDOT Commission approved the Rural Interstate Freight Mobility Improvement Program (RIFMIP). This interstate widening program specifically targets rural sections of South Carolina's interstate system with a focus on freight safety and 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.

- **I-26**: between Columbia and Charleston (MM-125 to MM-194). **Corridor Improvement Project construction between mile marker 184 and 194 near Charleston began in 2022. Preliminary activities for the remaining Corridor Improvement Project are underway. Construction estimated to begin in 2023.**
- **I-26 at I-95 Interchange**: in Dorchester and Orangeburg Counties (MM-172-182 and MM 69-86). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2023.**
- **I-95**: in the Lowcountry from the Georgia State Line (MM-0 to MM-33). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2024.**
- **I-85**: in the Upstate from the Georgia State Line (MM-0 to MM-19). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2035.**
- **I-77**: in the Catawba Region (MM-65 to MM-77). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2035.**

The RIFMIP was recently re-examined in 2022 based on new Transearch data and other data that was available to initiate planning to align with an updated 2050 horizon. Three additional segments were identified for future projects which include:

- **I-95**: from US-17 (Ridgeland North) / Exit 33 to I-26 / Exit 86
- **I-95**: from the North Carolina State Line (MM 198.76) to Exit 170 (SC-327)

- **I-26:** from I-385 / Exit 51 to SC-202 / Exit 85

System Performance, and Freight Movement / PM-3 - Second Performance Period (2022-2025)

For the 2nd Performance Period (2022-2025) the following targets were set in Table 7 below. To calculate travel time reliability the System Performance Group in the Planning Office observed historical trends and created scenarios to model the future impact that construction projects would have on the effected segments. *Due to the impacts of COVID-19 the years of 2020 and 2021 were excluded from the data set.* The baseline numbers below reflects the impacts of COVID-19 and the expectation is for a return to normal patterns of congestion which will negatively impact the performance measures.

Similar to Travel Time Reliability, Truck Travel Time Reliability (TTTR) was also effected by COVID-19 patterns. The expectation is for normal congestion patterns to return which will negatively impact the performance measures for TTTR. The established targets were adjusted to the 97th percentile to accommodate for the construction impact of interstate projects within the appropriate time frames.

Table 7. System Performance Measures, and Freight (2 nd Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	95.9%		89.1%		89.1%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	95.0%		85.0%		85.0%
Truck Travel Time Reliability Index (TTTR)	1.31		1.45		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 8 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 Peak Hour Excessive Delay (PHED) even though the (2) two-year performance target was reduced.

To develop the Non-Single Occupancy Vehicle (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 commuting to work data from the American Community Survey. The data fluctuates slightly above 21.0%. The (2) two-year performance was 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. Six (6) of the eight (8) CMAQ projects in the 2020 CMAQ Performance Plan were completed with two projects expected to be completed in the next performance period.

Table 8. System Performance Congestion Mitigation & Air Quality Improvement Program (1 st Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	NA	14.8	NA	9.8	34.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	21.7%	21.6%	21.0%	25.6%	21.0%
Total Emission Reductions: NOx	18.800	8.290	58.670	8.290	58.730
Total Emission Reductions: VOC	22.430	11.010	40.820	11.010	46.262

Congestion Mitigation & Air Quality Improvement Program / PM-3

Table 9 represents the CMAQ Program for the 2nd Performance Period (January 2022 – December 2025). The unified PHED and Non-SOV targets were set in conjunction with NCDOT and represent continued uncertainty about the lingering effects from the COVID pandemic.

Total Emission reductions for Nitrous Oxide (NOx) and Volatile Organic Compounds (VOC) represent the estimated reductions benefit resulting from the CMAQ projects authorized for funding in the 2022-2025 performance period. These benefits are highly dependent on the project type and project delivery schedules.

Table 9. System Performance Congestion Mitigation & Air Quality Improvement Program (2 nd Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	9.8		34.0		34.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	25.6%		21.0%		21.0%
Total Emission Reductions: NOx	8.290		58.670		58.963
Total Emission Reductions: VOC	11.010		40.820		41.894



Agenda Item III: FY 2023-2029 TIP Amendments

Description: **Project 1: US 76 @ Welpine Rd Intersection in Anderson County**

After SCDOT field inspections and further study, it was determined that additional modifications to US 76 are needed as part of this project, which will improve the intersection's alignment, signalize the intersection, provides turn lanes on all approaches, and allow for vehicles to more easily navigate a return to I-85.

Proposed Amendment:

- Increase Construction from \$3,500,000 to \$5,600,000 in FY 2024

Project 2: SC 150 @ O'Neal Street Intersection in Gaffney

This project was originally identified and programmed as part of the 2016 Long Range Transportation Plan. At that time, a planning-level estimate of funding was programmed to the project. Recently, SCDOT completed a feasibility review of the intersection to examine alternatives to alleviate traffic and safety issues. SCDOT recommends a dual roundabout alternative.

ACOG and SCDOT staff met with the City of Gaffney City Council in March to provide information on all available alternatives. At their April 10 City Council meeting, the City of Gaffney formally recommended the dual roundabout option for the intersection.

Proposed Amendment:

- Increase Right-of-Way from \$250,000 to \$1,300,000 in FY 2024
- Increase Construction from \$750,000 to \$7,800,000 in FY 2025

Click below to download supporting materials:

[US 76 @ Welpine Road Intersection Diagram](#)

[SC 150 @ O'Neal Street Preferred Alternative and Funding Request](#)

[Proposed FY 23-29 TIP Financial Statement Showing the Requested Changes](#)

**US 76 (CLEMSON BLVD.) AT S-60 (WELPINE DR.)
INTERSECTION IMPROVEMENTS**

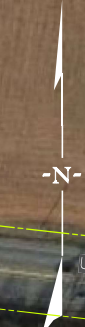
CLEMSON BLVD
MINI-STORAGE

ARBY'S

STARBUCKS

MCDONALDS/
SHELL GAS
STATION

TURN AROUND
FOR U-TURNS



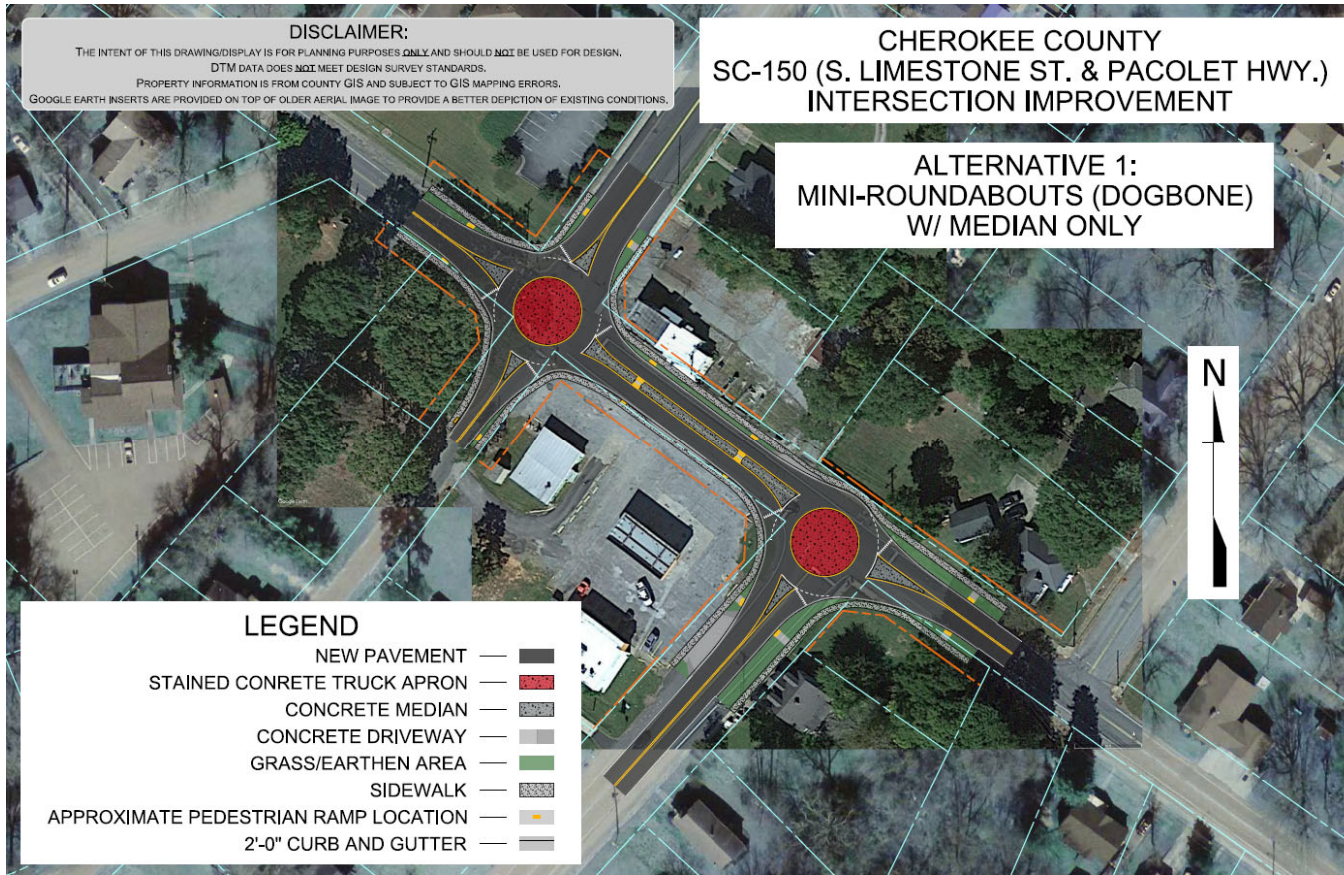
LEGEND

40 0 40 80
SCALE IN FEET
(36" x 60")

- PROPOSED ROADWAY WORK
- PROPOSED CONCRETE MEDIAN
- EXISTING PAVEMENT REMOVAL
- IMPACTED PARKING STALLS
- NEW RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- PROPERTY LINE
- LIMITS OF CONSTRUCTION
- PAVEMENT MARKINGS
- PROPOSED TRAFFIC SIGNAL



Alternative 2 – Dual Roundabouts



- Improves traffic
 - Level of Service A
 - Lowest queue lengths
- Free flow traffic
 - Concrete median on E O'Neal St
- Accommodates up to typical semi-truck turn movements
- Improves pavement condition
- ROW Impacts
 - Access management to businesses
 - Potential business obtain



Current Programmed Funding

• Preliminary Engineering	\$500,000
• Right of Way	\$250,000
• Utility	\$100,000
• <u>Construction</u>	<u>\$650,000</u>
• Total	\$1,500,000

Alternatives Costs

Alt 1 – Shoulder Widening

• Prelim Eng.	\$500,000
• Right of Way	\$250,000
• Utility	\$100,000
• <u>Construction</u>	<u>\$2,350,000</u>
• Total	\$3,200,000

Alt 2 – Dual RABs

• Prelim Eng.	\$900,000
• Right of Way	\$1,300,000
• Utility	\$500,000
• <u>Construction</u>	<u>\$7,300,000</u>
• Total	\$10,000,000

Alt 3 – SC 150 Realignment

• Prelim Eng.	\$650,000
• Right of Way	\$2,000,000
• Utility	\$300,000
• <u>Construction</u>	<u>\$4,150,000</u>
• Total	\$7,100,000



DR. RANDY MOSS
MAYOR



JAMES R. TAYLOR
CITY ADMINISTRATOR

Council

Harold D. Littlejohn, Sr.
Allen C. Montgomery
Rosa Webber

P. O. Box 2109
Gaffney, South Carolina 29342
Telephone (864) 487-6247
Fax (864) 487-8508

Council

Missy Reid Norris
Kim F. Phillips
Kasey Dill Carnley

April 17, 2023

Mr. Lance Estep
Planning Director
Appalachian Council of Governments
30 Century Circle
Greenville, SC. 29607

Dear Mr. Estep,

Thank you for your presentation at the City Council Workshop held on March 27, 2023, at which time you presented options for intersection improvements at SC 150 and S-111. You, along with representatives of the South Carolina Department of Transportation, presented three alternatives to address operational deficiencies of the above-referenced intersections and asked for Council input.

Subsequently, the City Council voted, at the meeting held on April 10, 2023, to recommend the dual roundabout option (Alternative 2) as the preferred alternative for the Intersection Improvement Project.

Please let me know if you have any questions or desire additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Taylor", is written over the typed name and title of the City Administrator.

James R. Taylor,
City Administrator

Cc: Stephen D. Mothena



APPALACHIAN COG RURAL TRANSPORTATION IMPROVEMENT PROGRAM - FY 2023-2029 FINANCIAL STATEMENT
REGIONAL MOBILITY PROJECTS

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2023-2029 RTIP

05/11/23

PROJECT	PIN NO.	PRIORITY	FEDERAL PROGRAM	PHASE	PRIOR FUNDING	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	RTIP COST (2023-2029)	REMAINING COST (2030+)
SPECIAL STUDIES															
2022 APPALACHIAN REGIONAL MODEL UPDATE	P041976	2022-11		PL		\$200									
2027 APPALACHIAN REGIONAL MODEL UPDATE				PL					\$200					\$200	
2027 ACOG RURAL LRTP UPDATE				PL					\$250					\$250	
U.S. 29 CORRIDOR STUDY - ANDERSON CO.	P042356			PL			\$450							\$450	
S.C. 105 CORRIDOR STUDY - CHEROKEE CO.				PL				\$75						\$75	
U.S. 29 CORRIDOR STUDY - CHEROKEE CO.				PL					\$150					\$150	
U.S. 29 WEIGH-IN-MOTION STUDY - ANDERSON CO.				PL						\$50				\$50	
U.S. 123 CORRIDOR STUDY - OCONEE CO.				PL							\$150			\$150	
I-85 AT WHITFIELD ROAD INTERCHANGE STUDY - OCONEE CO.				PL							\$100			\$100	
A N D E R S O N C O U N T Y															
INTERSECTION IMPROVEMENTS	P038852	11	STBGP	PL	\$100										
SC 28 (ABBEVILLE HWY) AT				PE		\$300									
SC 185 (DUE WEST HWY)				ROW				\$200						\$200	
				CON					\$1,000					\$1,000	
INTERSECTION IMPROVEMENTS	P030909	5	STBGP	PL											
US 76 (CLEMSON HWY) AT				PE	\$400										
S-60 (WELPINE RD)				ROW			\$450							\$450	
				CON				\$5,600						\$5,600	
INTERSECTION IMPROVEMENTS	P039472	12	STBGP	PL	\$70										
S-97 (DALRYMPLE RD) AT				PE											
L-568 (SCOTTS BRIDGE RD)				ROW											
				CON											
INTERSECTION IMPROVEMENTS	P030834	2	STBGP	PL											
US 29 AT				PE	\$300										
S-146 (BOWLAN RD)/S-133 (OLD WILLIAMSTON RD)				ROW			\$1,300							\$1,300	
				CON				\$6,500						\$6,500	
RESURFACING	P030831	1	STBGP	PL											
US 178				PE	\$500										
PICKENS COUNTY LINE TO S-58 (ROGERS RD/LEVI SMITH RD)				ROW			\$50							\$50	
SAFETY SECTION/MAINTENANCE RESURFACING				CON				\$9,000						\$9,000	
INTERSECTION IMPROVEMENTS		10	STBGP	PL											
SC 252 AT				PE						\$500				\$500	
WRIGHT SCHOOL RD				ROW							\$100			\$100	
				CON								\$1,400		\$1,400	
BRIDGE REHABILITATION		7	STBGP	PL											
OLD DOBBINS BRIDGE RD BRIDGE (EXIT 4) OVER I-85				PE					\$250					\$250	
BRIDGE REHABILITATION				ROW						\$50				\$50	
				CON							\$1,200			\$1,200	

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2023-2029 RTIP

05/11/23

PROJECT	PIN NO.	PRIORITY	FEDERAL PROGRAM	PHASE	PRIOR FUNDING	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	RTIP COST (2023-2029)	REMAINING COST (2030+)
C H E R O K E E C O U N T Y															
INTERSECTION IMPROVEMENTS	P038851	10	STBGP	PL	\$150										
SC 150 (S LIMESTONE ST) AT A-111 (W O'NEAL ST) AND				PE		\$350									
SC 150 (PACOLET HWY) AT S-111 (E O'NEAL ST)				ROW				\$1,300						\$1,300	
				CON					\$7,800					\$7,800	
INTERSECTION IMPROVEMENTS	P029835	4	STBGP	PL											
S-61 (OLD POST RD) AT				PE	\$1,000										
SC 11				ROW	\$600										
				CON		\$3,100									
INTERSECTION IMPROVEMENTS		4	STBGP	PL											
SC 150 AT				PE			\$500							\$500	
GRASSY POND RD				ROW				\$100						\$100	
				CON					\$1,400					\$1,400	
INTERSECTION IMPROVEMENTS		6	STBGP	PL											
US 29 AT				PE				\$500						\$500	
FLOYD BAKER BLVD				ROW					\$100					\$100	
				CON						\$1,400				\$1,400	
INTERSECTION IMPROVEMENTS		8	STBGP	PL											
SC 18 AT				PE				\$500						\$500	
CONCORD RD				ROW						\$100				\$100	
				CON							\$1,400			\$1,400	
INTERSECTION IMPROVEMENTS		9	STBGP	PL											
SC 105 AT				PE					\$500					\$500	
E ONEAL ST				ROW							\$100			\$100	
				CON								\$1,400		\$1,400	
INTERSECTION IMPROVEMENTS		13	STBGP	PL											
SC 18 AT				PE						\$500				\$500	
CORINTH RD				ROW									\$100	\$100	
				CON											\$1,400
G R E E N V I L L E C O U N T Y															
INTERSECTION IMPROVEMENTS		2	STBGP	PL											
SC 414 AT				PE			\$500							\$500	
BLACKWELL RD				ROW				\$100						\$100	
				CON					\$1,400					\$1,400	

DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2023-2029 RTIP

05/11/23

PROJECT	PIN NO.	PRIORITY	FEDERAL PROGRAM	PHASE	PRIOR FUNDING	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	RTIP COST (2023-2029)	REMAINING COST (2030+)
O C O N E E C O U N T Y															
INTERSECTION IMPROVEMENTS	P031970	9	STBGP	PL											
S-37 (JP STEVENS RD) AT S-37 (W CHERRY RD) AND				PE	\$500										
S-65 (JP STEVENS RD) @ S-65 (MARTIN CREEK RD)				ROW			\$500							\$500	
				CON				\$2,500						\$2,500	
INTERSECTION IMPROVEMENTS	P031964	6	STBGP	PL											
SC 24 (WEST OAK HWY) AT				PE	\$500										
SC 182 (OAKWAY RD)/S-116 (OAK CREEK RD)				ROW			\$1							\$1	
				CON			\$1,800							\$1,800	
INTERSECTION IMPROVEMENTS	P031969	8	STBGP	PL											
SC 59 AT				PE	\$1,000										
SC 182/SC 245				ROW		\$1,000									
				CON			\$2,500							\$2,500	
BRIDGE REHABILITATION		7	STBGP	PL											
SC 11 BRIDGE (EXIT 1) OVER I-85				PE					\$250					\$250	
BRIDGE REHABILITATION				ROW						\$50				\$50	
				CON							\$1,200			\$1,200	
INTERSECTION IMPROVEMENTS		11	STBGP	PL											
SC 11 AT				PE							\$500			\$500	
MOUNTAIN RD				ROW									\$100	\$100	
				CON											\$1,400
INTERSECTION IMPROVEMENTS		12	STBGP	PL											
SC 59 AT				PE							\$500			\$500	
WELLS HWY				ROW									\$100	\$100	
				CON											\$1,400
RESURFACING		1	STBGP	PL											
US 123				PE				\$500						\$500	
N WALNUT ST TO SC 130 (0.77 MI)				ROW					\$50					\$50	
SAFETY SECTION/MAINTENANCE RESURFACING/INTERSECTION				CON						\$1,000				\$1,000	
RESURFACING		2	STBGP	PL											
US 123				PE						\$500				\$500	
GA LINE TO DIXON RD (5 MI)				ROW							\$50			\$50	
SAFETY SECTION/MAINTENANCE RESURFACING/				CON								\$7,000		\$7,000	



DOLLAR AMOUNTS REPORTED IN 1,000'S

FY 2023-2029 RTIP

05/11/23

PROJECT	PIN NO.	PRIORITY	FEDERAL PROGRAM	PHASE	PRIOR FUNDING	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	RTIP COST (2023-2029)	REMAINING COST (2030+)
PICKENS COUNTY															
RESURFACING	P038350	2	STBGP	PL											
US 178				PE	\$500										
GPATS BOUNDARY TO ANDERSON COUNTY LINE				ROW			\$98							\$98	
SAFETY SECTION/MAINTENANCE RESURFACING				CON				\$4,000						\$4,000	
INTERSECTION IMPROVEMENTS		5	STBGP	PL											
SC 11 AT				PE				\$500						\$500	
S SALUDA RD				ROW						\$100				\$100	
				CON							\$1,400			\$1,400	
INTERSECTION IMPROVEMENTS		7	STBGP	PL											
SC 11 AT				PE				\$500						\$500	
LITTLE EASTATOEER RD				ROW						\$100				\$100	
				CON							\$1,400			\$1,400	
SPARTANBURG COUNTY															
INTERSECTION IMPROVEMENTS	P030724	3	STBGP	PL											
US 176 (MAIN ST) AT				PE	\$150										
SC 357 (DEPOT ST/HOLLY SPRINGS RD)				ROW	\$300										
				CON		\$1,000									
INTERSECTION IMPROVEMENTS		1	STBGP	PL											
SC 49 AT				PE			\$500							\$500	
SC 56				ROW				\$100						\$100	
				CON					\$1,400					\$1,400	
INTERSECTION IMPROVEMENTS		3	STBGP	PL											
SC 11 AT				PE			\$500							\$500	
PEACHTREE RD				ROW				\$100						\$100	
				CON						\$1,400				\$1,400	

KEY: PL: PLANNING/FEASIBILITY, PE: ENGINEERING DESIGN AND ENVIRONMENTAL ANALYSIS,
 ROW: RIGHT-OF-WAY ACQUISITION, CON: CONSTRUCTION, AD: ADMINISTRATION, CA: CAPITAL,
 FC: TRANSIT FACILITY CONSTRUCTION, VA: TRANSIT VEHICLE ACQUISITION,
 PS: TRANSIT PURCHASE OF SERVICE, OP: OPERATIONS, O: OTHER,

SCDOT CHANGES ARE HIGHLIGHTED IN **YELLOW**
 ACOG DRAFT CHANGES ARE HIGHLIGHTED IN **BLUE**

GUIDESHARE ALLOCATION	\$8,691	\$9,802	\$9,802	\$9,802	\$9,802	\$9,802	\$9,802	\$9,802	\$9,802	
CARRYOVER	\$29,020	\$31,761	\$32,414	\$11,541	\$9,993	\$11,345	\$13,947	\$13,749		
PROPOSED ADVANCEMENT (SCDOT)										
DEBT SERVICE										
PAYBACK (SCDOT)										
GUIDESHARE AVAILABLE FOR PROJECTS	\$37,711	\$41,563	\$42,216	\$21,343	\$19,795	\$21,147	\$23,749	\$23,551		
GUIDESHARE ALLOCATED TO PROJECTS	(\$5,950)	(\$9,149)	(\$30,675)	(\$11,350)	(\$8,450)	(\$7,200)	(\$10,000)	(\$3,100)	(\$79,924)	
BALANCE	\$31,761	\$32,414	\$11,541	\$9,993	\$11,345	\$13,947	\$13,749	\$20,451		



Agenda Item IV: FY 2024-2025 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.

We will review the RPWP during May's Committee meeting and finalize a recommendation to the Board for action.

Click below to download the work program:

[FY 2024-2025 Rural Planning Work Program](#)



JULY 1, 2023
- to -
JUNE 30, 2025

RURAL PLANNING WORK PROGRAM

State Fiscal Years 2024-2025

Appalachian Council of Governments

30 Century Circle | Greenville SC 29609
864.242.9733 | www.scacog.org | planning@scacog.org

DRAFT FOR REVIEW
April 28, 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.

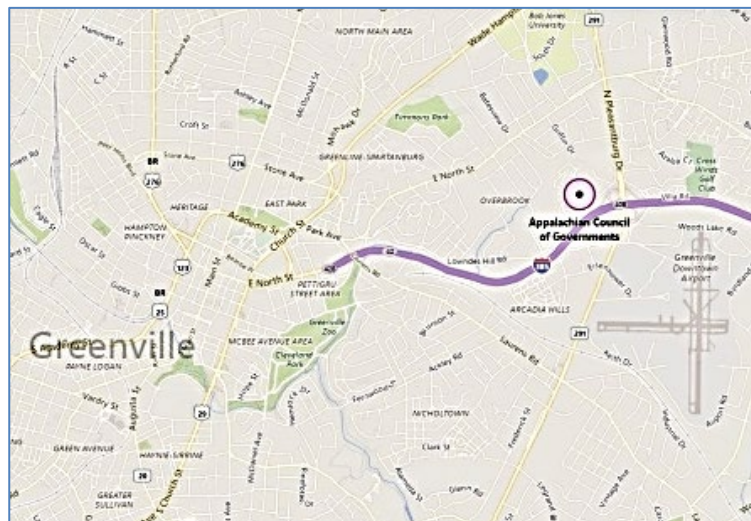
A 44-member Board of Directors sets policy for the Council of Governments. Two-thirds of the members are local elected officials, including state legislators, county council members, and mayors or city council members. County councils appoint the remaining citizen and minority members.

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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Rural Transportation Planning Work Program FY 2024 and FY 2025

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.

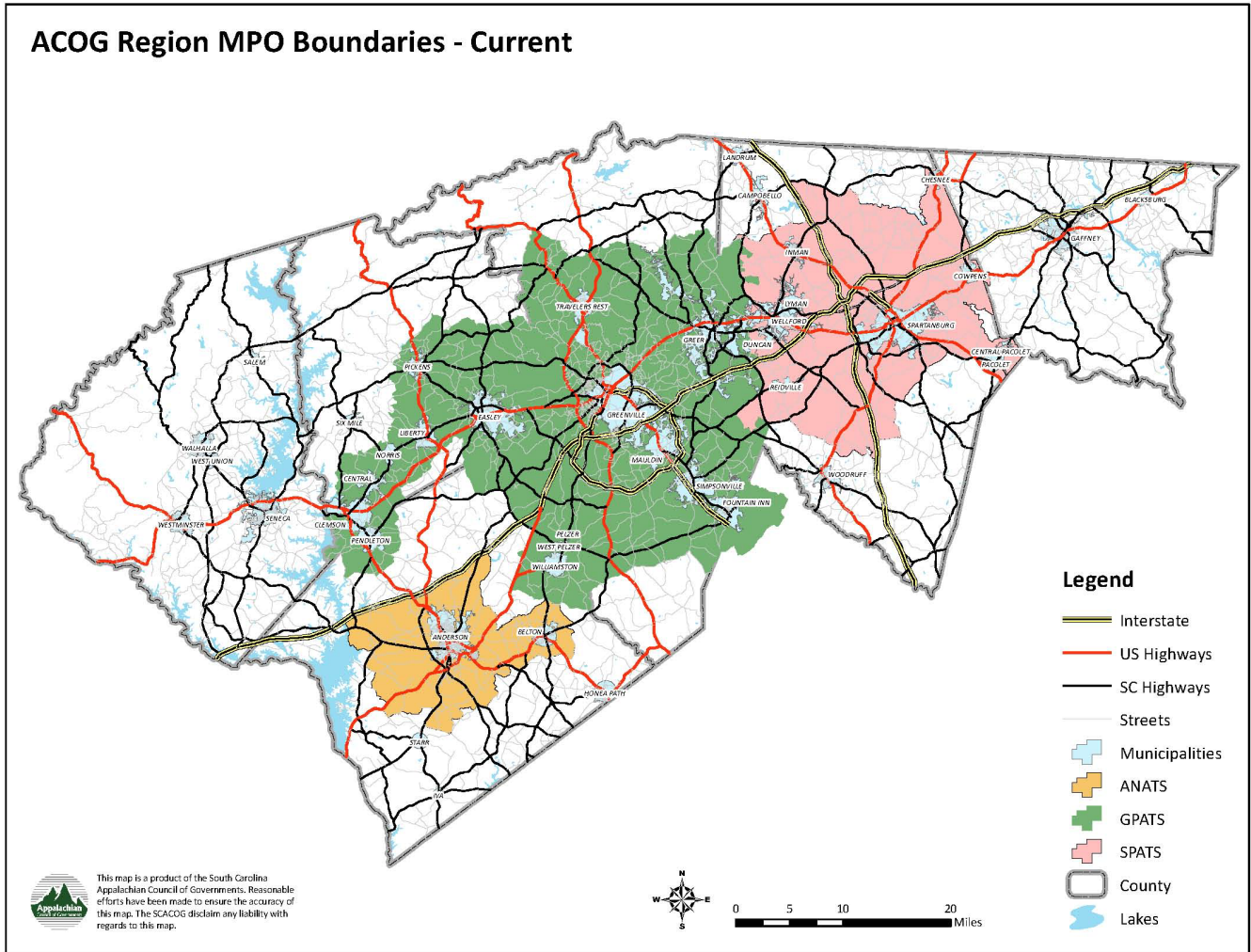
Rural Planning Work Program

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, 2023 through June 30, 2025). 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 Bipartisan Infrastructure Law (BIL). The BIL 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.

BIL Planning Requirements

The ACOG also recognizes the requirements established by FHWA regarding the national transportation planning priorities included in the BIL 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 BIL 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.

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 BIL 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 BIL 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 BIL that will help achieve the BIL 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 2026-2027.
- Continue to seek LPA status from SCDOT to administer projects in the ACOG Region.

Previous Related Work

- Performed general administrative functions.
- Updated RPWP for FY 2024-2025.
- 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.

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 2026-2027 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 2025
1.1.5 Travel and Training	Ongoing
1.1.6 Computer Hardware / Software	As Needed by June 2025
1.1.7 Local Public Agency (LPA) Certification	Ongoing project solicitation and coordination with SCDOT

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

- Update data tables and GIS layers.
- Coordination and Selection of Targets for Performance Measures Identified in the BIL.
- Update Regional Travel Demand Model to a BY of 2019/2023.
- Develop and Maintain Regional CommunityViz Land Use Model.

Previous Related Work

- Regional Travel Demand Model served as a resource for numerous activities conducted by staff and by partner agencies, including feasibility studies and partner LRTP support.
- 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 updated to horizon year of 2045 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 as part of the 2022 LRTP update.
- 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: The travel model will require an update to a base year of 2019/2023, 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 2024 and 2025; Incorporate PM-2 and PM-3 targets whe available
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 2025
2.2.5 Other Approves Activities and Hour Allocations	Ongoing
2.2.6 Regional Travel Demand Model Update	Coordinate with MPO partners before LRTP update planning begins in FY 2025
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

- Updated TIP reflecting a new 10-year programming horizon (2024-2033).
- 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

- Processed TIP transmittals for guideshare and non-guideshare projects throughout the work plan period.
- Attended Feasibility Scoping meetings and monthly project conference calls for several TIP projects.
- Assisted several municipalities with Transportation Alternatives information. Continued to pursue 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 Update: SCDOT is currently in the process of updating the STIP. The current STIP (FY 2021- 2027) was adopted in April of 2021. The new STIP window will reflect a 10 year programming horizon to include 2024-2033. MPO and COG TIPs will need to be updated to match the STIP window by February 29, 2024.
- 3.1.2 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.

- 3.1.3 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.
- 3.1.4 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 Update	Update to 2024-2033 window by Feb 2024
3.1.2 TIP Maintenance	Ongoing
3.1.3 TIP Financial Statement	As Needed through June 2025
3.1.4 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 2024 and May 2025; 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 2045 LRTP.

Previous Related Work

- LRTP2040 was updated in 2022 to a new 2045 horizon year. New projects were identified and programmed in the 2023-2029 TIP in coordination with the RTAC, SCDOT, and regional partners.

4.1 Long Range Transportation Plan

The LRTP was updated in 2022 and will be maintained throughout the 5-year window. ACOG will continue proactive efforts with regional partners to identify potential projects for evaluation. Typical tasks to be performed include, but are not limited to, the following:

- 4.1.1 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.
- 4.1.2 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 LRTP Outreach	Ongoing
4.1.2 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 and coordination.
- Begin US 29 Corridor Study.
- Begin SC 105 Corridor Study.
- Ongoing implementation of the Appalachian Regional Freight Mobility Plan.

Previous Related Work

- Completed the SC 11 Corridor Study to identify land use and transportation recommendations along the corridor in Pickens County.
- Conducted a regional safety audit of traffic crash data from 2016-2020 and presented to the RTAC and Board of Directors. The safety audit was the basis for project selection and prioritization for the LRTP update in 2022.
- 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 Complete Streets Planning Activities and Initiatives

In January 2023, USDOT offered a waiver on the non-Federal match for State Planning and Research (SPR) and Metropolitan Planning (PL) Funds in support of Complete Streets Planning Activities. Under the waiver, States and MPOs will be able to use federal funding for 100% of the expenses associated with such planning and research activities. The primary activities which will take place under the Complete Streets Planning Program include the following:

- 5.1.1 US 29 Corridor Study: Begin work on a study of the US 29 corridor in Anderson County from the City of Anderson city limits to Interstate 85. The study will document existing land use and transportation conditions, predict future growth through various scenarios, provide recommendations to address future growth scenarios, and incorporate concepts to support electric vehicles through a smart corridor concept. Complete streets policies and concepts will be applied to the corridor to allow for safe movement for all modes of transportation.
- 5.1.2 SC 105 Corridor Study: Begin a planning process to evaluate the SC 105 corridor in Cherokee County and the City of Gaffney. Focus on navigating heavy truck

movements through town, safety improvements at intersections to facilitate bike and pedestrian movements, and an overall complete streets design to the corridor.

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 Complete Streets Planning Activities and Initiatives	
5.1.1 US 29 Corridor Study	Consultant to begin in Summer 2023, complete within 12-18 months
5.1.2 SC 105 Corridor Study	Scope project in Apr 2024, consultant to start in Fall of 2024.
5.2 Regional Freight Planning	
5.2.1 Freight Data Collection	Ongoing
5.2.2 Regional Freight Advisory Committee	Quarterly
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 BIL Compliance

The work described in this document will be accomplished during the period July 1, 2023 to June 30, 2025. 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 2024 – FY 2025 Budget

This section summarizes the budget for the FY 2024 and FY 2025 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 2024			FY 2025		
	Federal	Local	Total	Federal	Local	Total
SCDOT State Planning and Research (SPR) Funds	\$ 110,000	\$ 27,500	\$ 137,500	\$ 110,000	\$ 27,500	\$ 137,500
SCDOT Office of Public Transit (OPT) Section 5304 Funds	\$ 15,000	\$ 3,750	\$ 18,750	\$ 15,000	\$ 3,750	\$ 18,750
TOTAL	\$ 125,000	\$ 31,250	\$ 156,250	\$ 125,000	\$ 31,250	\$ 156,250

RURAL PLANNING WORK PROGRAM FY 2024 – FY 2025

Table 2. FY 2024 - FY 2025 ACOG Rural Transportation Program Budget

Work Plan Element	FY 2024						FY 2025					
	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	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
1.1 Program Support	\$ 20,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
2. Transportation Data Development and Maintenance	\$ 21,000	\$ 5,250	\$ -	\$ -	\$ -	\$ -	\$ 21,000	\$ 5,250	\$ -	\$ -	\$200,000	\$ 50,000
2.1 Data Management and Analysis	\$ 7,000	\$ 1,750	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 1,750	\$ -	\$ -	\$ -	\$ -
2.2 Appalachian Regional Travel Demand Model (ARM)	\$ 7,000	\$ 1,750	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 1,750	\$ -	\$ -	\$200,000	\$ 50,000
2.3 Demographic Data and Forecasts	\$ 7,000	\$ 1,750	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 1,750	\$ -	\$ -	\$ -	\$ -
3. Short Range Transportation Planning	\$ 3,850	\$ 963	\$ 15,000	\$ 3,750	\$ -	\$ -	\$ 3,850	\$ 963	\$ 15,000	\$ 3,750	\$ -	\$ -
3.1 Transportation Improvement Program	\$ 2,850	\$ 713	\$ -	\$ -	\$ -	\$ -	\$ 2,850	\$ 713	\$ -	\$ -	\$ -	\$ -
3.2 Transportation Alternatives Program	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -
3.3 Transit Planning	\$ -	\$ -	\$ 15,000	\$ 3,750	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 3,750	\$ -	\$ -
4. Long Range Transportation Planning	\$ 5,000	\$ 1,250	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 1,250	\$ -	\$ -	\$ -	\$ -
4.1 Long Range Transportation Plan	\$ 5,000	\$ 1,250	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 1,250	\$ -	\$ -	\$ -	\$ -
5. Special Studies	\$ 60,150	\$ 15,038	\$ -	\$ -	\$450,000	\$ -	\$ 60,150	\$ 15,038	\$ -	\$ -	\$ 75,000	\$ -
5.1 Complete Streets Planning Activities and Initiatives**	\$ 3,150	\$ 788	\$ -	\$ -	\$450,000	\$ -	\$ 3,150	\$ 788	\$ -	\$ -	\$ 75,000	\$ -
5.2 Regional Freight Planning	\$ 2,000	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 500	\$ -	\$ -	\$ -	\$ -
5.3 Technical Assistance and Coordination	\$ 55,000	\$ 13,750	\$ -	\$ -	\$ -	\$ -	\$ 55,000	\$ 13,750	\$ -	\$ -	\$ -	\$ -
TOTALS	\$ 110,000	\$ 27,500	\$ 15,000	\$ 3,750	\$450,000	\$ -	\$ 110,000	\$ 27,500	\$ 15,000	\$ 3,750	\$275,000	\$ 50,000

**Local match for PL funds may be waived on permissible Complete Streets planning activities

6.2 BIL Compliance

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

Table 3. RPWP Tasks and BIL Planning Factors

Work Plan Element	BIL 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 Complete Streets Activities and Initiatives	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.2 Regional Freight Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.3 Technical Assistance and Coordination	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓