



Rural Transportation Planning Program

Long-Range Transportation Plan 2015-2040

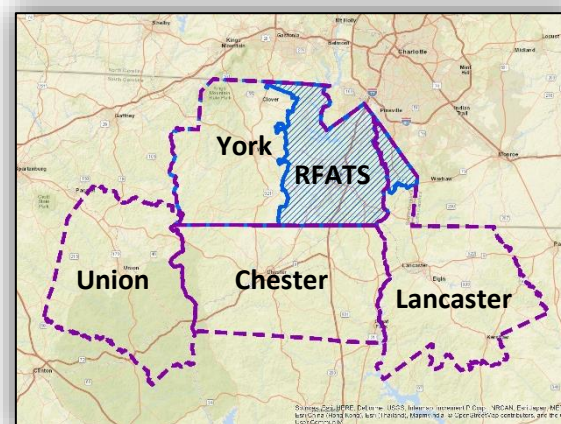
Adopted by CRCOG Board
December 10, 2015

Amended November 7, 2019

Introduction



Catawba Regional Council of Governments (CRCOG) is responsible for transportation planning activities within the rural portion of our four-county region while the urbanized area is addressed by Rock Hill-Fort Mill Area Transportation Study (RFATS)—see map. This arrangement is managed and funded by the South Carolina Department of Transportation (SCDOT) and the United States Department of Transportation (USDOT) through its components including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This layered approach provides financial and technical resources to ensure compliance with federal and state laws and policies regarding the transportation system.



CRCOG Board Apportionment

COUNTY	ELECTED	APPOINTED	TOTAL
Chester	3	2	5
Lancaster	5	3	8
Union	3	2	5
York	11	7	18
TOTAL	22	14	36

CRCOG's 36-member Board of Directors includes representation from across the region based on 2010 US Census population counts. The CRCOG Board appoints a Transportation Advisory Committee (TAC) made up of key staff from its local government members and technical staff from SCDOT and FHWA. The TAC meets regularly to coordinate transportation projects and update various plans, including this Long-Range Transportation Plan (LRTP). CRCOG staff also participates on the RFATS technical team and Charlotte Regional Alliance for Transportation (CRAFT) to promote cooperation, consistency and communication between the varied

transportation planning agencies in the area. Public participation is accomplished in various ways as outlined the **CRCOG Public Participation Plan** found in **Appendix C**. We also coordinate closely with our member jurisdictions and use public comments made during their respective planning efforts to inform the rural transportation program.

Planning Framework



Federal Guidance

Signed into law on July 6, 2012, **Moving Ahead for Progress for the 21st Century (MAP-21)** is the first long-term highway authorization enacted since SAFETEA-LU in 2005.

MAP-21: National Goals

1. **Safety** – To achieve reduction in fatalities and serious injuries on all public roads
2. **Infrastructure Condition** – To maintain highway infrastructure assets in state of good repair
3. **Congestion Reduction** – To achieve 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 freight networks, 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 environment
7. **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and 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.

Source: www.fhwa.dot.gov/map21/factsheets/pm.cfm

The eight planning factors stipulated under SAFETEA-LU were incorporated unchanged in the MAP-21 transportation legislation. Those planning factors are shown in the box below.

State Guidance

CRCOG adheres to the **SCDOT Statewide Transportation Planning Process** found in **Appendix A**.

South Carolina Act 114

Each project must be financially constrained in order to be identified in the Transportation Improvement Plan (TIP). Moreover, each road widening, functional intersection and new-location roadway improvement projects must be rated and ranked in accordance with South Carolina ACT 114. SCDOT performs the ranking; however each COG may add regional specific ranking criteria if approved by SCDOT.

State C-Fund Law

The law stipulates that counties spend at least 25% of their apportionment of C funds based on a biennial averaging of expenditures, on the state highway system for construction, improvements and maintenance. Furthermore, counties are to spend no more than 75% of their apportionment each year on their local system. Also, the balance of uncommitted funds carried forward from one year into the next cannot exceed 300% of the county's total apportionment for the most recent year.

MAP-21: Planning Factors

- 1. Maintenance and resurfacing projects*
- 2. Bridge repair and replacements*
- 3. Intersection and signalization that may minimize congestion and or improve safety*
- 4. Potential areas that may require improvements to minimize incidents*
- 5. Freight related issues*
- 6. System and widening upgrades needed to maintain economic vitality in the region*
- 7. Transit alternatives*
- 8. Issues that deal with pedestrian and bicycle travel*

Regional Core Values

The **CONNECT: Our Future** regional plan developed the following core values that were generated by extensive community input and adopted by the majority of jurisdictions within the 14-county bi-state region.

- **A Strong, Diverse Economy**...that supports a wide variety of businesses and enterprises
- **Sustainable, Well-Managed Growth**...that maintains quality of life, protects open space and environmental quality, retains the natural character of the region, and maximizes the efficiency of infrastructure investments
- **A Safe and Healthy Environment**...with good air and water quality
- **Increased Collaboration among Jurisdictions**...on issues that transcend boundaries, including growth management, transportation, and environmental concerns, in a manner that recognizes both regional and local needs
- **Enhanced Social Equity**...through community leadership and cooperative volunteerism
- **High Quality Educational Opportunities**...that are available to all residents

See more at: <http://connectourfuture.org/whatisconnect/#sthash.SwZeuhuH.dpuf>



Regional Priorities

In addition to the core values, a series of regional priorities were established by each county and COG region. The following have a direct connection to the transportation system and are noted here to help provide focus:

- **Maximize Return on Public Investment...**reduce waste and control the cost of providing public services
 - 3rd highest priority identified by residents was infrastructure to support growth.
 - Aging infrastructure is a major concern for transportation officials in the region, and maintenance needs for roads and bridges will stress already scarce resources for new construction.
 - Can help reduce the burden placed on taxpayers and enhance the quality of life for residents.
- **Increase Transportation Choices...**provide a range of alternative transportation options
 - 2nd highest mentioned “community or regional challenge” identified by residents.
 - Funding and maintenance of aging infrastructure is a major concern for transportation officials in the region.
 - Walking, biking and transit option can improve access and quality of life for residents.
- **Reduce Commuting Costs...**decrease the percentage of household income spent on transportation
 - 1 in 3 people working in Mecklenburg County live outside the region.
 - More than 50% of the region’s workforce lives in one county and works in another.
 - Residents throughout the region will benefit financially by reducing their travel time between work and home.

Regional Overview

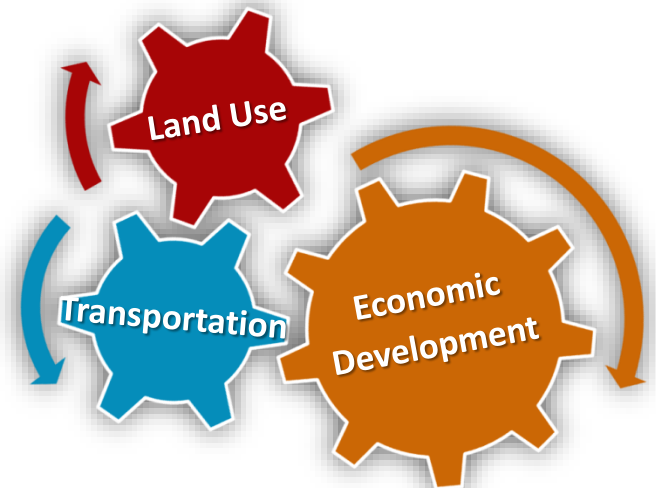


The Catawba region includes four counties and 21 municipalities located in the South Carolina Piedmont. Our population and economy are diverse ranging from cities and towns with strong commercial and manufacturing sectors to the rural countryside with timber and row crops dominating the landscape.

Transportation plays a vital role in linking land uses to economic development opportunities inside and outside the region. As a part of the greater Charlotte bi-state region, we rely on the transportation network for the movement of people and goods across jurisdictional borders to serve regional, state, national and global markets.

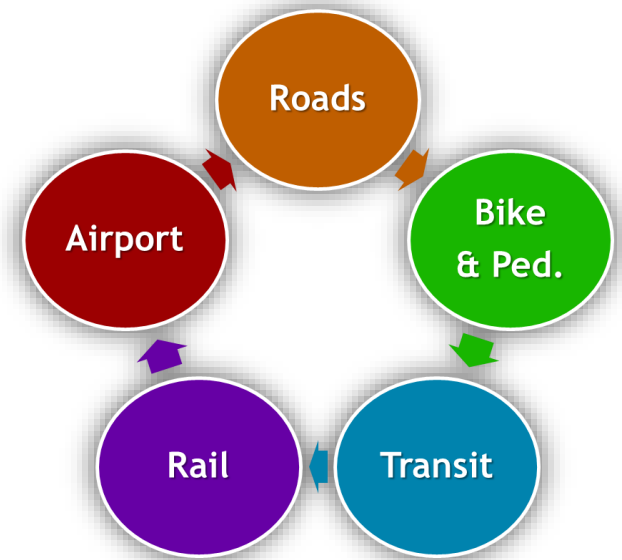
The impact of new development on roadways is often felt on a countywide level. As development in areas of the region intensifies, one of the first things long-time residents and new residents notice is an increase in traffic and increased commute times.

Transportation planning is intricately tied to land use and economic development activities which result in the pattern of development that evolves as a community grows. The provision of transportation in the region should reflect the unique characteristics of the landscape and follow the character outlined in the local Comprehensive Plans and the CONNECT planning framework.



A transportation system includes various travel options or modes, such as pedestrian, bicycle, bus, automobile, freight, rail and air. A multi-modal transportation network includes and connects all of these different travel modes in an effective and efficient manner, including connections within and between modes. The economy of the Catawba region is dependent upon the viability and success of the transportation network. Therefore, a key consideration is to support these systems and ensure that they are balanced with land use and economic strategies.

As previously mentioned, we regularly coordinate with many partners across the region and we relied on this body of information to help inform this LRTP. For example, the *CONNECT: Our Future* regional plan generated land use and economic data projections that are being used in the Centralina Regional Travel Demand Model and the SCDOT Statewide Travel Demand Model. We used these datasets to create the following map to graphically show us where to expect housing and employment growth in 2050.

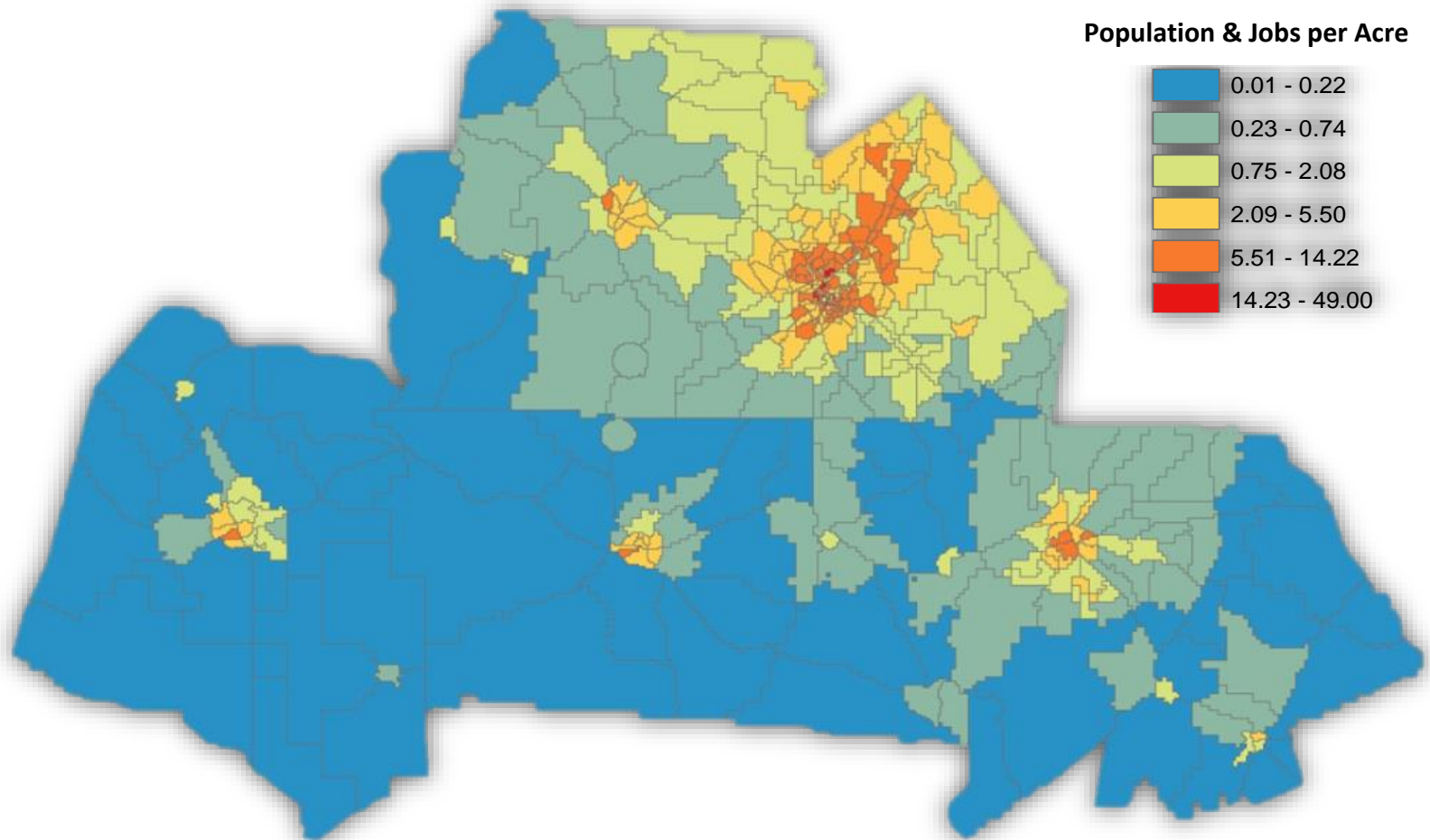


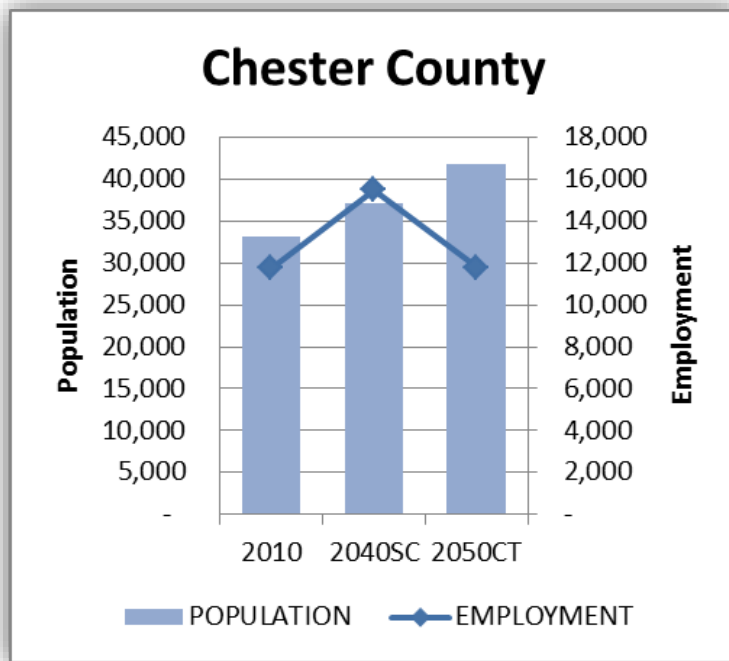
The primary growth area is projected to be inside the RFATS urbanized area, particularly along the US I-77 corridor in York County. Secondary growth will likely occur in the communities of Lake Wylie, Tega Cay, Fort Mill and Indian Land. Interestingly, the established county seats of Lancaster and York will see marked upticks based on the data projections. Chester and Union, however, will only see modest growth if the data are accurate.

Note: CONNECT projections were completed prior to the announcement of GiTi Tire in Chester County, so it is reasonable to expect positive growth in Richburg beyond what was projected.

A closer analysis at the county level reveals general trends that will impact the local economies and region as a whole. The 2010 baseline comes from US Census data, 2040 figures are from South Carolina Data Center (SCDC) projections and 2050 data were produced by CONNECT. Each graphic shows population and employment together so that relational inferences can be made

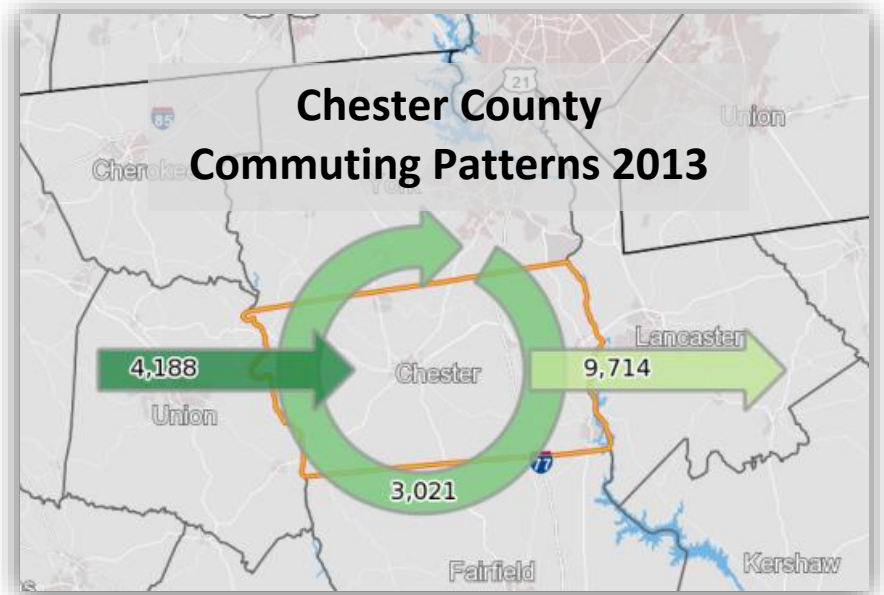
Projected Population & Employment Density 2050



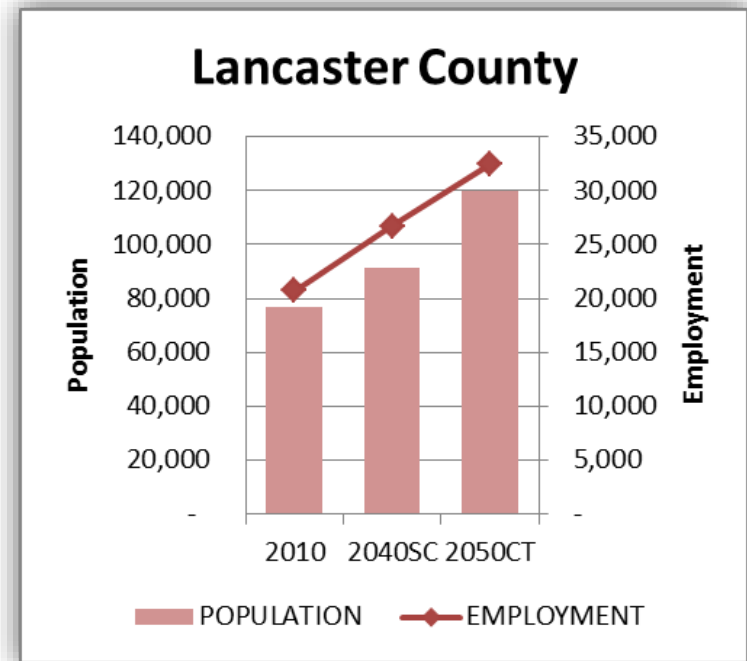
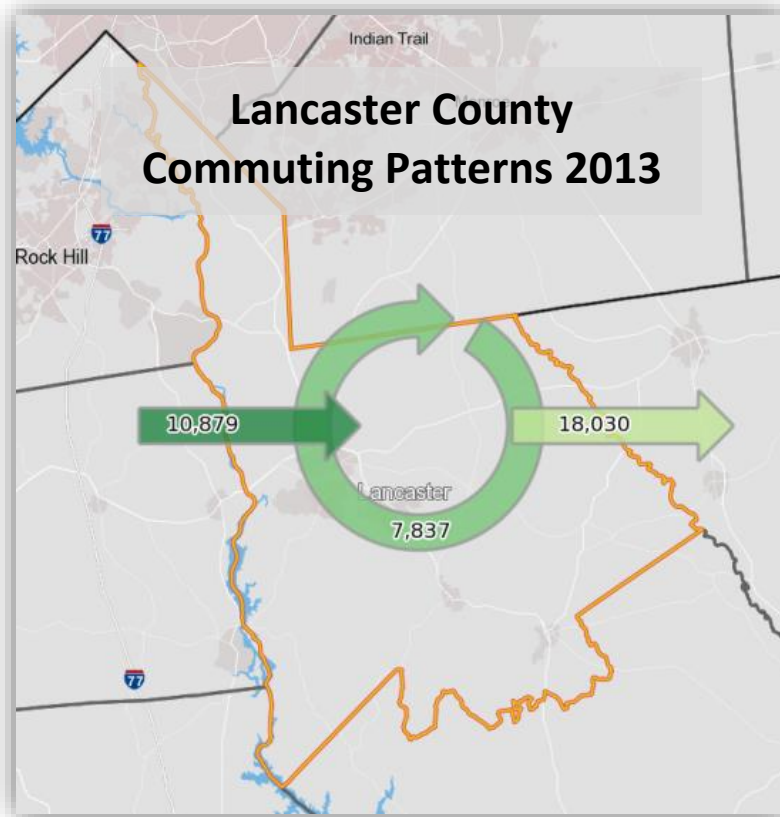


In the case of Chester County, population is expected to increase modestly and employment figures vary widely depending on the source. The SC Data Center shows a steady increase and CONNECT data show almost no movement in the jobs total over 40 years. One shortcoming of the CONNECT project was the use of control totals or maximums for each county which evidently affected this chart. The new GiTi Tire manufacturing facility that is under construction near Richburg and related service sector jobs lend credence to the SC Data Center figures.

Data from the American Community Survey (ACS) indicate that in 2013 there were 3,021 persons who both lived and had primary employment within Chester County. Additionally, there were 4,188 non-residents that commuted into Chester County for employment yet lived in another county; and 9,714 residents that commuted out of the county for primary employment.

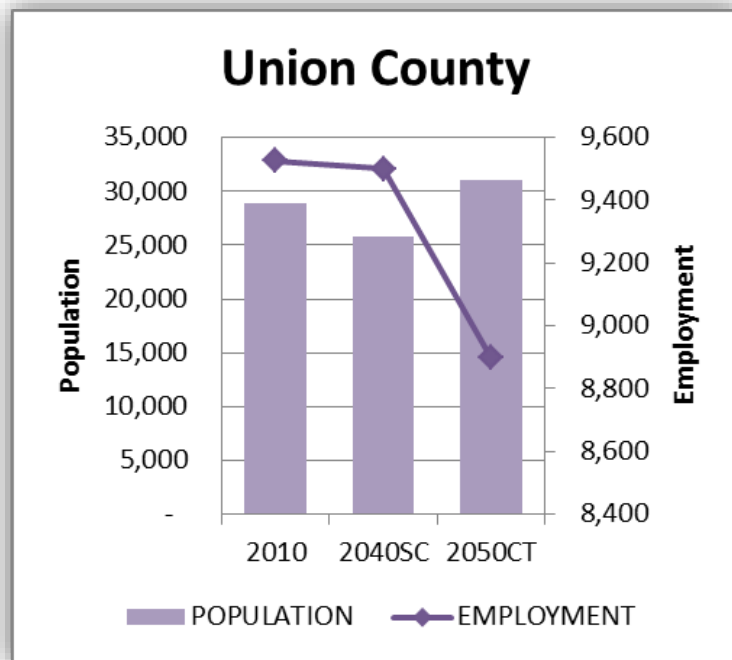


Lancaster County's population and employment are projected to continue to grow at an accelerated pace. This is welcome news as the economy continues to rebound from the 2007-09 recession. The Indian Land community in the northern panhandle benefitted from residential growth during the 2000s followed by retail and office development.



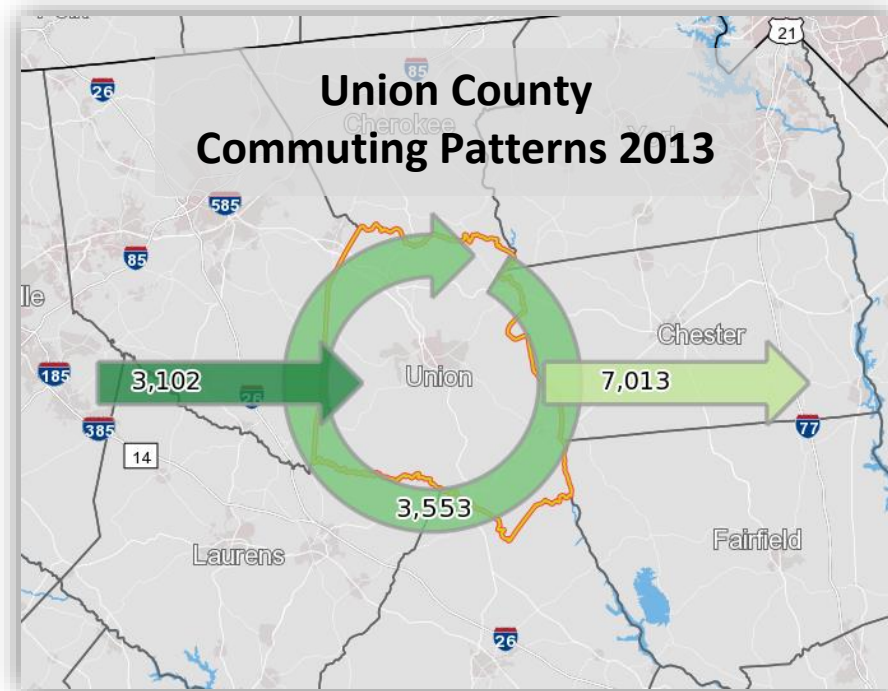
By using this data in concert with the regional map on page 3 it is reasonable to expect that some of this growth will take place near the Lancaster city limits.

The 2013 ACS data show that there were 7,837 persons who both lived and had primary employment within Lancaster County. There were also 10,879 non-residents that commuted into Lancaster County for employment yet lived in another county; and 18,030 residents that commuted out of the county for primary employment.



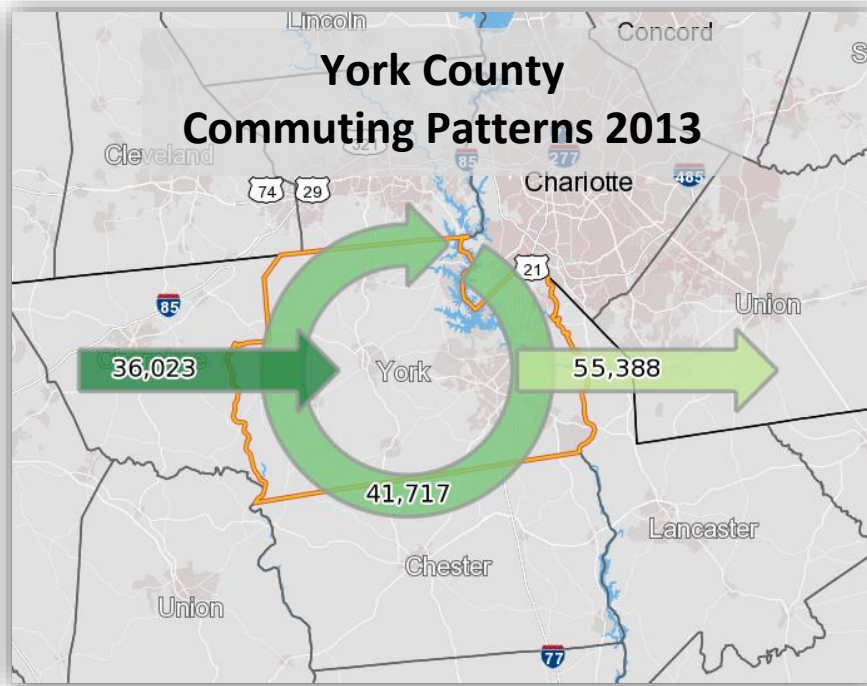
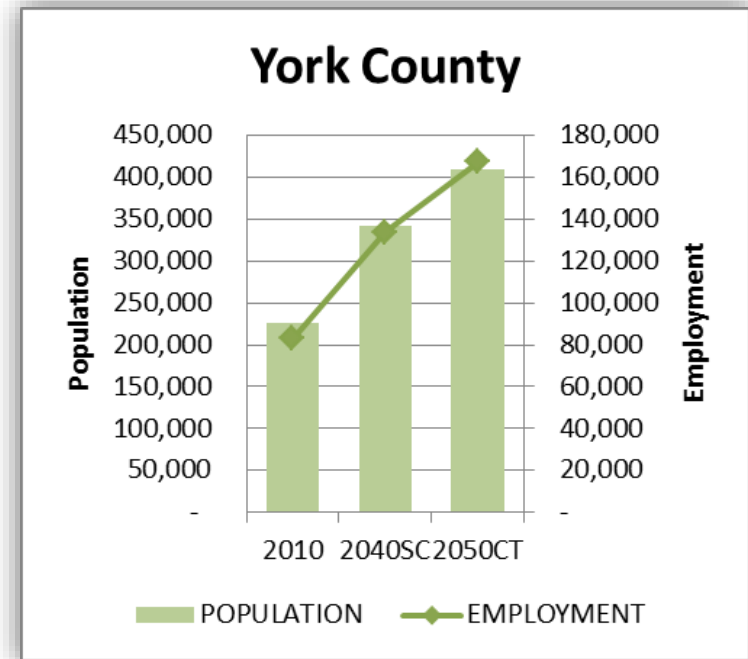
Union County has yet to benefit from the economic recovery that our other counties are enjoying. In fact, the loss of the textile sector in the 1980s and 1990s is still being felt. The SCDC population figures show a decrease to 2040 and the CONNECT projections are not much brighter. Coupled with the presumption that jobs will continue to leave the county as the data suggest, may provide the impetus for commuter transit service to the Upstate region particularly Spartanburg and Greenville counties.

The 2013 ACS data show that there were 3,553 persons who both lived and had primary employment within Union County. There were also 3,102 non-residents that commuted into Union County for employment yet lived in another county; and 7,013 residents that commuted out of the county for primary employment.



York County is the largest county in the region and has benefitted the most from its proximity to Charlotte and ready access to Interstate 77. In fact, the majority of the recent and future growth areas are along the I-77 corridor which presents its own set of challenges. This area falls inside the RFATS MPO boundary and is not part of the rural transportation plan.

The remarkable rate of growth in population and employment is projected to continue which will result in expansion of the Rock Hill urban area farther west toward York.



ACS 2013 data show that 41, 717 persons both lived and had primary employment within York County. There were also 36,023 non-residents that commuted into York County for employment yet lived in another county; and 55,388 residents that commuted out of the county for primary employment.

Where Workers Live and Work 2013

	County of Employment											
	Chester		Lancaster		Union		York		Mecklenburg		All Others	
County of Residence	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share
Chester County, SC	3,021	41.9%	730	3.9%	163	2.4%	2,807	3.6%	1,405	0.2%	4,609	3.3%
Lancaster County, SC	839	11.6%	7,837	41.9%	31	0.5%	3,381	4.3%	6,336	1.1%	7,443	5.3%
Union County, SC	132	1.8%	90	0.5%	3,553	53.4%	315	0.4%	378	0.1%	6,098	4.3%
York County, SC	1,147	15.9%	2,712	14.5%	148	2.2%	41,717	53.7%	29,574	5.1%	21,807	15.5%
Mecklenburg County, NC	110	1.5%	2,152	11.5%	21	0.3%	8,948	11.5%	290,722	50.3%	100,909	71.6%
All Other Locations	1,960	27.2%	5,195	27.8%	2,739	41.2%	20,572	26.5%	250,091	43.2%	N/A	N/A
TOTAL	7,209	100.0%	18,716	100.0%	6,655	100.0%	77,740	100.0%	578,506	100.0%	140,866	100.0%

Source: <http://onthemap.ces.census.gov/>

The table above helps summarize the previous discussion on the commuting patterns of workers in the Catawba region. There are a couple of common trends to note. This first is that the majority of workers in each county's employment base tend to live in the same county. For example, the total number of employed workers native to Union and York exceed 50% of the workforce. On the surface these are positive statistics; however, the second and more alarming trend is shown in the adjacent table.

Every county in the Catawba region sends a significant portion of its working residents outside of their home county on a daily basis to work. This phenomenon has a direct and constant impact on the transportation system. It also provides the opportunity for employers, economic development boards and local governments to leverage these commuters for expanding and attracting new business based on the sectors in which they work.

Workforce Snapshot 2013

County of Residence	Workers	Commuters	Ratio
Chester	12,735	9,714	76.3%
Lancaster	25,867	18,030	69.7%
Union	10,566	7,013	66.4%
York	97,105	55,388	57.0%
TOTAL	146,273	90,145	61.6%

Road Network



The road network is the primary transportation system in the Catawba region and the following series of maps show the major roads based on three classifications: Interstate, US Highway and SC Highway. The region also has a vast network of local roads that provide direct access to homes and businesses. Many of these are two-lane roads with a variety of construction types—pavement, gravel, dirt or a combination of these. The chart below details the approximate number road miles in each county that is part of the SCDOT system.

SCDOT Network Mileage	
County	Road Miles
Chester	792
Lancaster	895
Union	616
York	1,289
CRCOG Region	3,592

Traffic Counts

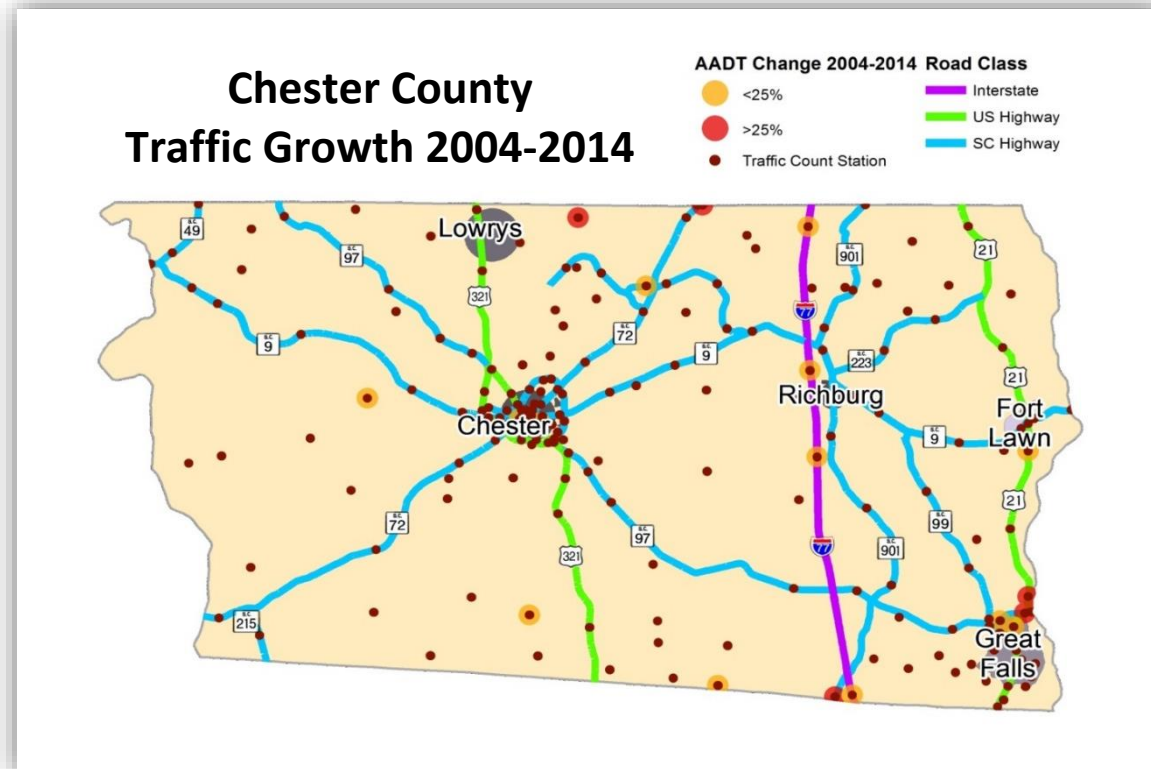
Traffic count information is collected annually by SCDOT at station locations in each county and the most recent data are from 2014. Traffic count data are routinely used by the business community, transportation officials and others to gauge market conditions and road system performance. Congestion, particularly at peak travel times, and large volumes of vehicles on roads designed for less traffic can quickly overburden the road network.

The following series of maps depict traffic growth from 2004-2014 as reported by SCDOT's annual average daily traffic (AADT) counts

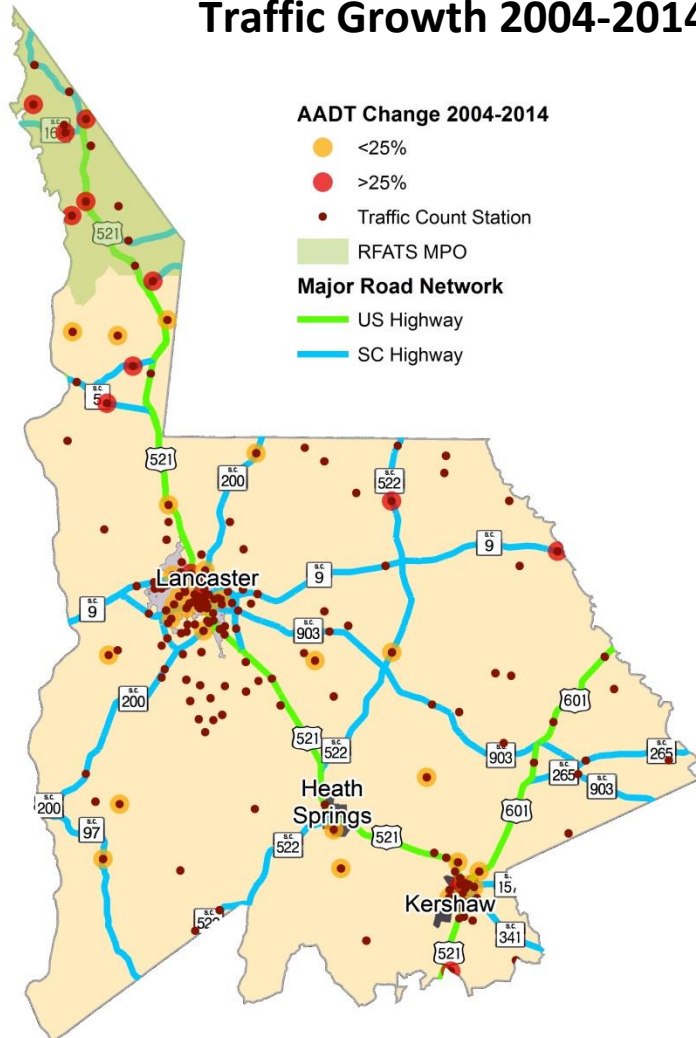
Chester County

Chester is the county seat and serves as the commercial and cultural center of the county. The four major highways that serve the area traverse Chester and connect it to neighboring counties. Despite this level of connectivity, the 10-year trend shown in the map below indicates that count stations on I-77 and near the county line at Great Falls are experiencing the highest growth rates. The growth along the county border indicates that traffic is leaving the county.

This trend is likely to continue based on the county's economic development strategy of promoting manufacturing sites near the I-77 and SC 9 interchange (Exit 65). A master plan for this location is currently being developed to guide future transportation and land use decisions.



Lancaster County Traffic Growth 2004-2014

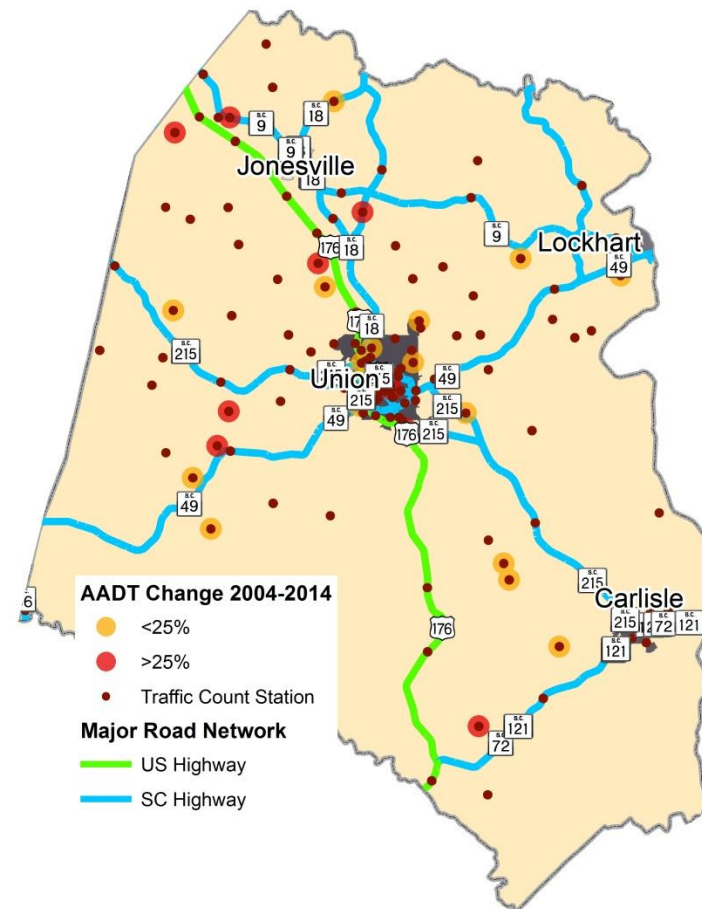


Lancaster County is unique in that the Indian Land community is now part of the RFATS MPO and continues to see high rates of growth as evidenced by the map. A significant challenge is the narrow panhandle (5 miles wide) bisected by the US 521 corridor and geographic constraint of Sugar Creek to the west and North Carolina state line to the east. A corridor study was completed in 2010 with strategies for addressing transportation and land use issues, many of which have been incorporated into the county's comprehensive plan and Unified Development Ordinance (underway).

It is also interesting to note the relatively higher counts near the county line along SC 522, SC 9 east and US 521 south which indicate that traffic is leaving the county.

Union County is similar to Chester in terms of having a central county seat (Union) with good highway access to surrounding counties. However, there are more traffic count stations with growth around the city of Union; this may be due to its relatively compact development pattern. The lack of direct interstate access could help explain the presence of higher growth rates along US 176 from Union to Jonesville and nearing the Spartanburg County line.

Union County Traffic Growth 2004-2014



[illegible]

The Lake Wylie community near the intersection of SC 274 and SC 49 will also have an influence on the expansion of development toward Clover and down the SC 274 corridor.

Rail Service



Much of the rail system in the region was developed during the 20th Century and served to spur economic development. The rail system primarily currently serves freight traffic. **CSX Transportation** (green line) has a major rail line which traverses the region on a northeast-southwest trajectory and connecting the Lancaster County panhandle to Chester to southern Union County. This line connects business customers with eastern North Carolina and western South Carolina. www.csx.com



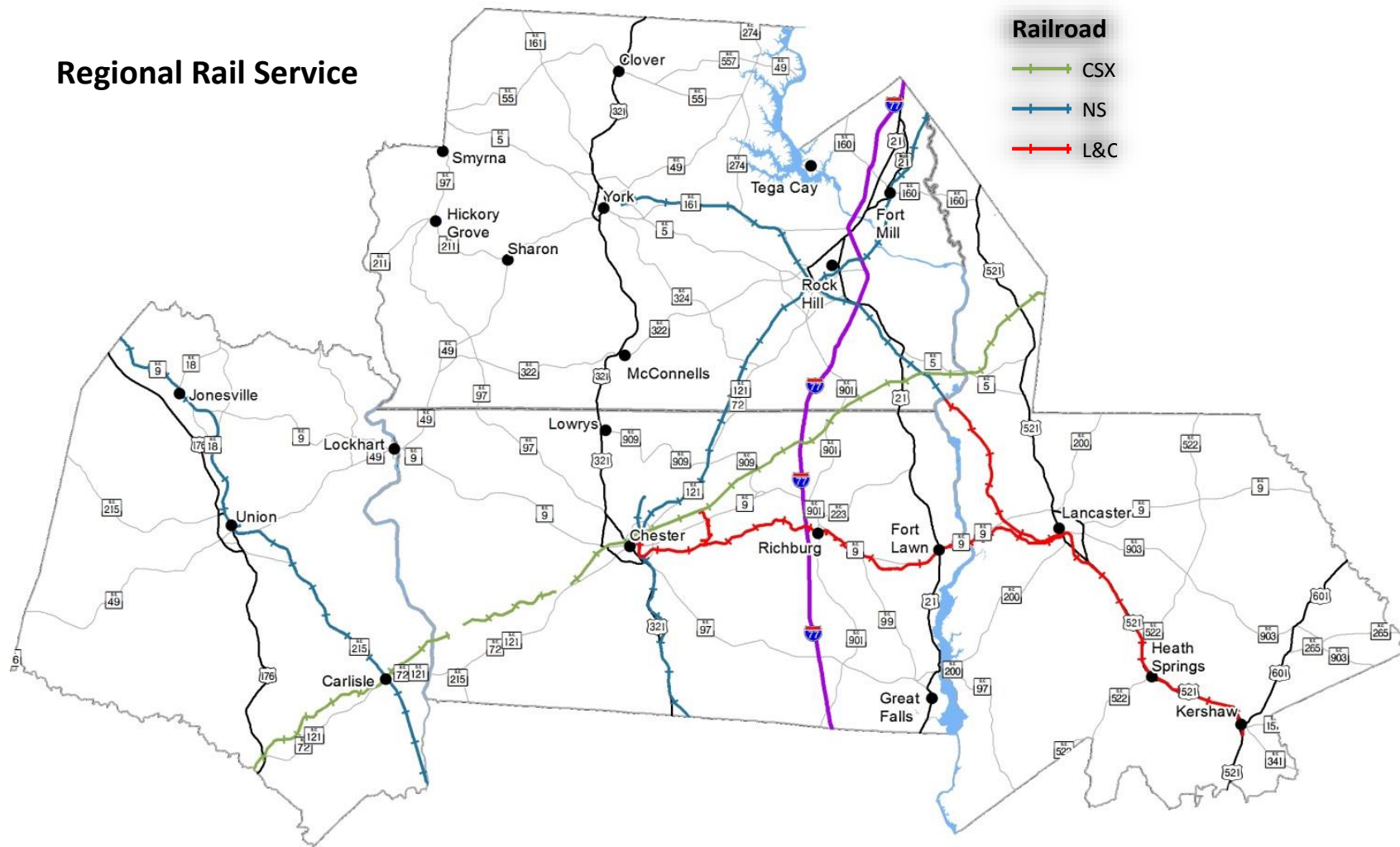
Norfolk Southern (blue line) has two main lines in the region running primarily north-south. The first connects York and Chester counties with service to Charlotte to the north and Columbia to the south. The second line bisects Union County and is the main corridor from the Port of Charleston to the Inland Port in Greer. www.nscorp.com

A third **Chester Railroad** (red line), a short line service to the Springs Industries mills. It other industries. This line from Chester Richburg in Chester County as it travels east Lancaster and turning south to Heath Kershaw. www.landcrailroad.com



system is the **Lancaster and** developed originally to provide now also serves a variety of passes through Fort Lawn and into Lancaster County to Springs and terminating in

Regional Rail Service



Transit Services



In October 2004, the Catawba Region's **Regional Transportation Management Association** (RTMA) was established as the formal organization to provide a "multi-jurisdictional, coordinated approach to the provision of transit services in the Catawba Region". The RTMA was recognized by the Catawba Regional Council of Governments to focus on planning, funding, and the facilitation of efforts which encourage coordination and results in more efficient transportation services.

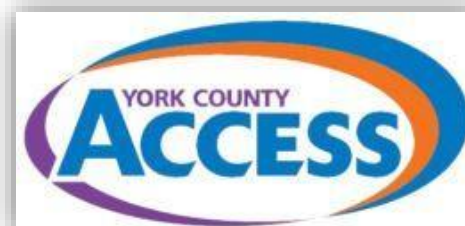
Chester, Lancaster and York counties have demand-response transit service and Union County is currently studying the feasibility of offering service. York County contracts with York County Access, operated by the York County Council on Aging, for transit services. The Chester County Connector is operated by Senior Services of Chester County. The Lancaster Area Ride Service (LARS) is operated by Lancaster County Council on Aging.



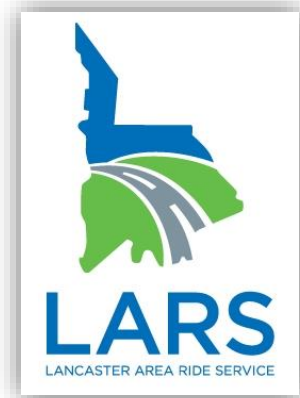
Chester County Connector is funded through FTA/SCDOT 5311 funds; Non-Emergency Medical (Medicaid) transportation contract; Local foundations (Chester Healthcare, United Way); Chester County; and fares. The City of Chester supported Chester County Connector for the first time this past year. LARS is funded through Lancaster County, FTA/SCDOT, and fares.

www.facebook.com/Senior-Services-Inc-of-Chester-Chester-County-Connector-502149729921718/

York County Access is a cooperative effort between York County and the City of Rock Hill. York County and the City of Rock Hill provide funding for York County Access and receive FTA/SCDOT funds that support the transit program. In addition to funding received from fares, Title XIX Medicaid and senior transportation funding are also received by York County Access under the Older Americans Act. www.yorkcountygov.com/YorkCountyAccess



Lancaster Area Ride Service (LARS) is a joint effort of local nonprofit organizations committed to making Lancaster residents mobile. The service is operated by the Lancaster County Council on Aging with funding from South Carolina Department of Transportation and Lancaster County. [www.lancastercoa.org/LARS_Transportation.html]



CRCOG is working with Union County on a Transit Feasibility Study is developed to determine the viability of public transit in Union County. Union County is the only county in the Catawba Region without public transit. The County, in cooperation with the City of Union and the towns of Carlisle, Jonesville, and Lockhart, received South Carolina State Mass Transit Funds from the South Carolina Department of Transportation to conduct the study to evaluate the needs, consider alternatives, and recommend implementation strategies. The Transit Feasibility Study will consider economic development with an emphasis on jobs and job related training transportation as well as general rural public transit opportunities. SCDOT Office of Public Transit has participated in the development of the Request for Proposals, served as an advisor on the Selection Committee for a private consultant, and will be involved as an advisor to the Steering Committee.

Bicycle & Pedestrian Facilities

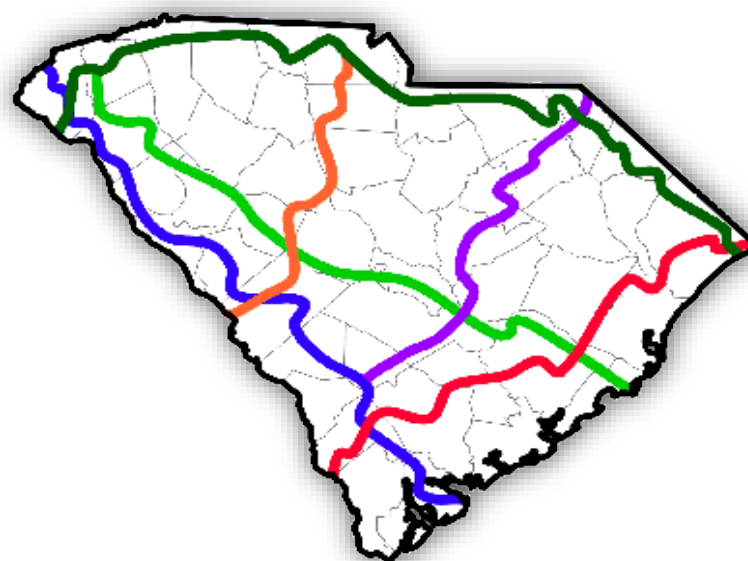


Bike Routes

The South Carolina State Trails Program is operated by SC Department of Parks, Recreation and Tourism which maintains a website with topical and county specific maps. [\[www.sctrails.net/Trails/TRLGD.html\]](http://www.sctrails.net/Trails/TRLGD.html)

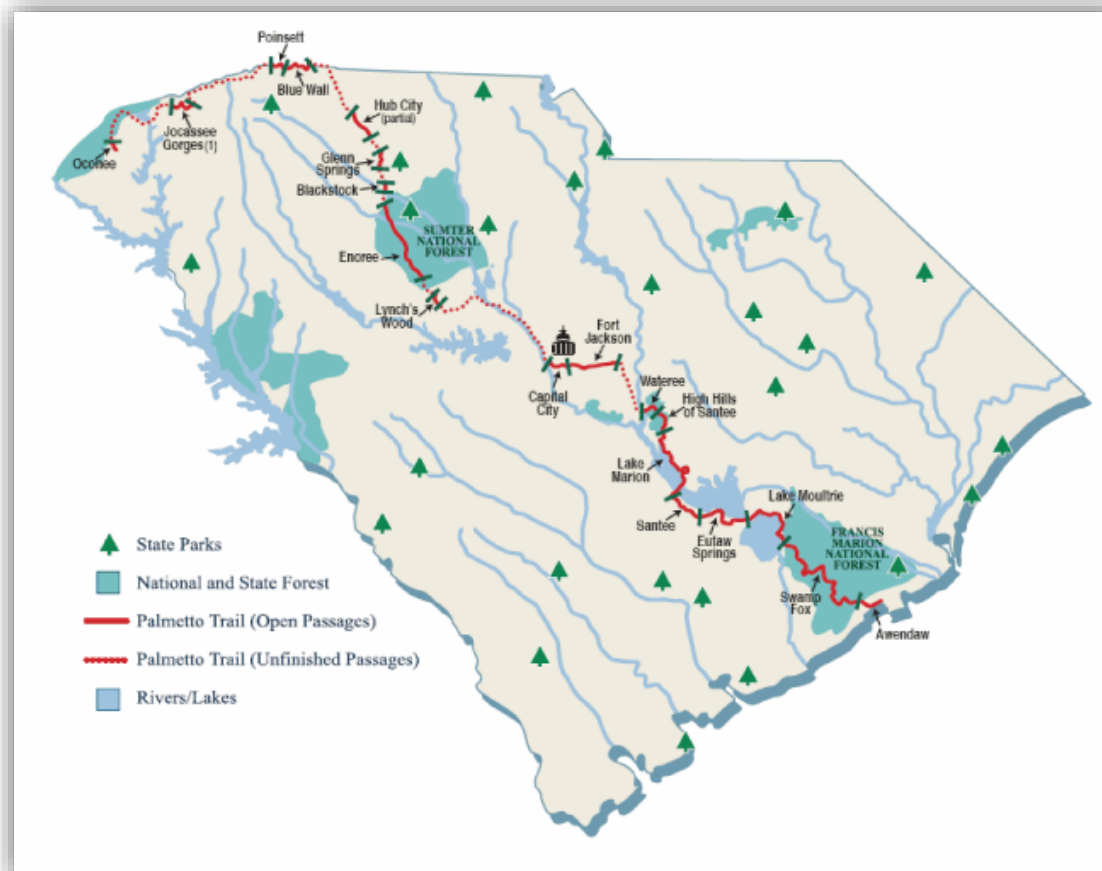
The **Northern Crescent Route** (dark green line) runs just south of the North Carolina border, from the mountains to the sea. This 360-mile route provides access to several state parks and recreation areas including Kings Mountain State Park in York County and Andrew Jackson State Park and Forty Acre Rock Heritage Preserve serve as primary attractions along the trail in Lancaster County. [\[www.sctrails.net/Trails/ALLTRAILS/bikeguide/ncrescent.html\]](http://www.sctrails.net/Trails/ALLTRAILS/bikeguide/ncrescent.html)

The **Central Route** (orange line) passes through the center of the state from Kings Mountain State Park in York County and the Redcliffe State Historic Site near the Georgia border covering 166 miles. This route passes through the charming historic towns of York and Chester and includes Chester State Park on SC 72. [\[www.sctrails.net/Trails/ALLTRAILS/Bikeguide/central.html\]](http://www.sctrails.net/Trails/ALLTRAILS/Bikeguide/central.html)



The **Palmetto Trail**, when finished, will be a 425-mile recreational trail that traverses the state of South Carolina. The Trail will begin at Oconee State Park in the upstate and end north of Charleston on the coast. It will consist of several connecting passages that will showcase the unique history, culture, and geography of the Palmetto State. Each passage is designed for a weekend's enjoyment on the Trail.

The Trail will connect the mountains to the sea forming a spine for a network of trails in South Carolina, the genesis of a statewide trail system. The planned trail corridor will run through **Union County** and the **Sumter National Forest**. [www.sctrails.net/Trails/ALLTRAILS/Palmetto%20Trail/PALMETTO%20TRAIL.html]



The **Carolina Thread Trail** program is an effort to encourage 15 counties in the south-central piedmont of North Carolina and the north-central portion of South Carolina, including Lancaster, Chester and York counties, to create a large, interconnected greenway and trail system that will preserve and increase the quality of life within local communities.

Over time, the Carolina Thread Trail will link approximately 2.3 million people, places, cities, towns and attractions. This plan presents a conceptual route for trails throughout Lancaster County, some of which will receive the Carolina Thread Trail designation. Lands to be incorporated into trails and greenways can include farmland, wildlife habitat, open fields and forests.

The Thread Trail will help preserve the county's natural areas and will be a place for the exploration of nature, culture, science and history. Building a county-wide trail system is no small undertaking. Segments will be built one-by-one and adjustments will be made to the proposed routes as circumstances change. Trail development will follow through various arrangements with multiple funding partners.

Residents from Chester, Lancaster and York counties participated in a locally-driven processes to create a Thread Trail Master Plan for each jurisdiction. These plans are meant to serve as a guiding document for greenway and trail development within each county. The plans were created by residents working together with their neighboring counties to identify connection points and to build trails that will grow together over time.

Master Plans can be found at the following web-links:

Chester: [\[www.carolinathreadtrail.org/local-connections/chester-county-sc\]](http://www.carolinathreadtrail.org/local-connections/chester-county-sc)

Lancaster: [\[www.carolinathreadtrail.org/local-connections/lanaster-county-sc\]](http://www.carolinathreadtrail.org/local-connections/lanaster-county-sc)

York: [\[www.carolinathreadtrail.org/local-connections/york-county-sc\]](http://www.carolinathreadtrail.org/local-connections/york-county-sc)



Airport Facilities



The **South Carolina Aeronautics Commission** provides free detailed aeronautical information on airports, heliports, seaplane bases, ultra-light parks and glider ports in the state of South Carolina. Airport aeronautical details include airport location, runway information, communication frequencies, FBO information, diagrams, GIS data, and a wealth of other information for pilots and the general public. You will also find other airport related information, such as charts, maps, pilot guides, current weather conditions and weather forecasts, FAA grant history and much more. [www.scaeronautics.com/airport.asp]

There are 10 airports located in the Catawba region with at least one in each county. The adjacent table includes the name, location and Federal Aviation Administration identification number for each facility.

The region is also served by commercial airports with daily flights in Charlotte (Charlotte/Douglas International Airport – CLT) and Greer (Greenville-Spartanburg International Airport – GSP).

Airports in the Catawba Region

FAAID	Airport Name	City
DCM	Chester Catawba Regional*	Chester
T73	Kirk Air Base*	Lancaster
LKR	Lancaster County-McWhirter Field*	Lancaster
SC76	Unity Aerodrome	Lancaster
35A	Union County, Troy Shelton Field*	Union
SC08	Bethel-Lake Wylie	York
SC67	Country Squire	Rock Hill
55SC	Falls Landing	Rock Hill
UZA	Rock Hill/York County/Bryant Field*	Rock Hill
01SC	York	York

* Public airport

Technical Assistance



One of Catawba Regional's primary roles as a Council of Governments is to provide technical assistance to our member jurisdictions. Staff routinely attend meetings of other organizations within the greater Charlotte bi-state region to share information and foster cooperation.

- **Charlotte Regional Alliance for Transportation (CRAFT)** was created in 1999 to facilitate regional transportation planning in the greater Charlotte area and is made up of the four MPOs, one RPO and CRCOG. CRAFT's role is to enhance communication among jurisdictions, promote awareness of regional concerns, and to provide an educational forum in the Charlotte region that addresses significant common issues. [\[www.crtpo.org/related-sites/craft\]](http://www.crtpo.org/related-sites/craft)
- **Rock Hill – Fort Mill Area Transportation Study (RFATS)** is the MPO for the urbanized are of York County and includes the Indian Land community of Lancaster County. [\[www.rfatsmpo.org\]](http://www.rfatsmpo.org)
 - **Technical Advisory Committee**, attend regular TAC meetings and participate in ongoing studies.
- **Greater Charlotte Regional Freight Mobility Plan** is underway and we participate on the technical and steering committees to represent the interests of the four-county Catawba region. This project is being managed by Centralina COG. [\[www.centralina.org/regional-planning/transportation/freight/\]](http://www.centralina.org/regional-planning/transportation/freight/)
- **SCDOT Transportation Alternative Program (TAP)** grant applications are prepared and submitted on behalf of our member governments by CRCOG staff. Eligibilities are authorized in MAP-21 for the Transportation Alternatives Program and by the SCDOT Commission include pedestrian and bicycle facilities, and streetscaping projects. [\[www.scdot.org/getting/community_transportation_alternatives.aspx\]](http://www.scdot.org/getting/community_transportation_alternatives.aspx)

Priority Projects



The Transportation Advisory Committee began the process of updating the list of candidate projects in early 2015 by evaluating the condition of the existing transportation network. The deferred maintenance approach employed by SCDOT for the last few decades combined with the State Legislature’s unsuccessful attempt to pass a bill to provide long-term financial support to date its transportation program weighed heavily on the committee as did regular reports from the media about the impending failure of the system.

Each county identified its highest priority projects based on field inspections and interviews with key staff including coordination with their respective “C” fund committee. To support this fieldwork, CRCOG staff prepared maps and trend information discussed in the “Regional Overview” and “Road Network” sections of this plan. Additionally, data from the **Statewide Travel Demand Model** and **Metrolina Regional Model** were used to validate assumptions. Additionally, **SCDOT’s 2040 Multimodal Transportation Plan** was referenced as a policy guide and strategic tool for maximizing consistency and minimizing conflicts.

The priority for the 5-year lifecycle of the LRTP is to refocus our attention and resources, and to take a practical approach to addressing the needs of the transportation system by allocating future guideshare funds based on the target allocations shown in the this chart. The **System Improvement** and **Preservation** categories represent 60% of the transportation investment and will address maintenance needs. **Intersection Improvements** projects will help reduce congestion and **System Upgrades** will improve safety measures. **Bike & Pedestrian** is a new category that will promote transportation options and **New Location** will be used to build strategic connections to the existing system.

CATEGORY	TARGET
System Improvement	35%
Preservation	25%
Intersection Improvement	15%
System Upgrade	10%
Bike & Pedestrian	10%
New Location	5%
TOTAL	100%

Project Recommendations

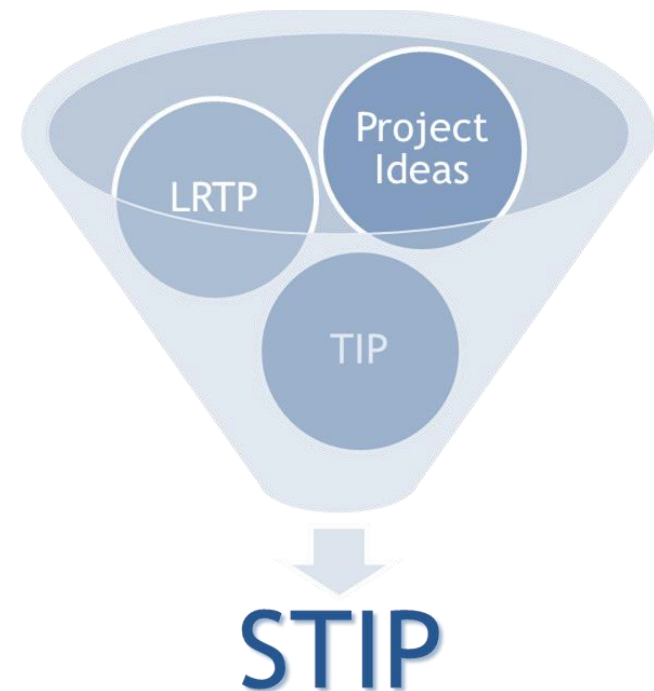
All transportation improvement projects will be evaluated and ranked. Those projects that are required to be rated and ranked in accordance with Act 114 will be done by SCDOT and all other projects that fall outside of Act 114 will be rated and ranked by guidelines established by the Transportation Committee.

The transportation improvement recommendations within this plan will be broken out in two categories – **priority projects** (fiscally constrained) and **potential projects** (unfunded). Priority projects listed in the LRTP will be eligible for programming in the **Transportation Improvement Program (TIP)** when guideshare funds are available. Once approved by the CRCOG Board, the project will move to the SCDOT Commission to become part of the **State Transportation Improvement Program (STIP)** – see graphic below.

Unfunded projects can be shifted to onto the priority projects list if the ranking of a project changes and funding is available. The LRTP is meant to be a living document. Therefore, prior to the next update of the plan (5 years from the approval date), identification of additional transportation projects can be submitted by letter to the CRCOG. The identified transportation improvement project(s) will be provided to the TAC to determine the appropriate action needed to ensure proper consideration is given to the new project(s).

Appendix B contains the listing of priority and potential projects.

SCDOT Project Approval Process



SCDOT Highway Preservation: For decades state and local governments have embraced a common practice of "worst first" when it comes to maintaining the nation's highways. Roadways were constructed and then left unattended until they began to show major signs of distress, and then reactive maintenance was performed to keep them in service. In 2008, SCDOT began a proactive approach to preserve our highway system by employing a set of planned pavement maintenance strategies. SCDOT now separates its paving program into three primary elements—preservation, rehabilitation and reconstruction.

All three of these treatments are being used by SCDOT in an effort to move from a "worst first" practice to a proactive approach to maintaining our existing highways. By using these techniques, the Department will be able to improve more miles of roadway for the same amount of money. Each year the Department reviews the number of miles that fall into each of the three categories and then distributes its funding based on the value of the need for each category. In the long run, this strategy will improve the overall condition of the road system.

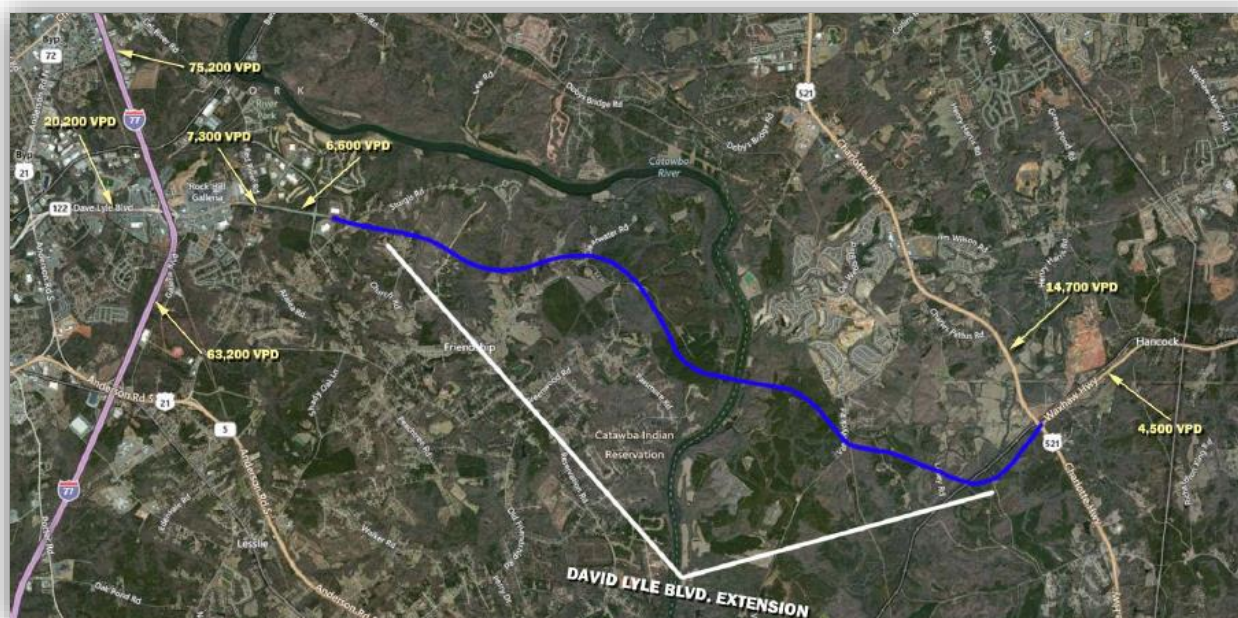
[\[http://www.scdot.org/doing/Pavement_Preservation/preservation.aspx\]](http://www.scdot.org/doing/Pavement_Preservation/preservation.aspx)

Project of Regional Impact



The extension of **Dave Lyle Boulevard** from its current terminus in York County across the Catawba River to US Highway 521 is the largest project that has been discussed in recent memory. The price tag is estimated at over \$200 million and the scope would include potential environmental impacts, numerous bridges and multi-jurisdictional coordination that would likely span a decade from start to finish. Although this project has no dedicated funding and limited political support, it has the potential to be an economic benefit to Lancaster and York counties. York County would benefit through an expansion of the retail trade area at Manchester Village and Lancaster County would gain more direct access to I-77. In fact, the shared economic impact over 30 years was estimated at \$23.3 billion in a 2015 market analysis prepared by Winthrop University economists.

<http://www2.winthrop.edu/davelyle/pdf/DLB-ExtEconImpact2015.pdf>



Financial Plan



The horizon year for the LRTP is 2040 and the following projections take into account cost estimates for committed projects, current debt service obligations and guideshare based on the most recent allocation from the SCDOT Commission. With these assumptions, the total funding available for the rural transportation planning program is approximately \$106 million over the next 25 years.

Because the LRTP is updated on a five-year cycle and the TIP and STIP are scheduled for updates in the next year or so, the TAC recommends programming less than the full amount of available funds as a prudent approach to developing the region's first new projects list in several years.

By using this strategy, approximately \$85 million will be budgeted for "priority projects" and the balance will be reserved to assist with unforeseen cost overruns, future economic development projects and emergencies.

Due to the complex multi-year process that projects in the TIP must go through to be programmed, designed and constructed, carryover fund levels will be kept at a minimum with a strong preference to use advance construction as a tool to combat inflation and project delays. The financial assumptions of this plan are based on current funding levels approved at the federal and state levels. Changes to the amount of financial resources resulting from new legislation or guidance will necessitate a review and potential amendments to this plan.

Financial Summary FY2016-2040

Committed Projects	\$9,899,000
Debt Service*	\$12,032,000
Total Expenses	\$21,931,000
Guideshare	\$119,750,000
Initial Carryover**	\$8,283,000
Total Revenues	\$128,033,000
Available Funds	\$106,102,000

* Debt service will be retired in FY2023.

** 100% of carryover earmarked for SC160 project.

Appendices



Appendix A – SCDOT Statewide Transportation Planning Process

Appendix B – Priority and Potential Projects

Appendix C – CRCOG Public Participation Plan

Appendix D – CRCOG Board of Directors

Appendix E – CRCOG Transportation Advisory Committee

Appendix F – SCDOT Annual Statewide Safety Targets 2015-2019

APPENDIX A

PLANNING PROCESS FOR RURAL AREAS OF THE STATE

SCDOT Statewide Transportation Planning Process Consultation and Cooperation with Local Officials in Non-Metropolitan (Rural) Areas

Background

SCDOT first began enhancing the statewide planning process and local consultation procedures in response to the directives of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). At that time, rural project identification, evaluation, and prioritization were the responsibility of SCDOT. Consultation with local officials took place as a function of public involvement activities associated with the statewide long-range transportation plan and State Transportation Improvement Program (STIP).

A revised process was ultimately implemented following the directives of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the adoption of the STIP in 2006. A working committee including representatives from South Carolina's ten Council of Governments (COGs) and the FHWA Division Office assisted SCDOT in developing the revised process.

The fundamental change in the process began with a partnership between SCDOT and the ten regional COGs, which have representation from all 46 counties in the state. SCDOT created a Rural System Upgrade Program referred to as Guideshares, which includes the federal-aid construction program for the areas outside of the metropolitan planning organizations (MPOs). Rural Guideshares were allocated by COG regions based on rural population. SCDOT initially prepared a list of potential transportation needs based on travel, congestion, and safety data for each region in the state. The COGs used the listing as the basis for discussion with local officials, economic development groups, and members of the legislative delegation. Through these meetings, additional projects were also identified. The COGs developed steering committees made up of local government staff to evaluate and rank potential projects. Rural project priorities were endorsed by the COG boards and forwarded to the SCDOT Commission for final approval. The COGs facilitated all public involvement activities for projects programmed in the STIP.

In 2003, the SCDOT Commission adopted the Statewide Multi-modal Transportation Plan. The planning process utilized the COGs to develop regional transportation plans that collectively provided the basis for establishing statewide priorities.

Today each COG has transportation functions similar to that of MPOs. A portion of SCDOT's State, Planning, and Research (SPR) funding is allocated to the COGs to facilitate an ongoing rural transportation planning process. Each COG is required to submit a Rural Planning Work Program (RPWP) outlining the planning emphasis areas and planning projects for the year.

To help ensure ongoing communications between SCDOT and the ten COGs, Partnering Sessions are held on a quarterly basis, or as needed to discuss relevant transportation

issues. In addition, SCDOT hosts an annual COG/MPO Workshop, which offers a technical agenda for staff responsible for the day-to-day planning functions.

Planning Process

In accordance with U.S.C. Title 23, Section 135, Statewide Planning, federal law specifies that each State shall carry out a transportation planning process that provides for consideration of projects and strategies that will—

- (A) support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety of the transportation system for motorized and non-motorized users;
- (C) increase the security of the transportation system for motorized and non-motorized users;
- (D) increase the accessibility and mobility options available to people and for freight;
- (E) protect and enhance the environment, promote energy conservation, and improve quality of life;
- (F) enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- (G) promote efficient system management and operation; and
- (H) emphasize the preservation of the existing transportation system.

Each COG, in partnership with SCDOT, is responsible for implementing a transportation planning process that fully complies with the federal planning requirements established by SAFETEA-LU. Through this process, each COG establishes regional goals and objectives, identifies the current condition of the transportation system, provides research and data analysis, identifies and prioritizes transportation needs for input to the Statewide Multi-modal Transportation Plan and STIP.

Transportation Subcommittees

Each COG maintains a regional transportation advisory committee with representatives from local government, transportation providers, and special interest groups. The COGs are encouraged to include representatives from the SCDOT, MPO staff if appropriate, representative from the Department of Health and Environmental Control (DHEC) if appropriate, transportation providers, and County Transportation Committee (CTC), planning, zoning, and public works officials, community leaders, school district representatives, as well as underserved populations.

These committees play an important role in identifying, analyzing and prioritizing transportation needs and goals for their respective regions. As a result of the transportation advisory committees and COG boards, local governments are directly consulted and given an opportunity to identify transportation needs on the state system. Transportation advisory committees are encouraged to meet at least bi-annually or as needed to review project status, evaluate proposed modifications to the STIP, update long-range plan and funding priorities, comment on rural functional classification changes, receive input on the rural work programs, and coordinate special studies.

Long-Range Transportation Plans

The rural planning process is based on the development and maintenance of regional transportation plans. Each plan provides a description of the transportation priorities for a 20-year period. At a minimum, regional long-range plans include an inventory of existing highway conditions, projection of future needs (trend or model based), evaluation of potential environmental, social, and cultural impacts, a ranking and prioritization of projects, and documentation of public input. The COGs are encouraged to consider nine elements in their long-range plans, including system upgrade, intersections, freight, bridges, safety, maintenance/resurfacing, signalization, mass transit, and bike and pedestrian facilities. Potential projects are ranked and recommended by the advisory committees to the COG boards based on funding availability. The long-range plans include both constrained and unconstrained needs. Each long-range plan is updated every 5 years from the date of adoption. Each COG maintains a copy of their respective long-range plan for public distribution.

Project Recommendations

Each COG, in cooperation with SCDOT and the Steering Committee prioritize transportation needs identified in the long-range plan and STIP. Potential projects and regional priorities reflected in the STIP are endorsed by the COG Board and provided to the SCDOT Commission for their consideration.

Advanced Project Planning Reports

Advanced Project Planning Reports are conducted in close coordination between SCDOT, MPO's, and COG's for projects identified in the STIP and constrained projects included in long range plans. Planning reports typically involve transportation improvement projects, such as a widening and new location alignment(s).

Elements of an Advanced Project Planning Report include existing and proposed typical cross section information that can be represented using "before" and "after" computer-generated visualizations for select locations throughout the length of the project. Projected traffic volumes are generated using the travel demand model and provide projected average daily traffic volumes for the proposed facility and the no-build scenario. Social, cultural, natural resources and environmental concerns are identified using GIS database information for the environmental screening process. The total number of crashes at particular locations is summarized by providing statistics on accidents involving fatalities, injuries, and property damage. Cost estimates are also provided for one or more typical cross sections and may prove to be a key variable in the decision making process.

State Transportation Improvement Program (STIP)

SCDOT publishes and maintains a 6-year STIP detailing program funding levels, projects, and funding schedules. The STIP is updated every three-years. Through the rural planning process, the COGs provide SCDOT with updated project priorities for inclusion in the STIP. Projects must be included in the regional long-range plans prior to being eligible for the STIP. Each COG endorses its regional priorities for consideration by the SCDOT Commission.

Each COG is responsible for advertising and documenting public comment for any amendment to the STIP within their region **(See STIP process for definition of amendment/adjustment)**. The COG has discretion of advertising by legal ad or press release and chooses the appropriate media distribution based on the program change. STIP amendments require a 15-day comment period and all comments are forwarded to the SCDOT Secretary of Transportation prior to SCDOT Commission action. Copies of the STIP are made available for public review at the COG office and appropriate SCDOT Engineering District Office(s).

SCDOT is responsible for advertising and distributing copies of the draft STIP to each COG and District Office when an amendment involves a change of statewide significance and for the 3-year update of the STIP.

Statewide Multimodal Transportation Plan

SCDOT maintains a multimodal transportation plan that provides a comprehensive evaluation of the state's transportation system. The plan provides recommendations for investment in transportation facilities for a 20-year period. The plan is a product of a partnership with the Federal Highway Administration (FHWA), the state's COGs and transportation providers. The collection of regional transportation plans, including the long-range plans for the state's Metropolitan Planning Organizations (MPOs) provides the underlining framework for the statewide planning plan. The COGs participate in the maintenance and update of the Statewide Multimodal Transportation Plan every five-years.

Rural Work Plans and State Planning Funds

The COGs work under contract with SCDOT to receive SPR funding to support transportation planning activities. Each COG receives an equal share of funding.

A Rural Planning Work Program (RPWP) is developed by each COG to define the work elements and specific tasks to be performed within year. The RPWPs follow the state fiscal year from July 1st to June 30th. The COGs are reimbursed on a quarterly basis for satisfactorily work completed as required in their RPWP. Quarterly reports documenting work progress are included with each invoice. SCDOT and FHWA provide planning emphasis areas to encourage specific planning activities, such as freight analysis, safety considerations, and bicycle and pedestrian needs, as well as tradition highway planning.

The development and maintenance of the regional long-range transportation plans is an ongoing priority for each COG. Each COG Board endorses the work tasks outlined in the RPWP.

Local Consultation

SAFETEA-LU legislation provides for states to consult with and consider the concerns of non-metropolitan officials when making transportation decisions in their Statewide Transportation Planning and Programming processes. The Final Rule, published in the Federal Register on January 23, 2003, took effect on February 24, 2004.

The Final Rule requires the states to document their non-metropolitan local officials' consultation process. These processes provide for the participation of non-metropolitan local officials in a statewide transportation planning and programming process, which is separate and discrete from the public involvement process. The States are required to review and solicit comments regarding this process in order to ensure that the process is continually effective.

The current rural planning process in South Carolina meets the intent of the local consultation rule by involving non-metropolitan local officials, through the COGs, to directly participate in the development of transportation plans and priorities for their region. This consultation process also applies to the Statewide Multi-modal Transportation Plan by including the COGs and other transportation providers as partners in the planning process.

To help monitor the effectiveness of the consultation process, a survey will be provided to each COG Board to evaluate their satisfaction with the opportunities for participation in the statewide planning process. The most recent survey was conducted mid-2005 and subsequent surveys will be conducted every five years or as needed.

Appendix B – Priority and Potential Projects

Type	Project Description	County	Route	Length	Average ADT	Average PQI	Truck Traffic (%)	Environmental Impacts	Construction Environmental Impacts	CRCOG Estimate
UPGRADE	Widen SC 901	Chester	SC 901	0.43	1,850	0.99	10	Yes	Relocation of ditches and widening footprint	\$881,552
PRESERVATION	Reclaim SC 99	Chester	SC 99	8.28	1,078	1.09	10	No	Install Paved Shoulder within existing footprint	\$5,800,841
PRESERVATION	US 321/SC 72&SC 121 Mill and Fill	Chester	SC 72	0.17	5,760	1.09	10	No	Work within existing footprint	\$350,000
		Chester	SC 97	0.13	6,400	1.33	7.5			
		Chester	S-12-275	0.02	5,100	3.04	10			
BIKE/PED	Rework sidewalks on S-12-275 Saluda St	Chester	S-12-275	0.16	5,100	3.04	10	No	Work within existing footprint	\$95,000
SYSTEM IMP.	Crossovers on SC 9 between SC 901 and SC 223	Chester	SC 9	1.19	9,100	2.68	10	No	Work within existing footprint	\$1,208,910
SYSTEM IMP.	SC 72 West	Chester	SC 72	13.73	3,067	1.81	10	No	Install Paved Shoulder within existing footprint	\$12,303,137
SYSTEM IMP.	SC 97	Chester	SC 97	2.21	3,820	2.38	7.5	No	Install Paved Shoulder within existing footprint	\$1,199,856
SYSTEM IMP.	SC 901	Chester	SC 901	13.67	630	1.50	10	No	Install Paved Shoulder within existing footprint	\$6,276,169
NEW LOCATION	Connector Road	Chester							T.B.D.	T.B.D.
SYSTEM IMP.	Crossovers on SC 9 to lengthen storage	Chester	SC 9						T.B.D.	\$2,014,850
									Chester County Total	\$30,130,315
SYSTEM IMP.	Shiloh Unity Road	Lancaster	S-29-28	2.36	900	0.89	10	No	Install Paved Shoulder within existing footprint	\$1,153,708
SYSTEM IMP.	Taxahaw Rd	Lancaster	S-29-123	2.00	275	0.65	10	No	Install Paved Shoulder within existing footprint	\$922,966
SYSTEM IMP.	Removal of 4 crossovers	Lancaster	US 521	4.24	16,953	3.13	10	No	Work within existing footprint	\$60,000
		Lancaster	US 521	5.47	11,856	3.37	10			
		Lancaster	US 521	5.63	25,646	3.35	10			
SYSTEM IMP.	North Main St Drainage	Lancaster	US 521 BUS	0.52	10,800	1.45	7.5	Yes	Complete Drainage Replacement	\$5,515,000
PRESERVATION	Marion St/Minor St	Lancaster	SC 341	0.02	1,700	0.22	10	No	Work within existing footprint	\$90,000
PRESERVATION	North Ashe St	Lancaster	S-29-108	0.24	150	1.63	5	No	Work within existing footprint	\$90,000
PRESERVATION	Possum Hollow Road (S-157)	Lancaster	S-29-157	3.35	1,085	2.55	10		T.B.D.	\$550,000
PRESERVATION	Collins Road (S-126)	Lancaster	S-29-126	1.76	464	0.83	10		T.B.D.	\$528,000
PRESERVATION	Old Hickory (S-35)	Lancaster	S-29-35	2.04	870	0.33	10		T.B.D.	\$612,000
PRESERVATION	Providence Road (S-38)	Lancaster	S-29-38	2.15	900	0.70	10		T.B.D.	\$645,000
PRESERVATION	Douglas Road (S-541)	Lancaster	S-29-541	3.00	1,000	1.66	10		T.B.D.	\$900,000
PRESERVATION	Community Lane (S-362)	Lancaster	S-29-362	2.26	755	0.56	10		T.B.D.	\$678,000
PRESERVATION	Greene Road (S-20)	Lancaster	S-29-20	2.55	400	2.06	7.5		T.B.D.	\$765,000
PRESERVATION	Rowland Avenue (S-77)	Lancaster	S-29-77	0.31	540	0.18	5		T.B.D.	\$339,000
PRESERVATION	Rowland Avenue	Lancaster	S-29-130	0.52	450	1.24	5		T.B.D.	\$339,000
									Lancaster County Total	\$13,187,674
INTERSECTION	SC 215 @ US 176	Union	US 176	0.40	12,500	2.73	7.5	Yes	Possibly Redesign Intersection	\$350,000
		Union	SC 215	0.20	4,300	3.41	7.5			
		Union	SC 18 CON	0.20	4,300	2.18	7.5			
INTERSECTION	SC 215-SC 18 Connector & SC 18	Union	SC 18 CON	0.20	4,300	2.18	7.5	Yes	Redesign Intersection	\$500,000
		Union	SC 18	0.40	4,800	2.07	7.5			
INTERSECTION	SC 49-SC 215 Conn & SC 215	Union	SC 49 CON	0.45	1,550	2.80	10	Yes	Redesign Intersection	\$125,000
		Union	SC 215	0.60	2,295	1.13	10			
SYSTEM IMP.	SC 49 Passing Lanes	Union	SC 49	14.64	2,765	Under Const.	10	Yes	Relocation of ditches and widening footprint	T.B.D.
SYSTEM IMP.	US 176 Fendley Hwy	Union	US 176	12.48	8,393	1.88	10	No	Install Paved Shoulder within existing footprint	\$12,831,649
SYSTEM IMP.	US 176 Whitmire Hwy	Union	US 176	13.86	2,168	1.32	10	No	Install Paved Shoulder within existing footprint	\$5,320,899
SYSTEM IMP.	SC 215 West Springs Hwy	Union	SC 215	10.48	2,564	1.30	10	No	Install Paved Shoulder within existing footprint	\$5,320,899
SPECIAL	New Hope Church Rd Swap	Union							T.B.D.	T.B.D.
NEW LOCATION	Future I-26/I-77 Connector	Union							T.B.D.	T.B.D.
									Union County Total	\$24,448,447
SYSTEM IMP.	Kings Mtn St/Bethel St System Improve	York	SC 55	1.53	8,379	3.40	10	Yes	Include Drainage Repair	\$1,500,000
SYSTEM IMP.	Kings Mtn St System Improve	York	US 321 BUS	1.24	3,456	2.24	7.5	Yes	Include Drainage Repair	\$1,300,000
BIKE/PED	SC 161/US 321 to NC Bike lanes	York	SC 161	9.86	3,900	Under Const.	10	Yes	May have to build shoulders in some areas	\$8,910,000
INTERSECTION	SC 161/US 321 Intersection	York	SC 161	0.07	2,700	2.49	10	Yes	Redesign Intersection	\$350,000
		York	US 321	0.09	4,200	2.37	10			
BIKE/PED	Bethel St bike lane	York	SC 55	4.64	7,920	3.73	7.5	No	Stripe Bike lane	\$1,687,583
BIKE/PED	Kings Mtn St Sidewalk	York	SC 55	0.97	3,868	3.68	10	Yes	Grade shoulder for new sidewalk installation	\$873,177
		York	SC 55	0.37	5,900	3.70	10			
		York	SC55	0.17	11,200	4.08	7.5			
BIKE/PED	Hunter St Sidewalk	York	S-46-117	1.08	1,774	3.09	10	Yes	Grade shoulder for new sidewalk installation	\$839,593
BIKE/PED	Lincoln Rd Sidewalk	York	S-46-64	1.22	1,750	3.18	10	Yes	Grade shoulder for new sidewalk installation	\$839,593
									York County Total	\$16,299,946
									CRCOG Total	\$84,066,382

CATAWBA REGION RURAL TRANSPORTATION PUBLIC PARTICIPATION PLAN



**Catawba Regional
Council of Governments**

November 2015

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I. INTRODUCTION

The Catawba Regional Council of Governments (CRCOG) Rural Transportation Advisory Committee's (TAC) policy is to support and encourage public participation and to adhere to the principles of the rural transportation planning process. The TAC's public participation policy is designed to ensure opportunities for the public to express its views on transportation issues and to become active participants in the decision-making process.

II. BACKGROUND

Although the ultimate responsibility of rural transportation planning in South Carolina lies with the SCDOT, each COG has responsibilities similar to that of the Metropolitan Planning Organizations (MPOs), who are responsible for urban transportation planning. A portion of SCDOT's State, Planning, and Research (SPR) funding is allocated to the COGs to facilitate an ongoing rural transportation planning process. Each COG, in partnership with SCDOT, is responsible for implementing a transportation planning process that fully complies with the federal planning requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21). Each COG is required to submit a Rural Planning Work Program (RPWP) outlining the planning emphasis areas and planning projects for the year. Through this process, each COG establishes regional goals and objectives, identifies the current condition of the transportation system, provides research and data analysis, and identifies and prioritizes transportation needs for input to the Statewide Multi-modal Transportation Plan and State Transportation Improvement Program (STIP).

The CRCOG also maintains a Long Range Transportation Plan (LRTP) that includes the following elements: system upgrade, intersections, safety, maintenance/resurfacing, and bike and pedestrian facilities. Potential projects are ranked and recommended by the advisory committees to the COG boards based on funding availability. The long range plans include both constrained and unconstrained needs. The long range plan is updated every 5 years from the date of adoption, or as needed.

The CRCOG receives local input on transportation projects from its regional rural transportation Technical Advisory Committee (TAC), which consists of representatives from local governments and transportation providers. The TAC also includes representatives from the SCDOT, RFATS staff, planning staff, public works officials and community leaders. This committee plays an important role in identifying, analyzing and prioritizing transportation needs and goals for the CRCOG region and makes recommendations to the CRCOG Board of Directors, which is the policymaking body. Consequently, local governments are directly consulted and given an opportunity to identify transportation needs on the state system. The TAC meets quarterly or as needed to review project status, evaluate proposed modifications to the STIP, update long-range plan and funding priorities, comment on rural functional classification changes, receive input on the rural work programs, and coordinate special studies.

III. GOVERNMENTAL REQUIREMENTS

The eight (8) planning factors of MAP-21 are:

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 of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
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, and;
8. Emphasize the preservation of the existing transportation system.

Public participation in the planning process is key to arriving at consensus for future system improvements and allocation of transportation resources. CRCOG's Public Participation Plan has been developed with these eight goals in mind.

IV. PUBLIC PARTICIPATION PROCESS

A. General Guidelines

The CRCOG Rural Transportation Public Participation Plan is intended to provide direction for public participation activities to be conducted by the CRCOG regional TAC and contains the vision, goals, objectives, and techniques used by CRCOG for public participation. In its public participation process, CRCOG TAC will strive to:

1. Provide timely information about transportation issues and processes to citizens, local governments, affected public agencies, representatives of transportation agencies, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties and segments of the community affected by transportation plans, programs and projects.
2. Provide reasonable public access to technical and policy information used in the development of the LRTP, STIP, RPWP and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.
3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including but not limited to, the approval of the LRTP, STIP, RPWP and other appropriate transportation plans and projects.

4. Respond to all applicable public input. When significant written and oral comments are received on the draft transportation plan (including the financial plan) as a result of the public participation process, a summary, analysis, and report on the disposition of comments shall be made part of the final plan.
5. Provide a public comment period of not less than 15 calendar days prior to adoption of the LRTP, STIP, RPWP, any amendments or updates and other appropriate transportation plans and projects.
6. Coordinate its Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and reduce redundancies and costs.
7. Periodically review the Public Participation Process to ensure it provides full and open access to all. Portions of the process which are found not to meet the needs of the constituency will be revised.

B. Public Participation Plan Vision, Goals & Policies

The vision for the public participation plan is that the public will be provided thorough information on transportation planning services and project development in a convenient and timely manner. The following goals and policies have been established:

Goal 1: To actively engage the public in the transportation planning process according to the policies contained in Federal and State law as well as in this Public Participation Plan.

A. CRCOG shall maintain up-to-date contact information for, at a minimum, the following persons and/or organizations:

Federal, state, local agencies responsible for planned growth, economic development, and land use management, and local transportation planning

Municipal, County, State and Federal Legislative Elected Officials

Local Government Staff – Chief Administrative Officers

Representatives of Public Transportation Organizations

Representatives of Organizations Serving Disabled Populations

Local Media

Chambers of Commerce and Downtown Associations

Special Interest Groups – (i.e. CRAFT - Charlotte Regional Alliance for Transportation, Centralina Council of Governments, NC, Charlotte Area Regional Transportation Planning Organization, etc.)

B. CRCOG shall, as appropriate, electronically send and/or mail meeting announcements (invitations) to portions or all of the CRCOG contact list and/or to targeted groups regarding upcoming activities.

C. CRCOG shall employ visualization techniques to depict transportation plans. Examples of visualization techniques include: charts, graphs, photo interpretation, Google Earth, maps, use of GIS, artist's renderings, physical models, and/or computer simulation.

Goal 2: CRCOG shall keep the public informed of on-going transportation related activities on a continuous basis.

A. CRCOG shall make all publications and work products available to the public via Internet, staff office, and employ visualization techniques to describe transportation actions as part of the LRTP.

B. Staff shall be available to provide general and project-specific information at a central location during normal business hours and after hours at the request of groups with reasonable notice.

C. CRCOG shall maintain a Transportation section on the CRCOG website and maintain transportation related maps on the CRCOG mapping website.

1. The website shall be updated and maintained to provide the most current information available.

2. The website shall, at a minimum, contain the following information:

- Current CRCOG Transportation Planning Staff contact information (i.e. name, title, mailing address, phone, fax, and e-mail)
- Meeting announcements
- Brief descriptions of current projects – TIP via the STIP
- Work products and publications (TIP, LRTP, RPWP, PPP)
- Public response via email link on CRCOG website
- Links to related agencies (e.g. SCDOT and RFATS)
- Transportation traffic count maps

Goal 3: CRCOG shall encourage the participation of all citizens in the transportation planning process.

A. Target audiences and stakeholders shall be identified for each transportation planning study conducted by CRCOG, including residents, business and property owners, governmental representatives, and traditionally underrepresented populations.

B. CRCOG shall, whenever feasible, hold public meetings at a scheduled time, location, and building facility convenient to potentially affected citizens.

C. CRCOG will provide an additional opportunity for public comments, if the final LRTP or STIP differs significantly from the version that was initially made available for public comment.

Goal 4: CRCOG shall strive to continuously improve public participation.

A. CRCOG shall continuously evaluate public participation techniques, according to the procedures contained in this Public Participation Plan.

B. The Public Participation Plan shall be reviewed and adopted, with revisions if necessary, at least every five (5) years, corresponding to revisions and updates to the LRTP.

Goal 5: CRCOG shall participate in public participation activities for individual transportation improvement projects from the planning phase through construction.

A. CRCOG shall actively assist SCDOT, local governments and transportation agencies in the development and implementation of public participation techniques for planning and other studies.

B. CRCOG shall keep local elected officials apprised of projects in their jurisdictions and will help coordinate communication between SCDOT and local governments.

V. CURRENT PUBLIC PARTICIPATION TECHNIQUES

Public participation is an ongoing activity of the CRCOG TAC. An effective public participation plan is characterized by techniques and procedures that enable citizens to become well informed. This section contains descriptions of public participation tools which CRCOG uses. These tools are as follows:

Charrettes

Description: Charrettes are typically intense, possibly multi-day meetings involving municipal officials, planning officials and local residents. A charrette is instrumental in identifying key issues early, promotes joint ownership of the solution and attempts to diffuse traditional confrontation between stakeholders.

Activities: Project specific meetings, corridor studies, sub-area studies, other planning studies and workshops.

Consultation

Description: CRCOG will consult, as appropriate, with agencies and officials responsible for other planning activities that are affected by transportation within the CRCOG region. To coordinate the planning function to the maximum extent practicable, such consultation will entail comparing LRTPs and TIPs as they are developed with the plans, maps, inventories, and planning documents developed by other agencies. This consultation will include, as appropriate, contact with the following groups: State, local, Metropolitan Planning Organizations (MPO), and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, and historic preservation. CRCOG maintains an open consultation policy, whereby any private citizen or entity responsible for transportation in the CRCOG region may contact CRCOG and be included in the consultation process.

Activities: Public hearings/meetings, copies of this plan on the CRCOG website (for viewing/downloading purposes), meetings with CRCOG Staff.

Display Ads

Description: These ads are used to promote meetings that are not regularly scheduled, such as corridor study workshops. They are published on the CRCOG website and in the local section of the newspaper in order to reach a larger audience than those that typically read legal ads.

Activities: Project specific meetings, workshops, open houses or hearings.

Direct and Electronic Mailings

Description: Direct Mailings are used to announce upcoming meetings or activities or to provide information to a targeted area, group of people, or the media. Direct mailings are usually letters, but can be post cards, fliers or email notifications. An area may be targeted for a direct mailing because of potential impacts from a project. Groups are targeted that may have an interest in a specific issue, for example avid cyclists/cycling clubs and pedestrians may be targeted for pathways and trail projects.

Activities: Project specific meetings, workshops, open houses, corridor studies, small-area studies, other planning studies or major activities.

Legal Advertisements

Description: SCDOT requires a minimum thirty (15) day advertisement of any public meeting where a decision could be made that would make a significant change to an existing plan or program. Ads are published to solicit public comment and/or review of the requested change or plan update. The ads provide a description of the meeting agenda, including contact information.

Activities: Corridor studies, sub-area studies, other planning studies funded with federal or state transportation funds, major TIP amendments, updates of the LRTP and RPWP, and other major CRCOG TAC activities.

CRCOG Databases

Description: Staff maintains databases of all contacts, both business and public, on a continuous basis. The database includes committee membership, mailing information, phone numbers, fax numbers, and e-mail addresses. The database is used for maintaining up-to-date committee membership lists and lists of individual with a special interest in CRCOG activities including the media and public interest groups. Membership mailing lists generated using the database may be provided to the public, municipalities and other agencies upon request or as appropriate. The databases are used to establish and maintain a list of e-mail contacts for electronic meeting notification and announcements.

Activities: The databases are used to enhance other public participation activities.

Transportation Planning Website

Description: The transportation planning website is found within CRCOG's website, under the link "Transportation." The site provides basic information about CRCOG, transportation planning process, and staff contact information. CRCOG publications and work products, such as the RPWP, TIP, and TAP are available for downloading from the site. Also, as a part of the general CRCOG website, citizens are able to submit comments via email and may request to be added to the distribution lists and databases maintained by CRCOG. The site is maintained and updated by CRCOG staff. The website address is www.catawbacog.org. Transportation traffic count maps and other pertinent data (Comprehensive Economic Development Strategies {CEDS}) can also be found on the CRCOG website.

Activities: The site is used to promote regular and special meetings, planning studies, publications and work products.

Public Informational Meetings

Description: These are public meetings that are generally open and informal, with project team members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. The purpose of public informational meetings is to provide project information to the public and to solicit public comment.

Activities: Corridor studies, sub-area studies, other planning studies, project priority process, certification review, LRTP update, and other major CRCOG TAC activities.

Public Notices

Description: The CRCOG regularly advertises COG Board of Directors meetings.

Activities: Regular meetings, other public meetings.

Small Group Transportation or Transit Planning Meetings

Description: During projects such as planning studies, meetings are held with small groups that have an interest in the project. Meetings could be with homeowners or neighborhood associations, civic groups, special interest groups, or other groups of affected or interested parties.

Activities: Corridor studies, sub-area studies, other planning studies, and other CRCOG activities.

Surveys

Description: Surveys are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies. For example, participants may be asked about their daily travel patterns.

Activities: Corridor studies, sub-area studies and other planning studies.

Visualization

Description: CRCOG recognizes that an important element to public participation is to provide the public, when possible, visual as well as written descriptions of transportation projects. Through visual imagery, the complex features of proposed transportation plans, policies, and programs can be portrayed at appropriate scales—region, local, project architecture, etc.—and from different points of view. To this end, CRCOG will utilize various visual design techniques; some of which may include: sketches, drawings, artist renderings, photography, aerial photography, Google earth, mapping, simulated photos, videos, computer modeled images, geographical information system (GIS), GIS-based scenario planning tools, photo manipulation and computer simulation.

Activities: Planning Studies, STIP amendments, and other CRCOG TAC activities.

VI. EVALUATION METHODS, PERFORMANCE GOALS, AND IMPROVEMENT STRATEGIES

In order to determine the effectiveness of the public participation tools, they must be evaluated and compared to established performance goals and or desired outcomes. The typical methods for evaluating the effectiveness of public participation tools are surveys and quantitative statistical analysis.

Surveys

Surveys typically consist of short, specific questions regarding public participation tools that are ongoing or that were used on a specific project. Surveys can be conducted in person, by phone, mail or e-mail. Face-to-face and telephone surveys provide quick responses and can be used when a respondent's answer may lead to a follow-up question. Mail and e-mail surveys (SurveyMonkey and other) may be used to provide written record of respondent's answers. Mail-back surveys can be distributed at meetings, inside other publications, or by mailing directly to potential respondents. Surveys will be used to evaluate citizens' responses on the effectiveness of the tools.

Statistical Analysis

Statistics can be used to determine the "return on the investment" or outcomes of public participation tools. This type of evaluation can be an indicator of whether or not the tools used for public participation are actually reaching the intended audience or which tools had a greater response rate. Statistical analysis will be used to evaluate survey responses and most tools' rates of success will be compared with evaluation measures.

CRCOG TAC continually strives for improved public participation. Improvements should be made to increase public awareness and to improve the quantity and quality of information provided to the public. The decisions made by CRCOG affect the entire population, both residents and visitors. Therefore, seeking public input on those decisions is vital to the success of CRCOG as the organization responsible for rural transportation planning in the Catawba Region of South Carolina.

**CATAWBA REGIONAL COUNCIL OF GOVERNMENTS
REPRESENTATIVES**

APPENDIX D

Chester County

Joe Branham
Chester County Council

George Caldwell
Mayor, City of Chester

F. Gregory Delleney, Jr.
SC House Representative

Robbie King-Boyd
Citizen-at-Large Representative

R. Carlisle Roddey
Citizen-at-Large Representative

Lancaster County

Bob Bundy
Lancaster County Council, Chair

Eldridge R. Emory
Past Chairman, Ex-Officio

John P. Howard
Lancaster City Council

Larry McCullough
Lancaster County Council

James M. Neal
Citizen-at-Large Representative

Russell Patrick
Citizen-at-Large Representative

Mandy Powers-Norrell
SC House Representative

Ann S. Taylor
Mayor, Town of Heath Springs

Union County

Michael A. Anthony
SC House Representative

Frank Hart
Union County Supervisor

Margaret Holloway
Citizen-at-Large Representative

Harold E. Thompson
Mayor, City of Union

Leroy Worthy
Citizen-at-Large Representative

York County

Paul Basha
Citizen-at-Large Representative

Kathy Bigham
Citizen-at-Large Representative

Britt Blackwell
York County Council, Chair

Elaine J. Copeland
Citizen-at-Large Representative

Jay Dover
Clover Town Council

Raye Felder
SC House Representative

Danny P. Funderburk
Mayor, Town of Fort Mill

J. Edward Lee
Mayor, City of York

Todd Lumpkin
Citizen-at-Large Representative

Sandra D. Oborokumo
Rock Hill City Council

Scott Patterson
Fort Mill School District

Glenda Rawlings
Citizen-at-Large Representative

William Roddey
York County Council

Greg F. Rutherford
Citizen-at-Large Representative

George Sheppard
Mayor, City of Tega Cay

Kevin Sutton
Rock Hill City Council

Chad Williams
York County Council

Robert Youngblood
Citizen-at-Large Representative

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MEMORANDUM

TO: MPO and COG Directors

FROM: Brent L. Rewis, PE, Director of Planning 

DATE: August 7, 2019

RE: FAST Act Safety 2016-20 Performance Targets

Federal regulations require state departments of transportation (DOTs) to establish and report annual safety performance targets by August 31st of each year. MPOs are required to either adopt and support their DOT's statewide safety targets or set their own safety targets specific to their areas. The South Carolina Department of Transportation (SCDOT) established its first set of safety targets on August 31, 2017. Per the Planning Procedure Agreement, PL-2017-01, herewith attached, requires the same compliance by COGs beginning with the fiscal year 2019 establishment of targets.

Annual targets are expressed as five-year rolling averages. SCDOT, in coordination with the South Carolina Department of Public Safety, has established statewide targets for the number of fatalities, number of serious injuries, and rate of fatalities. In addition, SCDOT established statewide targets for the rate of serious injuries and the number of non-motorized fatalities and serious injuries. The following table outlines South Carolina's 2016-20 Statewide Safety Targets.

SOUTH CAROLINA

Performance Measure	2016-2020 Targets
Number of Fatalities	1011
Fatality Rate	1.82
Number of Serious Injuries	2,781
Serious Injury Rate	4.98
Number of Non-motorized Fatalities and Serious Injuries	380

Per federal rules and PL-2017-01, MPOs and COGs shall have their Policy Committees formally adopt and set either the State's or their own safety targets through the Long Range Transportation Plan amendment and provide SCDOT a letter confirming such action with the date of approval by **February 27, 2020**.

The SCDOT Offices of Planning and Traffic Engineering Safety are available to assist our MPO and COG partners with any questions you may have with the five safety performance measures.

BLR:sdb

Enclosure: PL-2017-01

cc: Emily Lawton, Federal Highway Administration Division Administrator

File: Pln/BLR



South Carolina Department of Transportation

Planning Procedure Agreement

Agreement Number: PL- 2017-01

Effective: August 31, 2017

Subject: Coordination of Safety Data and Target Setting for Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) to address FAST Act compliance

Purpose: Define the Initial Coordination Process between the South Carolina Department of Transportation (SCDOT) and MPOs and COGs to Facilitate Initial Safety Target Setting for the Five Prescribed FAST Act Performance Measures.

Primary Department: Planning

Roles, Responsibilities, and Deliverables:

The FAST Act and subsequent federal rulemaking established five performance measures related to Safety. The measures are:

- Number of fatalities;
- Number of serious injuries;
- Rate of fatalities per 100 million vehicle miles traveled;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of non-motorized fatalities and serious injuries.

Federal regulations require state departments of transportation (DOTs) to establish and report annual targets related to each of these five performance measures by August 31 of each year. MPOs are required to either adopt and support their DOT's statewide targets or set their own targets specific to their areas. Annual targets will be expressed as five-year rolling averages and be compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due.

SCDOT, in coordination with the South Carolina Department of Public Safety, have established statewide targets for the first three performance measures (number of fatalities, number of serious injuries, and rate of fatalities). SCDOT will also establish statewide targets for the rate of serious injuries and number of non-motorized fatalities and serious injuries annually by August 31.

In preparation for the initial safety target setting effort with targets due August 31, 2017, consultation between SCDOT and MPOs occurred via quarterly webinars to review federal rule making requirements, a staff presentation to the MPO and COG Working Group chartered to assist with implementation of performance management, and a subsequent meeting with all MPO and COG partners to review the proposed process procedure agreement.

For the initial target-setting period of calendar year 2018, SCDOT recommends MPOs adopt and support SCDOT's statewide targets.



In the future as part of the target setting process, SCDOT will:

- Inform MPOs of the five performance measure targets established for the state each year by June 30 of each year.
- Provide the number of fatalities, number of serious injuries, vehicle miles traveled, and number of non-motorized fatalities and serious injuries for the five-year base period within the respective MPO boundaries to MPOs by June 30 of each year.
- If requested, provide target setting guidance to MPOs should they decide to establish their own targets for one or more of the five performance measures.

MPOs will:

- By February 27 of each year, have their Policy Committees formally adopt the five Safety targets through Long Range Transportation Plan amendment; and
- By February 27 of each year, provide SCDOT a letter confirming action by their Policy Committee and the date of approval.

COGs will:

- Be required to comply with the same requirements of MPOs beginning fiscal year 2019.

At the request of an MPO, SCDOT will:

- Provide Safety target adoption language for the MPO to incorporate into its Long Range Transportation Plan; and
- Provide staff support during the Policy Committee meeting to assist with presenting the adoption of Safety targets.

Submitted by:

Mark Pleasant, AICP

Director of Planning

Approved by:

James J. Fedra, Jr., P.E.

Deputy Secretary for
Planning

Intermodal

MPO/COG Concurrence:

MPO/COG Director

