

Catawba Regional Council of Governments



2024-2045 Rural Long Range Transportation Plan

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Plan Goals

The Catawba Regional Council of Governments (CRCOG), Transportation Advisory Committee (TAC), and CRCOG Policy Board propose the following goals for its Long Range Transportation Plan.

1. Develop and maintain the Rural Planning Work Program (RPWP).
2. Implement a transportation planning process that fully complies with the South Carolina Department of Transportation (SCDOT) planning process and federal planning requirements established by the Bipartisan Infrastructure Law and Fixing America's Surface Transportation (FAST) Act.
3. Provide technical assistance to state, regional, county, and local governments with transportation and other planning needs.
4. Coordinate and assist county and local communities on regional rural transit needs.
5. Identify current condition deficiencies of the transportation system.
6. Identify and prioritize transportation needs for input to the Statewide Multimodal Transportation Plan and Statewide Transportation Improvement Plan (STIP).
7. Coordinate with RFATS, SCDOT, State, non-profit organizations, and Charlotte Regional partners on transportation planning matters.
8. Provide viable transportation alternatives to decrease dependence on the automobile and promote transportation to employment and necessities.
9. Provide a more comprehensive transit system that accommodates more riders and improves and enhances the bicycle and pedestrian network.
10. Provide a safe transportation system for all users, develop safety projects to reduce crashes at high-collision intersections, and improve facilities for pedestrians and bicyclists.
11. Encourage communities to recognize the effect growth patterns have on the transportation system and residents' quality of life.
12. Assist communities with developing strategies to encourage connectivity and discourage ineffective sprawl development effectively.
13. Minimize environmental impacts of the transportation system – Utilize planning tools to preserve areas along streambeds and reduce greenhouse gas emissions.

Chapter 1 Introduction

Catawba Regional Council of Governments (CRCOG) is responsible for transportation planning activities within areas containing rural and small urbanized communities designated by the census within its four-county region of Chester, Lancaster, Union, and York counties. In contrast, the Rock Hill-Fort Mill Area Transportation Study (RFATS) Metropolitan Planning Organization (MPO) – Figure 2-1 addresses the larger Rock Hill and Charlotte urbanized areas. 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’s 32-member Board of Directors (Appendix D) includes representation from across the region based on 2020 US Census population counts. The CRCOG Board appoints a Transportation Advisory Committee (TAC) (Appendix E), which is made up of key staff from local government members and technical staff from SCDOT. The Board approves all updates to the Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP).

Figure 1-1 CRCOG Board Apportionment

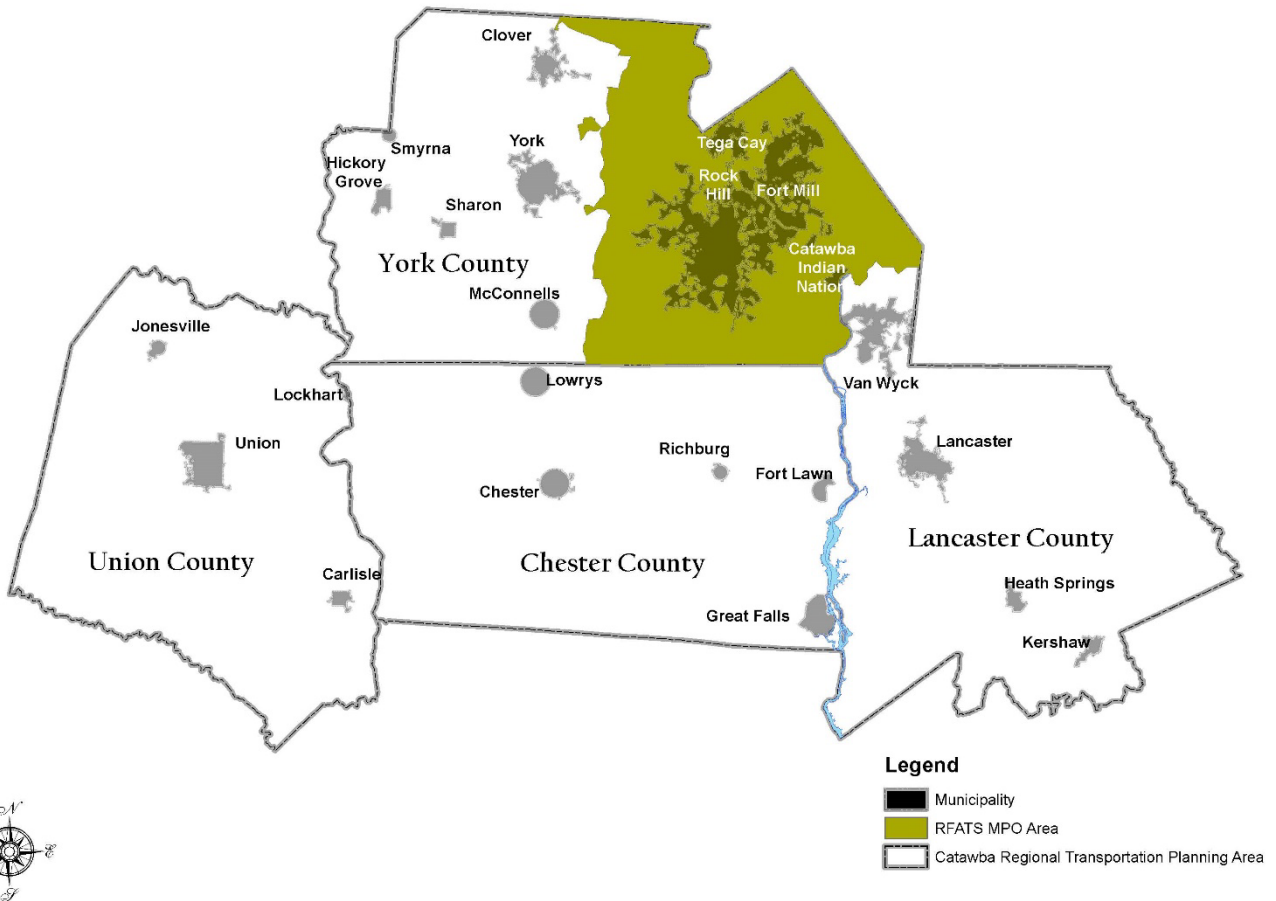
CRCOG BOARD APPORTIONMENT			
COUNTY	ELECTED	APPOINTED	TOTAL
Chester	3	2	5
Lancaster	4	3	7
Union	3	2	5
York	9	6	15
Total	19	13	32

The TAC meets regularly to coordinate transportation projects and update various plans, including the TIP and LRTP. CRCOG staff also participates in 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 in the CRCOG Public Participation Plan (PPP) found in Appendix C. The CRCOG coordinates closely with the member jurisdictions and uses public comments made during their respective planning efforts to inform the rural transportation program.

Figure 2-1 CRCOG Rural Transportation Planning Area

Catawba Rural Transportation Planning Area



Source: CRCOG GIS/SCDOT

2.1 Rural Transportation Planning Area

The Catawba region includes four counties and 22 municipalities in the South Carolina Piedmont. The regional population and economy are diverse, ranging from cities and towns with strong commercial and manufacturing sectors to the rural countryside, where timber, pastureland, and row crops dominate the landscape.

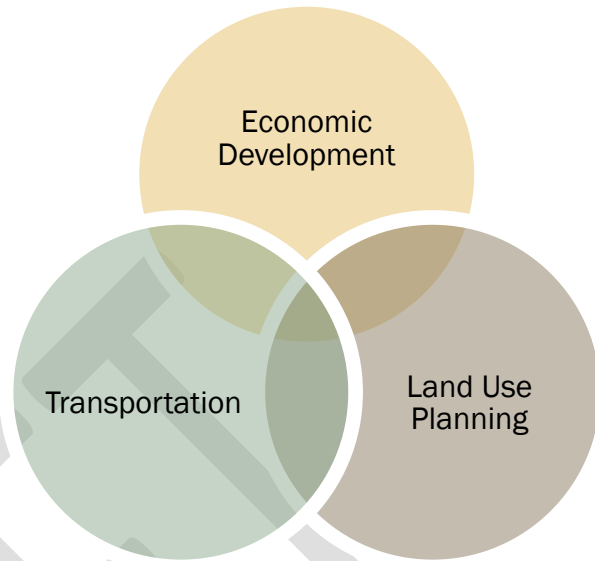
Transportation is vital in linking land uses to economic development opportunities inside and outside the region. As a part of the greater Charlotte bi-state region, the area relies on the transportation network to move people and goods across jurisdictional borders to serve the regional, state, national, and global markets.

The impact of new development on roadways is often felt countywide. As growth in areas of the region intensifies, traffic and increased commute times soon follow.

2.2 Transportation Planning

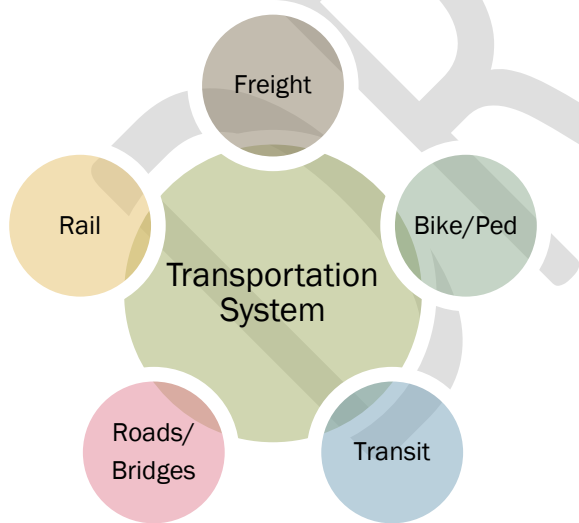
Transportation planning is intricately tied to land use and economic development activities, resulting in a development pattern that evolves as a community grows. The provision of transportation in the region should reflect the unique characteristics of the landscape and follow the character outlined in the local Comprehensive Plans. A transportation system includes various travel options or modes, such as pedestrian, bicycle, bus, automobile, freight, and rail. A multimodal transportation network includes and connects these different travel modes effectively and efficiently, including connections within and between modes. The economy of the Catawba region depends upon the transportation network's viability and success. Therefore, a key consideration is to support these transportation systems (Figure 2-2) and ensure they

Figure 2-1 Transportation System Model



are balanced with land use and economic strategies.

Figure 2-2 Transportation System Model



As mentioned, the Catawba Regional Council of Governments (CRCOG) regularly coordinates with many regional partners. It relies on its partners to help provide information support for this Long-Range Transportation Plan (LRTP). For example, regionally generated land use and economic data projections are used in the Centralina Regional Travel Demand Model and the SCDOT Statewide Travel Demand Model.

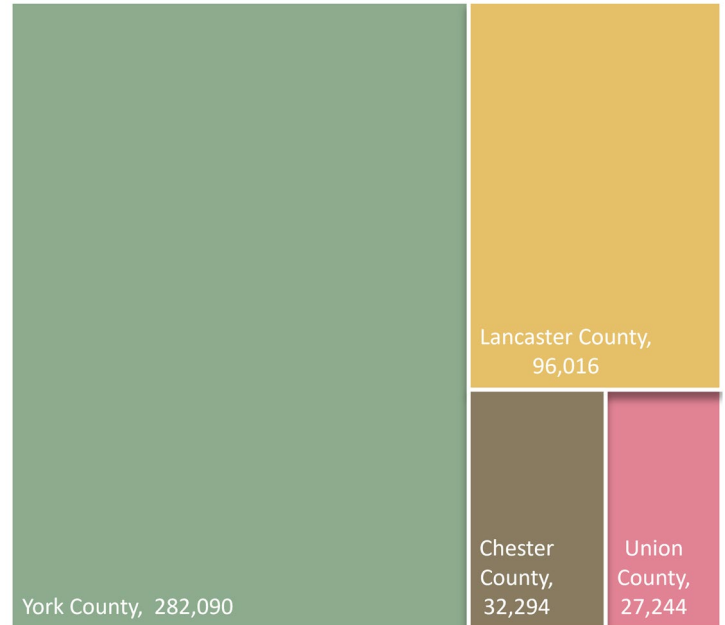
2.3 Population

The primary growth area continues to be inside the RFATS urbanized area within York County and Lancaster County, particularly along the US I-77 corridor, from the City of Rock Hill north to the North Carolina state line, including the City of Tega Cay, Town of Fort Mill, and Unincorporated York County; the US 521 Corridor from the Town of Van Wyck north to the North Carolina State Line; and the Unincorporated Lake Wylie area. Secondary growth occurs between the Lake Wylie community and the Town of Clover, Rock Hill, and the City of York, and south of Van Wyke towards the City of Lancaster, along the US 521 Corridor.

A closer analysis at the county level reveals general trends that will impact the local economies and region as a whole. The 2020 baseline comes from US Census data, and the 2045 figures are from South Carolina Datacenter (SCDC) projections. Figures 2-1 and 2-2 illustrate the population share in the 2020 Census and the projected populations in 2045. The treemap illustrations demonstrate the significant growth of the region's projected population within York and Lancaster counties, which have experienced the positive benefits of their proximity to Charlotte and Mecklenburg County.

Figures 2-3 and 2-4 illustrate the region's projected population in 2020 and the projected growth in 2045.

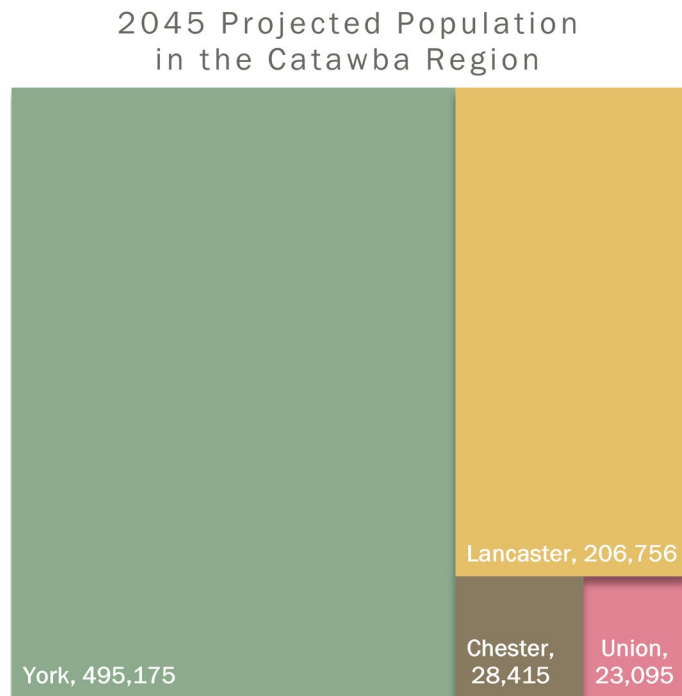
Figure 2-1 Population by County within the CROG Region



Source: US Census Bureau 2020 Census

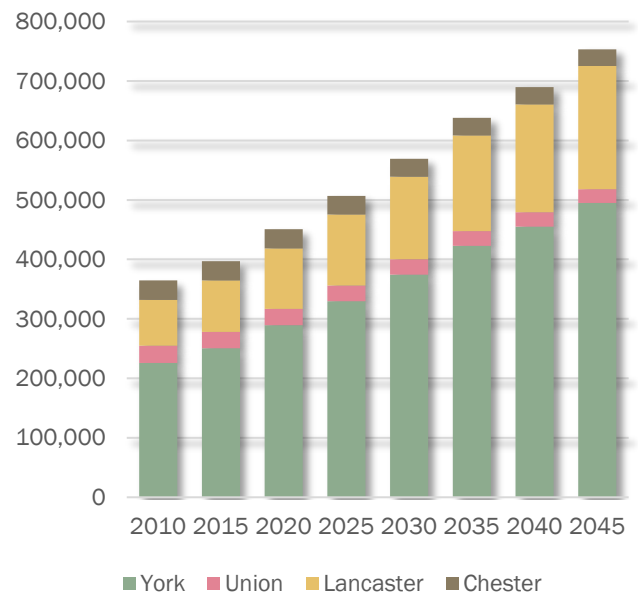
Figure 2-3 Projected Regional Population Growth 2020-2045

Figure 2-2 2045 Projected Population in the Catawba Region



Source: US Census Bureau and SC Revenue and Fiscal Affairs Office SC Community Profiles

Projected Regional Population Growth 2020-2045

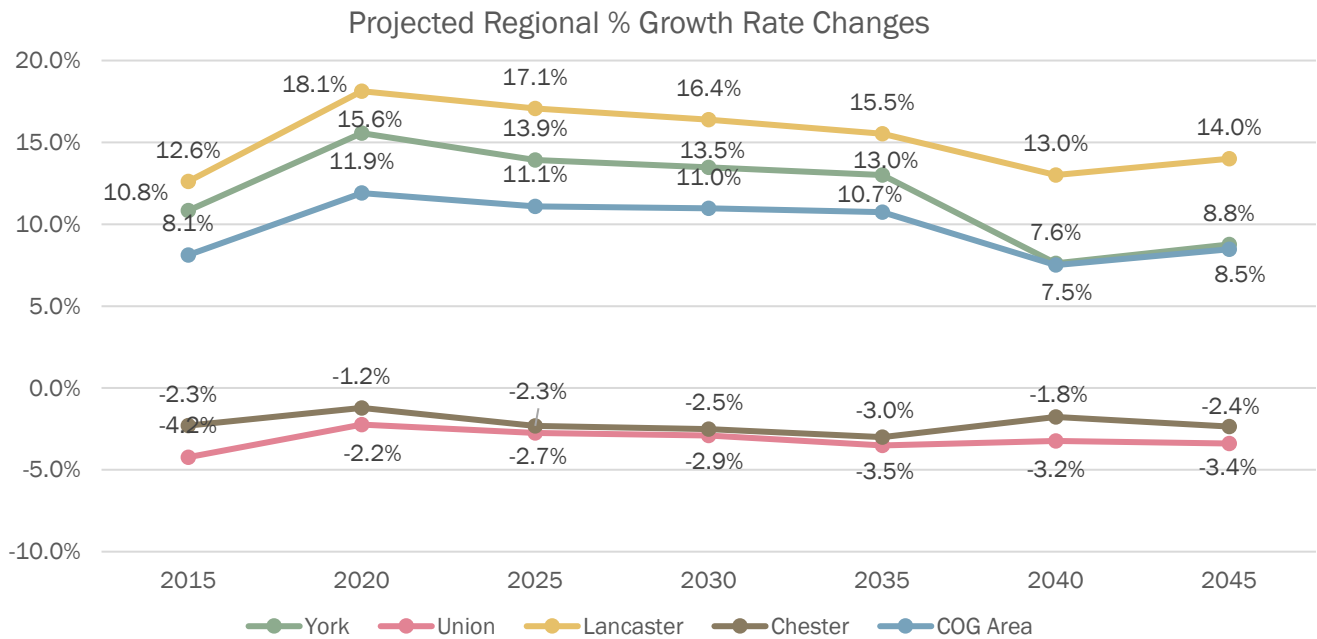


Office SC Community Profiles

SC Revenue and Fiscal Affairs Office of SC Community Profiles projected the population in 2020 for the region to be approximately 450,680, whereas the 2020 population was 437,644. This number is expected to grow by 67% to approximately 753,000 by 2045.

However, the regional percentage growth rate will continue to decline as the overall regional population totals increase.

Figure 2-4 Projected Regional % Growth Rate Changes



Source: US Census Bureau and SC Revenue and Fiscal Affairs Office SC Community Profiles

The Charlotte Regional Business Alliance prepared the 2050 population projections for counties in the Charlotte Metro area, including York, Lancaster, and Union Counties in South Carolina. The Alliance anticipated “more than 60% of regional growth will occur in bordering suburban counties, a trend set to intensify given the aging of the large millennial generation into their 30s and 40s. Two counties – Lancaster and York in South Carolina, will more than double in size.” (Charlotte Regional Business Alliance, Nov. 5, 2020)

The Charlotte Regional Business Alliance projects that York County will experience a 200% growth rate and a population of 566,331 residents in 2050. The Alliance anticipates that Lancaster County will experience a 232.8% growth rate and a population of 223,581 in 2050.

Figures 2-5 through 2-8 display County Growth Projections and growth percentages through 2050

Figure 2-5 Chester County Population Trends

Chester County Population Trends

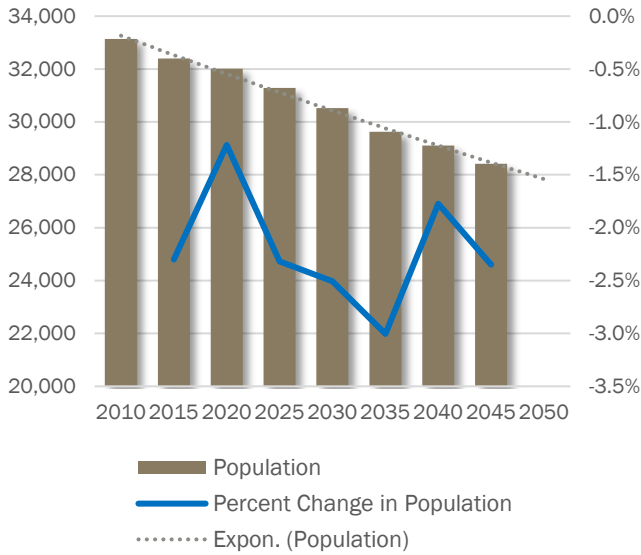
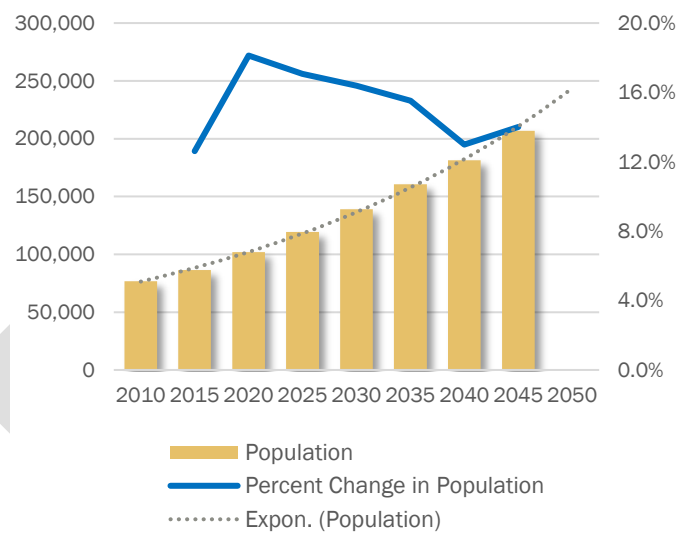


Figure 2-6 Lancaster County Population Trends

Lancaster County Population Trends



Source: US Census Bureau and SC Revenue and Fiscal Affairs Office SC Community Profiles

Source: US Census Bureau and SC Revenue and Fiscal Affairs Office SC Community Profiles

Figure 2-7 Union County Population Trends

Union County Population Trends

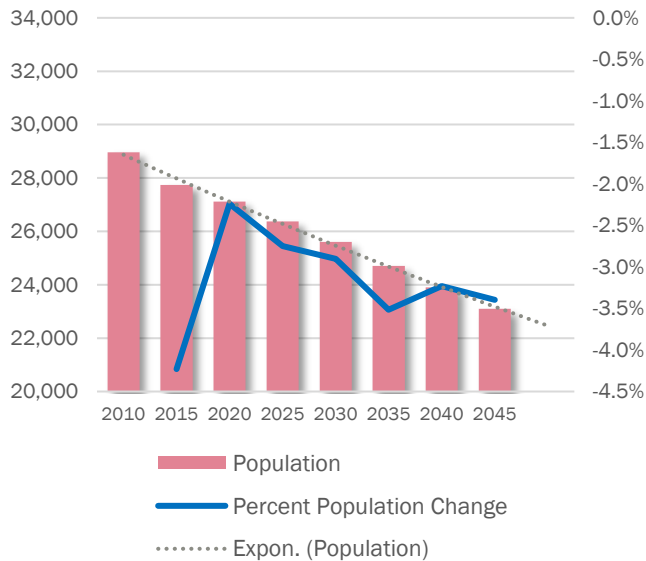
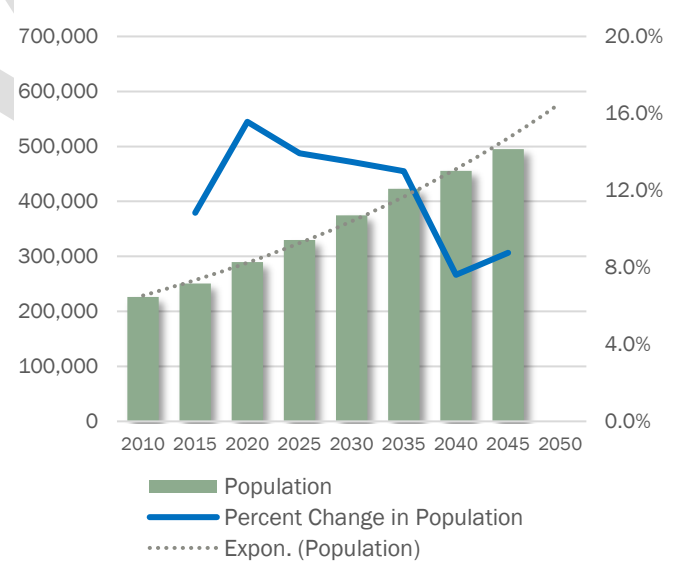


Figure 2-8 York County Population Trends

York County Population Trends



Source: US Census Bureau and SC Revenue and Fiscal Affairs Office SC Community Profiles

Source: US Census Bureau and SC Revenue and Fiscal Affairs Office SC Community Profiles

The 2045 South Carolina population projections data is the most current data available for all counties in the Catawba Regional Council of Governments (CRCOG) area. The data in Excel is extrapolated with the growth function, which provides the 2050 county projected populations described in Table 2-1 below.

Table 2-1 CRCOG 2050 County Projected Populations

CRCOG 2050 County Projected Populations			
Chester County	Lancaster County	Union County	York County
27,836	243,608	22,463	578,517

Source: US Census Bureau

2.4 Urban vs. Rural Area

The Catawba Transportation Planning Region is a diverse population of small and mid-sized urban and rural communities. In 2022, the Census Bureau released the 2020 urbanized area data. This new data resulted from changes in how the Census Bureau classified urbanized areas. One of the significant changes was the elimination of the designation of urbanized clusters and urbanized places. The current designation is urban or rural, based on the latest formulaic requirements.

Table 2-2 highlights the current Census Designated Urbanized areas within the CRCOG region, their population, and their location within either the CRCOG Rural Transportation Planning Area or the RFATS MPO Area.

The designation of an urbanized area does not necessarily change the designation of the planning area. The RFATS region continues to support the Rock Hill and Charlotte Urbanized area, while the CRCOG will support the remainder of the region. MPO boundaries are not predicated on urbanized area boundaries. The RFATS area contains large areas of rural designated lands. Figure 2-9 provides a graphic illustration of the region and the designation of urbanized areas.

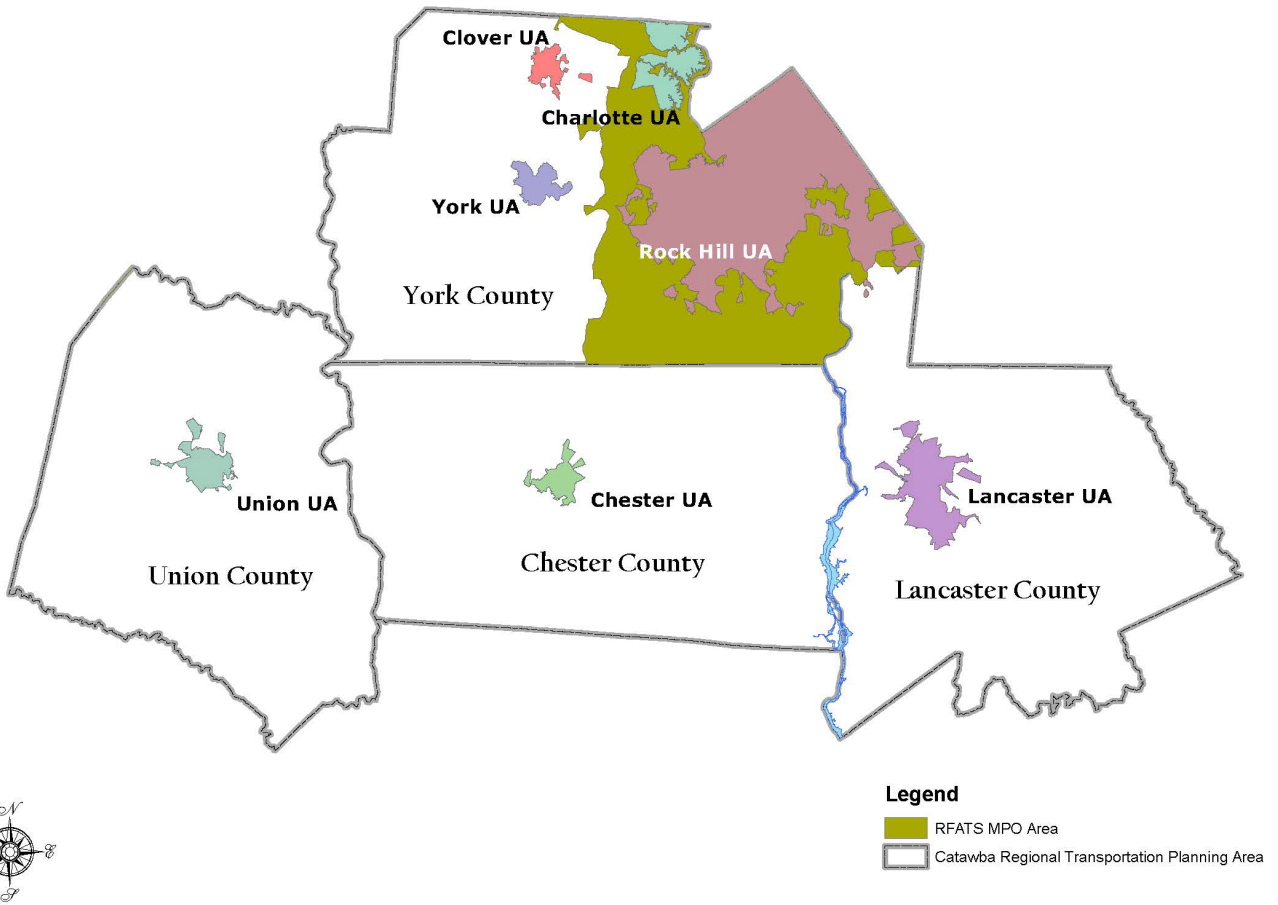
Table 2-2 Urbanized areas in the CRCOG Region US Census Bureau.

Urbanized Area	Urbanized Population (2020)	County	Transportation Planning Area
Charlotte, NC–SC	20,434	York	RFATS
Chester, SC	8,611	Chester	CRCOG
Clover, SC	7,526	York	CRCOG
Lancaster, SC	22,709	Lancaster	CRCOG
Rock Hill, SC	218,443	York	RFATS
Union, SC	9,729	Union	CRCOG
York, SC	8,631	York	CRCOG
Total	296,083		

Source: US Census Bureau

Figure 2.9 Urbanized Area Ma

Catawba Region 2020 Urbanized Area (UA) Map



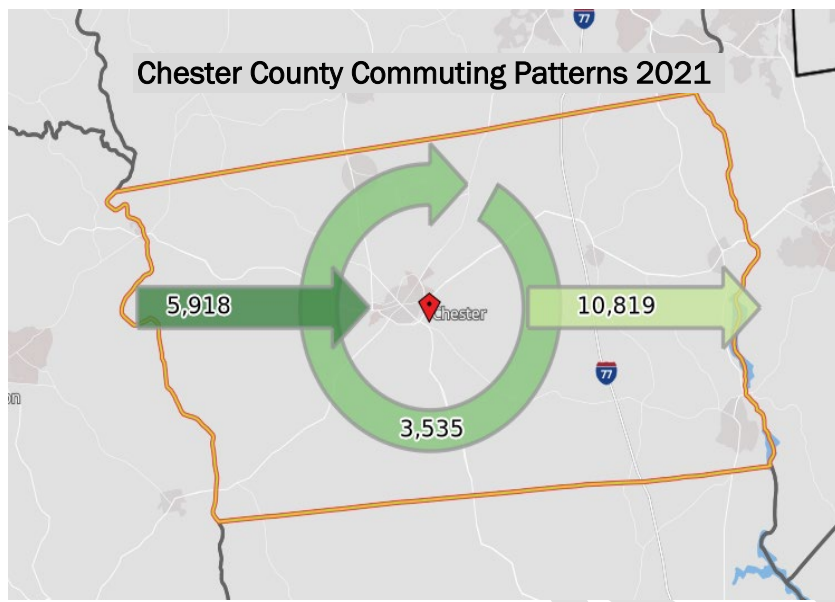
Source: US Census Bureau

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Chapter 3 Regional Commute Patterns

3.1 Chester County

Figure 3-1 Chester County Commute Patterns



The 2021 U.S. Census Bureau data from “On the Map” (Figure 3-1) indicates that 3,535 persons lived and had primary employment within Chester County. Additionally, 5,918 non-residents commuted into Chester County for employment yet lived in another county, and 10,819 residents commuted out of the county for primary jobs. In 2021, there was a worker commute deficit of 1,366.

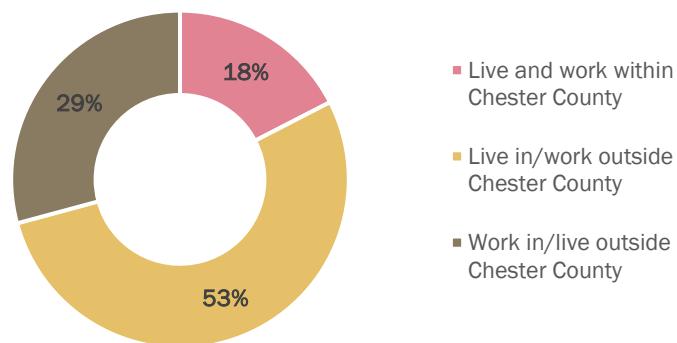
Source: U.S. Census Bureau, 2021 On the Map.

that 37% of commuters live and work in Chester County, while 42% commute outside the county.

Figure 3-3 Shows the percentage breakdown of commuter distance in Chester County. According to the 2021 statistics, 31% of commuters travel 25 miles or more to work. The graph shows the distance traveled between the Home Census Block and the Work Census Block.

Figure 3-2 Commute Patterns Chester County

Commute Patterns by Percentage in Chester County

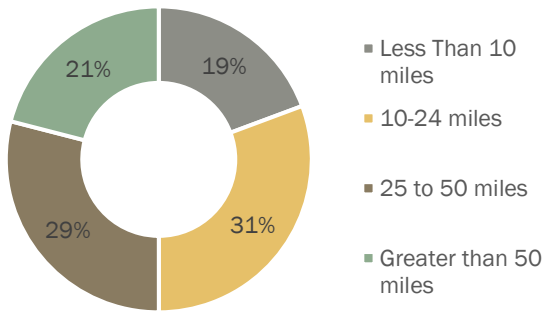


Source: U.S. Census Bureau, 2021 On the Map

Figure 3-3 % Chester County Commute Distance from Chester Home Census Block to Work Census Block

Figure 3-4 % Commute Distance into Chester County Jobs from Home Census Block to Work Census Block

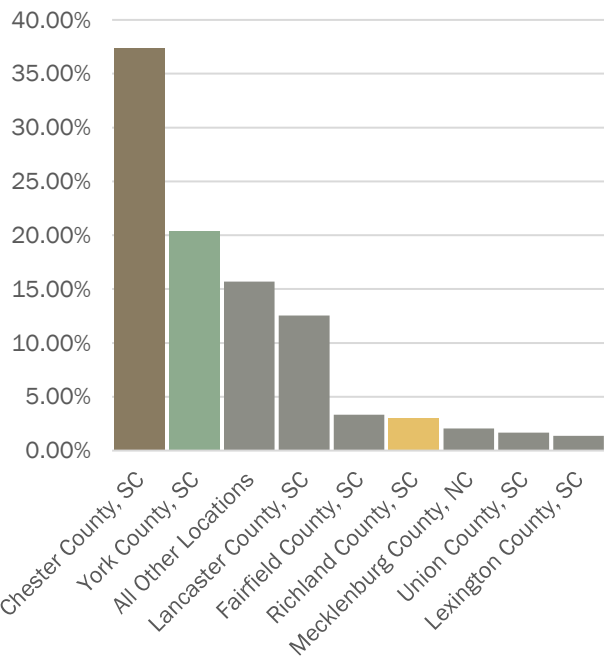
% Chester County Commute Distance from Chester Home Census Block to Work Census Block



Source: US Census Bureau - On the Map

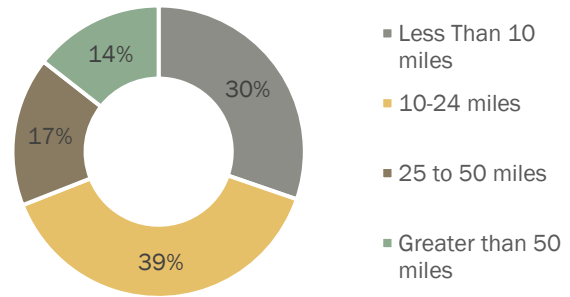
Figure 3-5 Daily Commute Patterns from Chester County to Work Destinations

Daily Commute Patterns from Chester County to Work Destinations



Source: US Census Bureau - On the Map

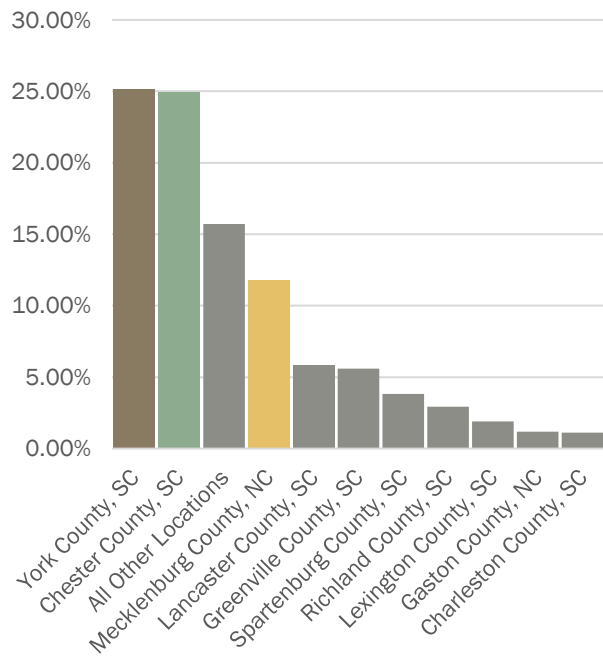
% Commute Distance into Chester County Jobs from Home Census Block to Work Census Block



Source: US Census On the Map

Figure 3-6. Daily Commuter Patterns into Chester County to Work Destination

Daily Commuter Patterns into Chester County to Work Destination

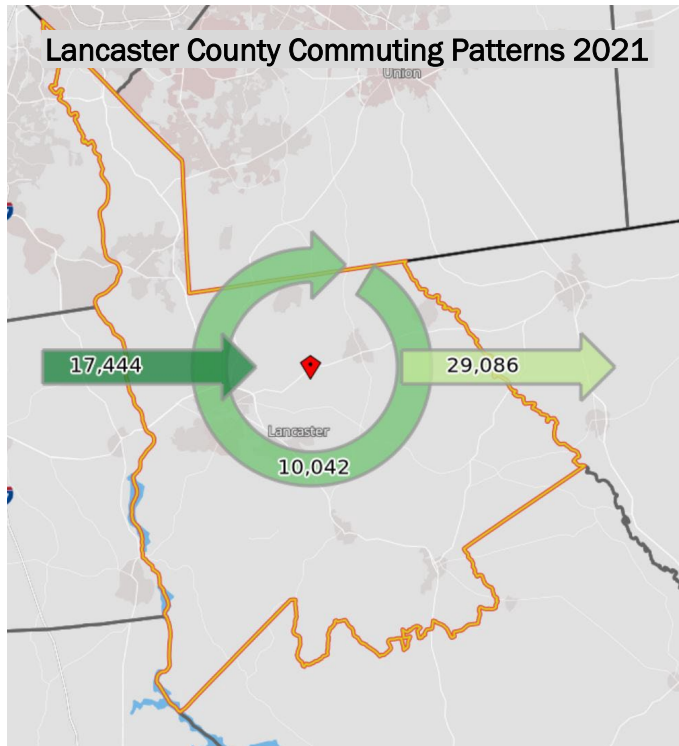


Source: US Census Bureau On the Map

Figure 3-4 shows commuters coming to Chester County for work. The chart reveals that approximately 50% of inbound commuters travel less than 25 miles to work. Figure 3-5 displays the percentage of daily commuters from Chester County to work locations. Figure 3-6 shows the location of trip originations for those who work in Chester County.

3.2 Lancaster County

Figure 3-7 Lancaster County Commute Pattern



The 2021 American Community Survey (ACS) data shows that 10,042 persons lived and had primary employment within Lancaster County. The data also suggests that 17,444 non-residents commuted into Lancaster County for employment yet lived in another county, and 29,086 residents commuted out of the county for primary employment, resulting in a deficit of 1,600 commuters. Figure 3-8 graphically illustrates the percentage breakdown of commuting patterns. Approximately 18% of workers reside and work in the county, while 51% commute outside the county.

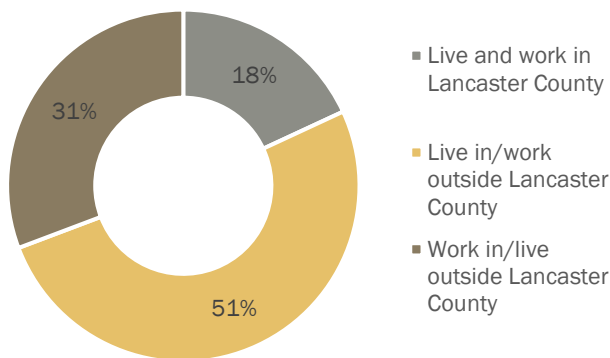
Source: US Census Bureau On the Map

Figures 3-9 and 3-10 show the travel distance of commuters entering and leaving the county to work. Figure 3-9

indicates that approximately 60% of commuters travel less than 25 miles to work from the County, while Figure 3-10 shows that approximately 71% travel less than 25 miles and approximately 38% travel less than 10 miles to work inside the County.

Figure 3-8 Commute Patterns by Percentage in Lancaster County

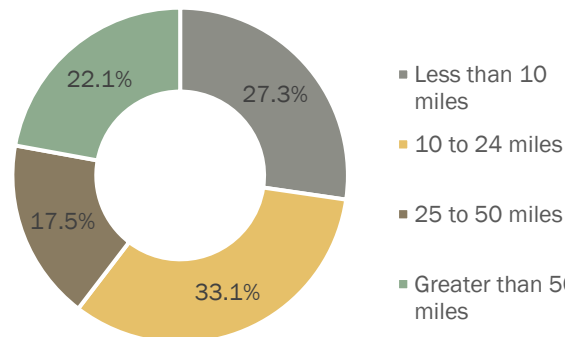
Commute Patterns by Percentage in Lancaster County



Source: US Census Bureau On the Map

Figure 3-9 % Commute Distance from Lancaster County Home Census Block to Work Census Block

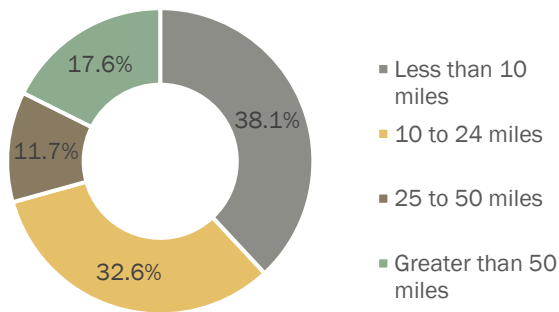
% Commute Distance from Lancaster County Home Census Block to Work Census Block



Source: US Census Bureau On the Map

Figure 3-10 % Commute Distance into Lancaster County from Home Census Block to Work Census Block

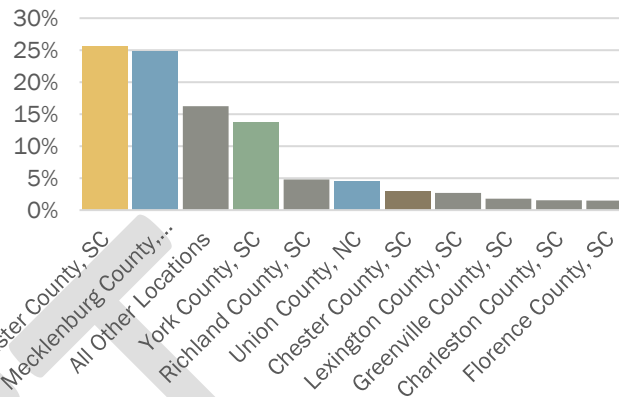
% Commute Distance into Lancaster County from Home Census Block to Work Census Block



Source: US Census Bureau On the Map

Figure 3-11 Daily Commuter Pattern from Lancaster County to Work Destination

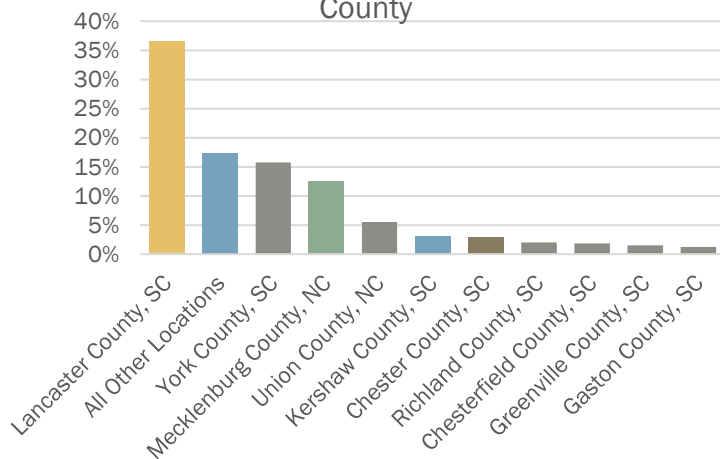
Daily Commuter Pattern from Lancaster County to Work Destination



Source: US Census Bureau On the Map

Figure 3-12 Daily Commuter Pattern into Lancaster County

Daily Commuter Pattern into Lancaster County



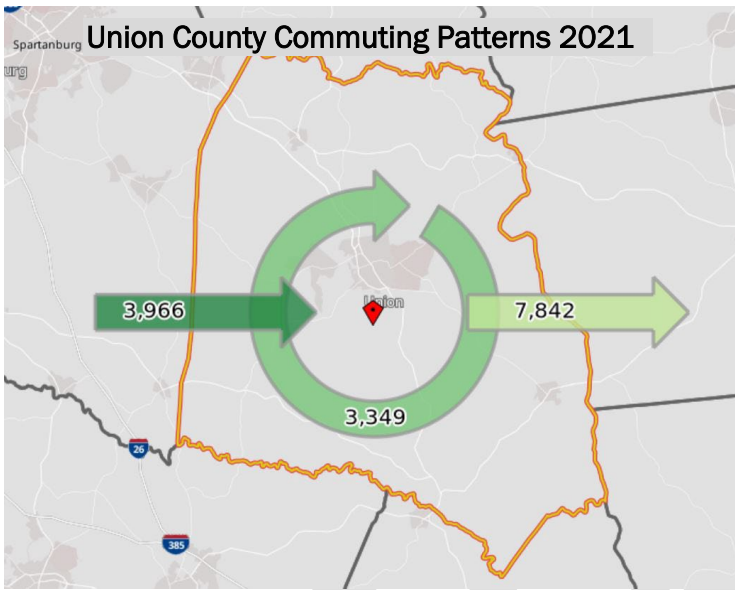
Source: US Census Bureau On the Map

Figures 3-11 and 3-12 describe the commute patterns of Lancaster County residents to Work County destinations by percentage and the commute patterns of workers into the County by percentage. Unsurprisingly, most outflow and inflow come from neighboring York, SC, Mecklenburg, NC, and Union, NC, counties.

3.3 Union County

The SCDC population figures show a steady decrease in Union County's population until 2045. The data suggests that jobs will continue to leave the county slowly; however, economic development efforts in the US 176 corridor may provide the impetus for commuter employment to come from the Upstate region, particularly Spartanburg and Greenville counties.

Figure 3-13 Union County Commute Pattern

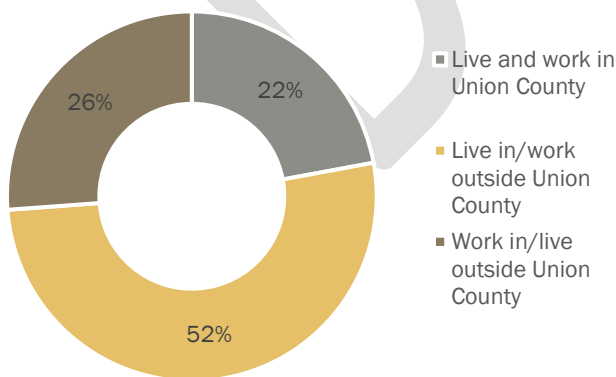


Source: US Census Bureau On the Map

The 2021 ACS data show that 3,349 persons lived and had primary employment within Union County. Also, 3,966 non-residents commuted into Union County for employment yet lived in another county, and 7,842 residents commuted out of the county for primary employment. This results in a slight commute deficit of 527 commuters. Figure 3-14 illustrates the percentage distribution of commuters. Approximately 52% of Union County commuters travel outside the county for work, while 22% live and work within the County.

Figure 3-14 Commute Patterns by % in Union County

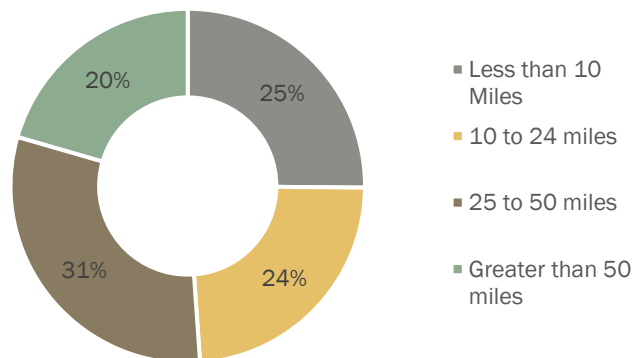
Commute Patterns by % in Union County



Source: US Census Bureau On the Map

Figure 3-15 % Commute Distance from Union County Home Census Block to Work Census Block

% Commute Distance from Union County Home Census Block to Work Census Block

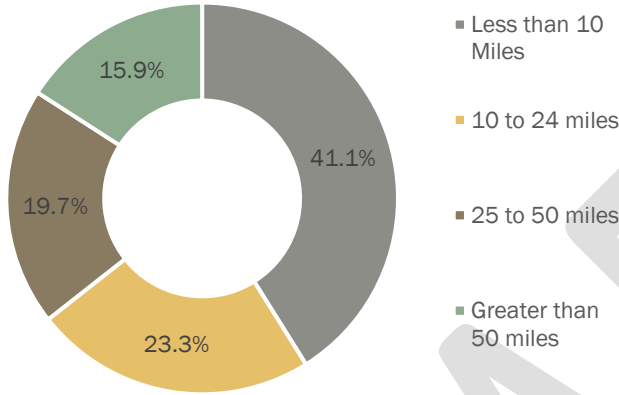


Source: US Census Bureau On the Map

Figures 3-15 and 3-16 show the distance commuters will travel from Union County. Approximately 49% of the outbound commuters travel less than 25 miles to work. Figure 3-16 shows that 64% of commuters who travel to Union County jobs travel less than 25 miles, while 41% of those commuters travel less than 10 miles.

Figure 3-16 % Commute Distance to Union County from Home Census Block to Work Census Block

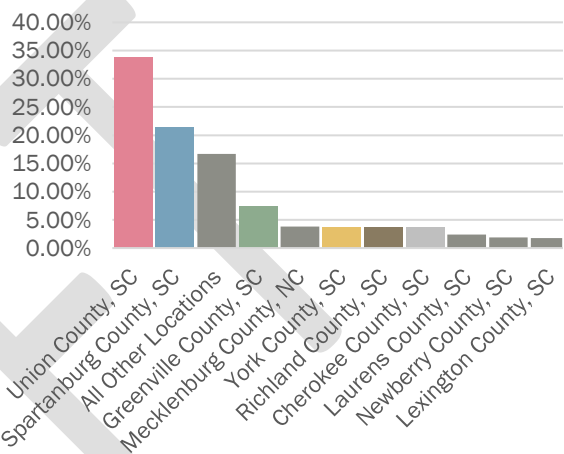
% Commute Distance to Union County from Home Census Block to Work Census Block



Source: US Census Bureau On the Map

Figure 3-17 Daily Commute Patterns from Union County to Work Destination

Daily Commute Patterns from Union County to Work Destination

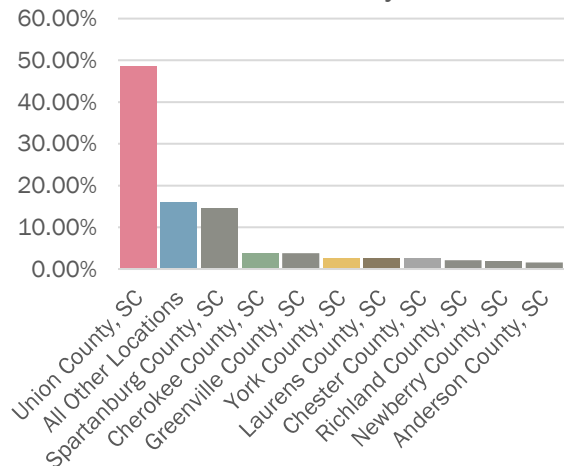


Source: US Census Bureau On the Map

Figures 3-17 and 3-18 describe in-flow and out-flow commute patterns for the County. The only significant pattern of note is that workers who work and live within Union County and those who commute in from Spartanburg County makeup the majority of commuters.

Figure 3-18 Daily Commute Patterns into Union County

Daily Commute Patterns into Union County



Source: US Census Bureau On the Map

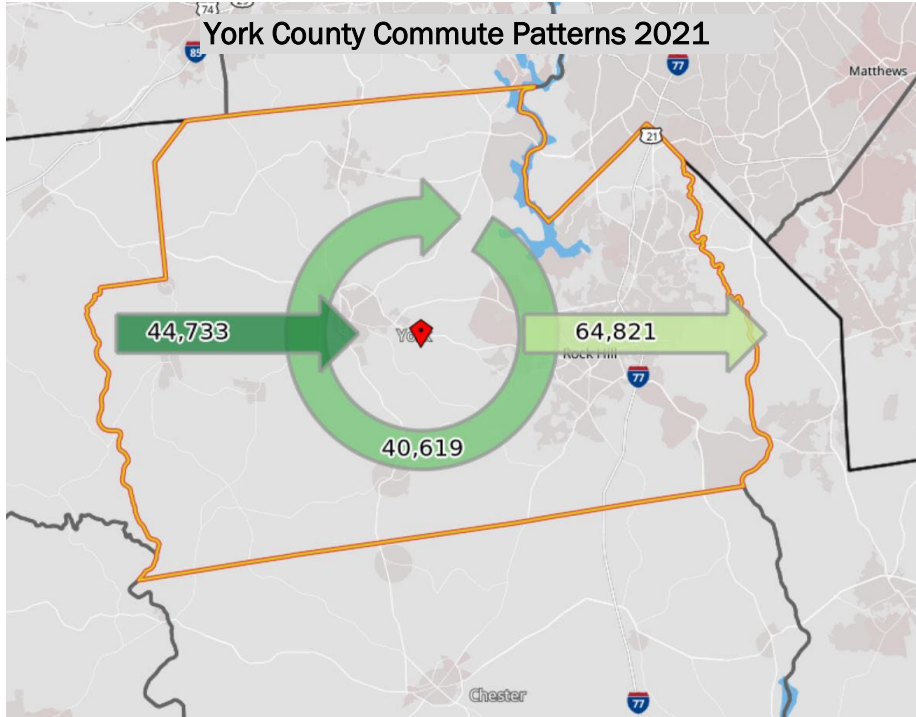
3.4 York County

York County is the largest county in the region and has benefited the most from its proximity to Charlotte and ready access to Interstate 77 and Charlotte-Douglas International Airport. The most recent and future growth areas are along the I-77

corridor and the Lake Wylie area, which presents its challenges. This area falls inside the Rock Hill-Fort Mill Area Transportation Study (RFATS) Metropolitan Planning Organization (MPO) boundary and is not part of the rural transportation plan.

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

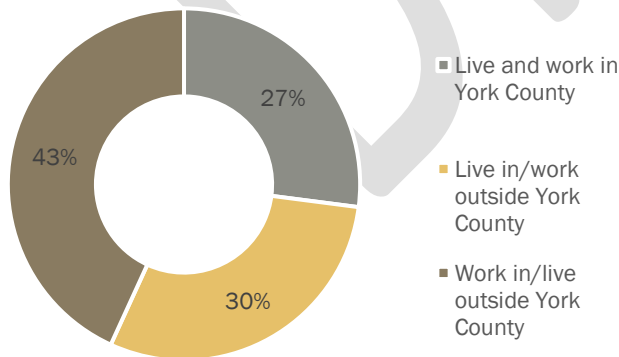
Figure 3-19 York County Commute Patterns



Source: US Census Bureau On the Map

Figure 3-20

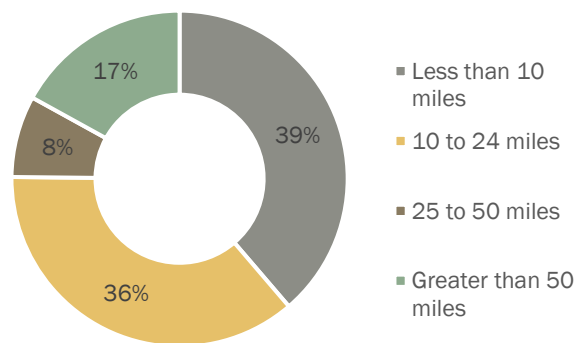
Commute Patterns by Percentage in York County



Source: US Census Bureau On the Map

Figure 3-21

% York County Commute Distance from Home Census Block to Work Census Block



Source: US Census Bureau On the Map

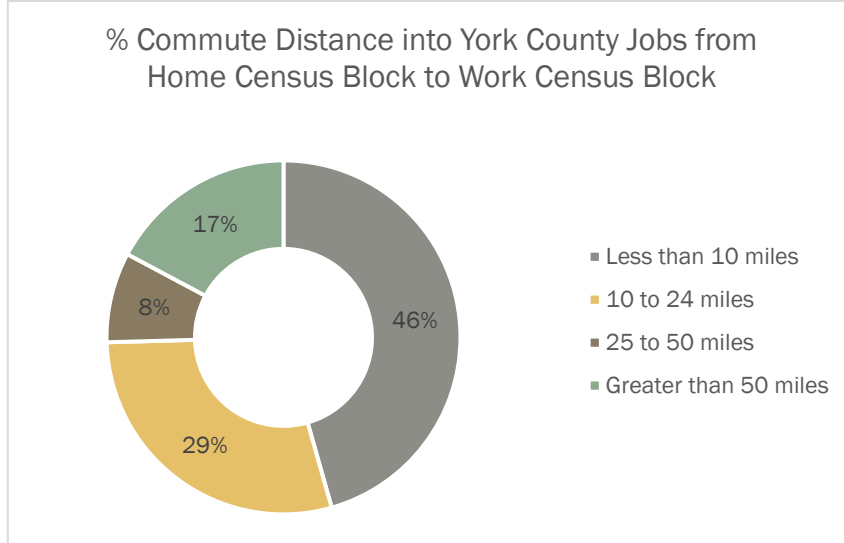
ACS 2021 data show that 40,619 persons lived and had primary employment within York County. Also, 44,733 non-residents commuted into York County for employment yet lived in another county, and 64,821 residents commuted out of the county for primary jobs. This creates a worker commute surplus of 20,531, which is not the case

in Union County, NC, and Gaston County, NC, part of the Charlotte Metropolitan region. Figure 3-20 further demonstrates this point graphically displaying by percentage the 42% of commuters who travel outside the county for work.

Figures 3-21 and 3-22 illustrate the distance traveled into and out of York County by percentage. Figure 3-21 shows that 75% of commuters travel less than 25 miles, and almost

39% travel less than 10 miles to work. Figure 3-22 shows a similar result as 75% of commuters work in York County, and 46% travel less than ten miles.

Figure 3-22 % Commute Distance into York County Jobs from Home Census Block to Work Census Block

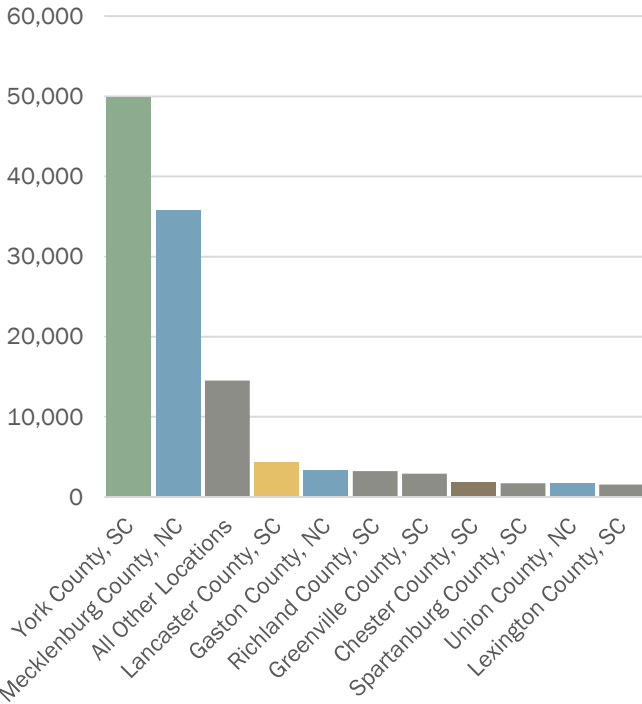


Source: US Census Bureau On the Map

Figure 3-23 Daily Commuters from York County to Work Destination

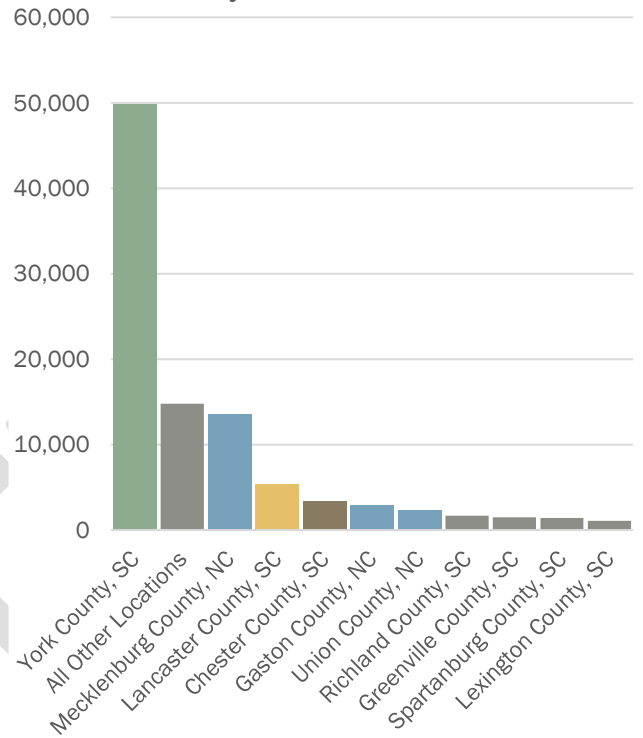
Figure 3-24 Daily Commuters into York County Work Destination

Daily Commuters from York County to Work Destination



Source: US Census Bureau On the Map

Daily Commuters into York County Work Destination



Source: US Census Bureau On the Map

Table 3.1 Worker's Living and Employed in County vs. Employees Commuting into County

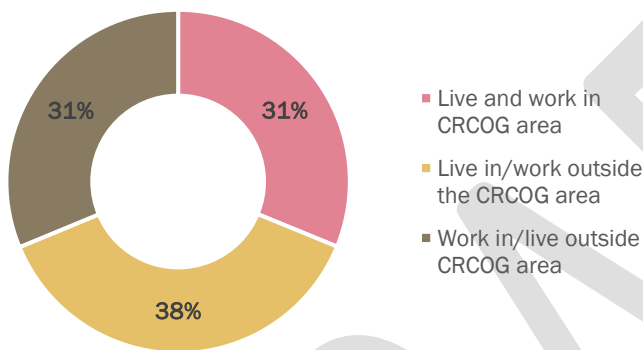
Worker's Living and Employed in County vs. Employees Commuting into County							
County	Total Workers Employed in County	Total Workers living and employed in the County	% Total Workers living and employed in County	Total Workers commuting into the County	% Total Workers commuting into County	Total Workers Commuting out of County	Total commute surplus/(deficit) of Commuters
York	85,352	40,619	47.59%	44,733	52.41%	64,821	20,531
Union	7,315	3,349	45.78%	3,966	54.22%	7,842	(527)
Chester	9,453	3,535	37.40%	5,918	62.60%	10,819	(1,366)
Lancaster	27,488	10,042	36.53%	17,444	63.46%	29,086	(1,598)
CRCOG Region	Total Workers employed in COG Area	Total Workers living and employed in the COG Area	% Total Workers living and employed in COG Area	Total Workers commuting into the COG Area	% Total Workers commuting into COG Area	Total Workers Commuting out of COG Area	Total commute surplus/(deficit) of Commuters
CRCOG Region	167,229	83,540	49.96%	83689	50.04%	100,654	66,575

Source: US Census Bureau On the Map

Table 3-1 summarizes the previous discussion of the commuting patterns of workers in the Catawba region. There is a notable pattern in the table. First is that most workers in York County have a positive commute-in/live-in vs. commute-out job balance, meaning fewer workers commute out of the county to work than remain or commute in, and slightly less than half the workers that live in York County work in York County. Chester, Lancaster, and Union counties have a slightly negative commute-in/live-in vs. commute-out job balance as slightly more workers commute out than commute-in/live-in the communities.

Figure 3-25 Commute Patterns in the CRCOG Area

Commute Patterns in the CRCOG Area



Source: US Census Bureau On the Map

Figure 3-25 describes the regional commute patterns from a regional perspective. Approximately 69% of workers commute in/live in the region, while 31% commute out of the region to work. This results in a surplus of over 66,575 workers. Most workers commuting from the region travel to the Charlotte and Spartanburg areas for employment.

Chapter 4 Regional Road and Bridge Network

4.1 Roadways

The figure shown in Table 4-1 identifies that the road network in the CRCOG region is primarily made up of roadways owned and maintained by the SCDOT. The SCDOT roadways make up 3,627 miles or 61.8% of the total roadway miles in the four-county region. Only 2,241 miles, or 38.2%, are roadways owned and maintained by other agencies.

Table 4-Table 4-1 Total Public Centerline Miles by County¹

Total Public Centerline Miles by County				
County	SCDOT Roadways	Other than SCDOT Roadways	Total Miles Public Roads	Percent State Maintained
Chester	810.80	270.58	1081.38	75.0%
Lancaster	892.27	548.63	1440.89	62.0%
Union	615.72	209.12	824.84	75.0%
York	1308.70	1213.61	2522.31	52.0%
Total CRCOG Area	3627.48	2241.94	5869.42	61.8%
State Total	41,314.55	36,677.42	77,991	53.0%

Source: SCDOT

Table 4-2 SCDOT Roadways by Federal Designation in CRCOG Area

SCDOT Roadways by Federal Designation in CRCOG Area							
County	Primary Roadways			Secondary Roadways			Total SCDOT System
	Interstate	Primary (Non-Interstate NHS Primary and Non-NHS Primary)	Total Primary	Federal Aid Secondary	Non-Federal Aid Secondary	Total Secondary	
Chester	18.82	197.06	215.88	105.57	489.35	594.92	810.80
Lancaster		187.32	187.32	313.11	391.83	704.95	892.27
Union		149.38	149.38	152.96	313.38	466.34	615.72
York	21.34	305.86	327.2	331.55	649.95	981.49	1308.70
Total CRCOG Area	40.16	839.62	879.78	903.20	1844.50	2747.70	3627.48

Source: SCDOT

Table 4-2 describes the total SCDOT-maintained roadway miles within the region by designation. The table is divided into primary roadways, including Interstate Highways, non-interstate NHS, and non-NHS primary roads, and secondary roadways, which include federal and non-federal aid roadways. The entire region contains approximately 3,627 miles of state-maintained roadways.

4.2 Bridges

Figure 4-1 describes the percentage breakdown of federally designated roadways maintained by the SCDOT in the four-county region and the total percentage of roadways of both federally designated state-maintained and other (locally owned) roadways.

Figure 4-1 SCDOT Maintained Roadways

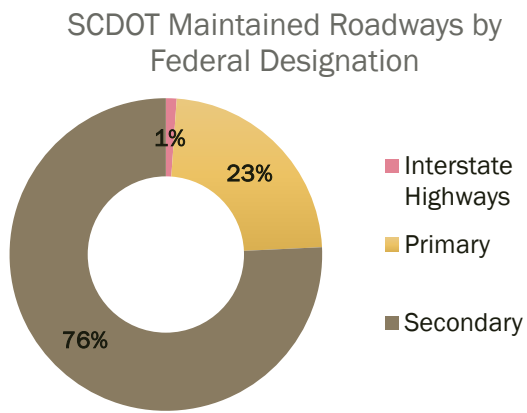
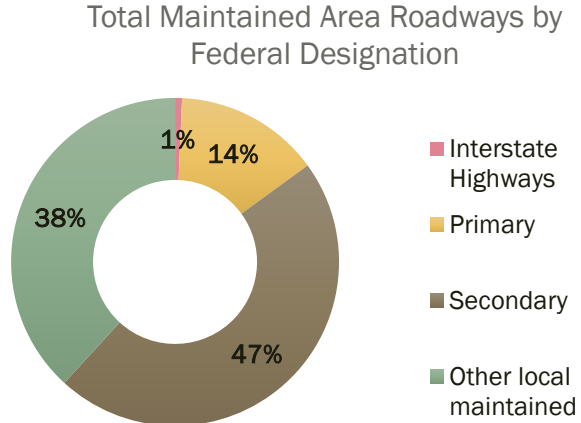


Figure 4-2 Total Maintained Roadways

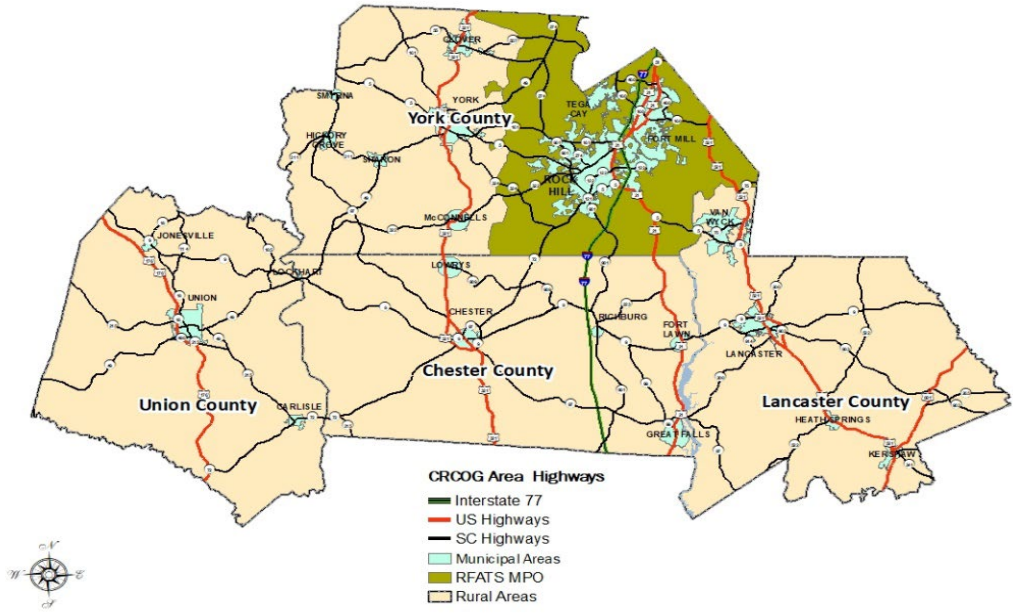


Source: SCDOT

Source: SCDOT

Figure 4-3 Map of CRCOG Area Major Highways.

CRCOG Area Highways



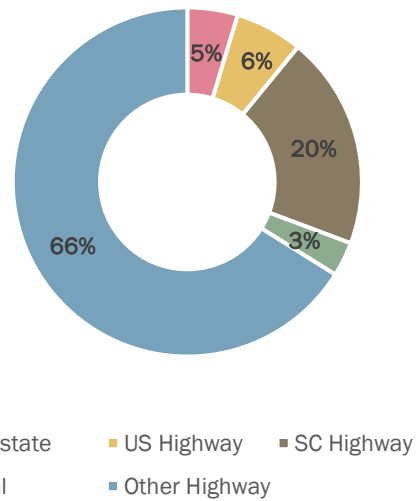
Source: SCDOT

4.3 Bridges

The Catawba region also has an extensive bridge network. As with the roadways, most of the bridges are state-owned. Figure 4-4 displays the distribution by percentage of SCDOT-maintained bridges. The graph shows that the SCDOT maintains approximately 97% of all regional bridges. The remaining 3% are locally maintained. Figure 4-5 illustrates the distribution of bridges by roadway type and county. Figure 4-6 illustrates the total bridge distribution by county. Figure 4-7 maps on the following page display bridge distribution throughout the region.

Figure 4-4 Percentage of bridge types within the Catawba Region

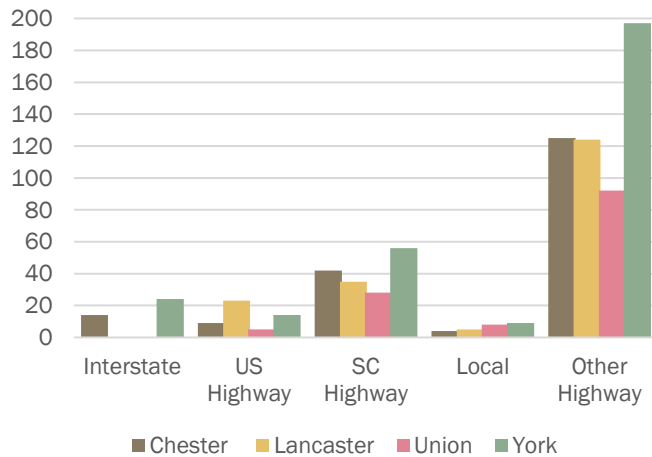
Total Bridges per Road Type



Source: SCDOT

Figure 4-5 Bridges per County by Road Type

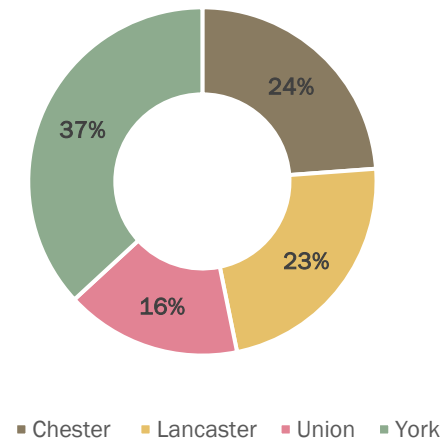
Bridges per County by Road Type



Source: SCDOT

Figure 4-6 Bridge Distribution per County

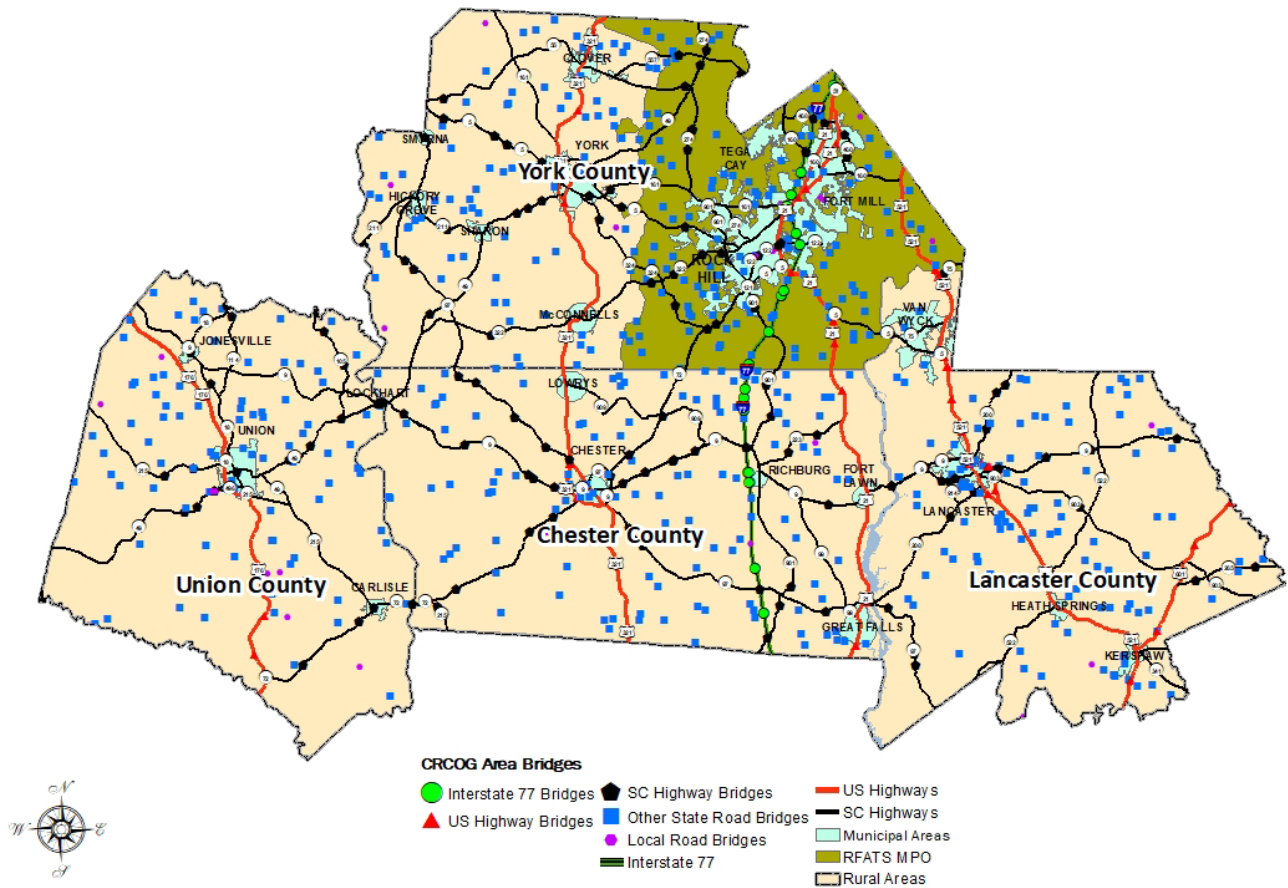
Total Bridge Distribution by County



Source: SCDOT

Figure 4-7 Map of Catawba Regional Area Bridges

CRCOG Area Bridges



Source: SCDOT

4.4 Pavement Condition

The SCDOT currently maintains approximately 2,855 lane miles of pavement within the rural portion of the CRCOG area. Annually, the SCDOT releases its pavement ratings for its entire system. The ratings utilize the Pavement Quality Index and the International Roughness Index as the methodology used to determine the condition grade of road pavement. Pavement in South Carolina is given three possible grades: Poor, Fair, or Good Condition. This is based on indices generated from the two. The grades are then used for the SCDOT prioritization of pavement projects to ensure pavement projects are ranked per statutory requirements and that dollars are directed toward the appropriate projects.

Table 4-3 provides a snapshot from 2022 that illustrates the overall condition of pavement in the rural, urban, county, and regional areas. The color-shaded boxes illustrate the highest and lowest percentage by county within each total category. A clear pattern is presented within the table. York County scores a much higher rate of good condition-rated roadways and a lower percentage of roadways in poor condition

than the other three counties. Conversely, Chester County scores low in good percentage roads and a high percentage of poor condition roadways, totaling almost 2/3 of the total roadways rated in poor condition. Lancaster and Union counties have comparable statistics. Contributing factors to these totals are robust one-cent sales tax initiatives in York and Lancaster counties, the receipt of higher gas taxes (C-Funds), and the return to their communities for roadway projects. On a positive note, Chester County's portion of Interstate 77 received a 100% good rating.

Table 4-3 Roadway Condition within the CRCOG Region

Roadway Condition within the CRCOG Region							
Roadway Setting	Lane Miles				Percentage		
	Total	Good	Fair	Poor	Good	Fair	Poor
Chester County							
Total Rural	768.9	172.8	110.6	485.5	22.5%	14.4%	63.1%
Total Urban	84.1	10.7	15.8	57.9	12.8%	18.8%	68.8%
Total	853.0	183.5	126.4	543.5	21.5%	14.8%	63.7%
Lancaster County							
Total Rural	611.1	171.7	92.3	347.1	28.1%	15.1%	56.8%
Total Urban	231.2	62.8	43.7	124.7	27.2%	18.9%	53.9%
Total	842.3	234.5	136.0	471.8	27.8%	16.1%	56.0%
Union County							
Total Rural	532.7	120.5	102.1	310.2	22.6%	19.2%	58.2%
Total Urban	93.4	24.8	21.5	47.2	26.5%	23.0%	50.5%
Total	626.2	145.3	123.5	357.4	23.2%	19.7%	57.1%
York County							
Total Rural	410.7	135.0	101.3	174.3	32.9%	24.7%	42.4%
Total Urban	122.7	29.2	31.6	61.9	23.8%	25.7%	50.5%
Total	533.4	164.2	132.9	236.3	30.8%	24.9%	44.3%
Catawba Region							
Regional Urban	531.5	127.5	112.6	291.8	24.0%	21.2%	54.9%
Regional Rural	2323.5	600.0	406.3	1317.1	25.8%	17.5%	56.7%
Region Total	2854.9	727.6	518.9	1608.9	25.5%	18.2%	56.4%

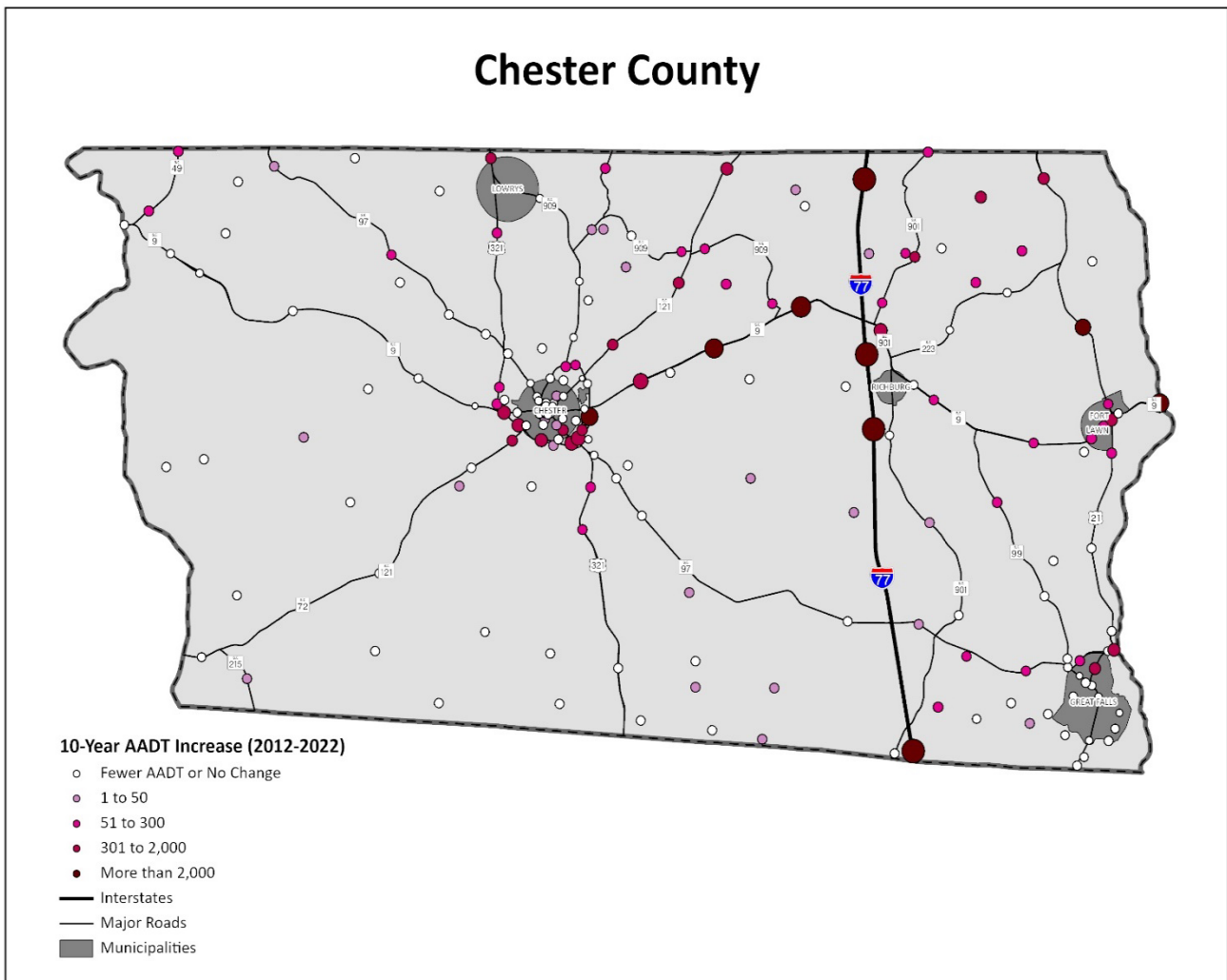
Source: SCDOT

The disparity between rural and urban pavement conditions from a regional standpoint is nominal, considering that the CRCOG Region has four times more rural road lane miles than urban lane miles.

Chapter 5 Traffic Conditions

Congestion, particularly at peak travel times, and large volumes of vehicles on roads designed for less traffic can quickly overburden the road network. The business community, transportation officials, and others routinely use traffic count data to gauge market conditions and road system performance. SCDOT collects traffic count information annually at station locations in each county. This data is available online graphically and digitally downloaded.

Figure 5-1 Chester County Traffic Volume Patterns between 2012 and 2022.



Source: SCDOT

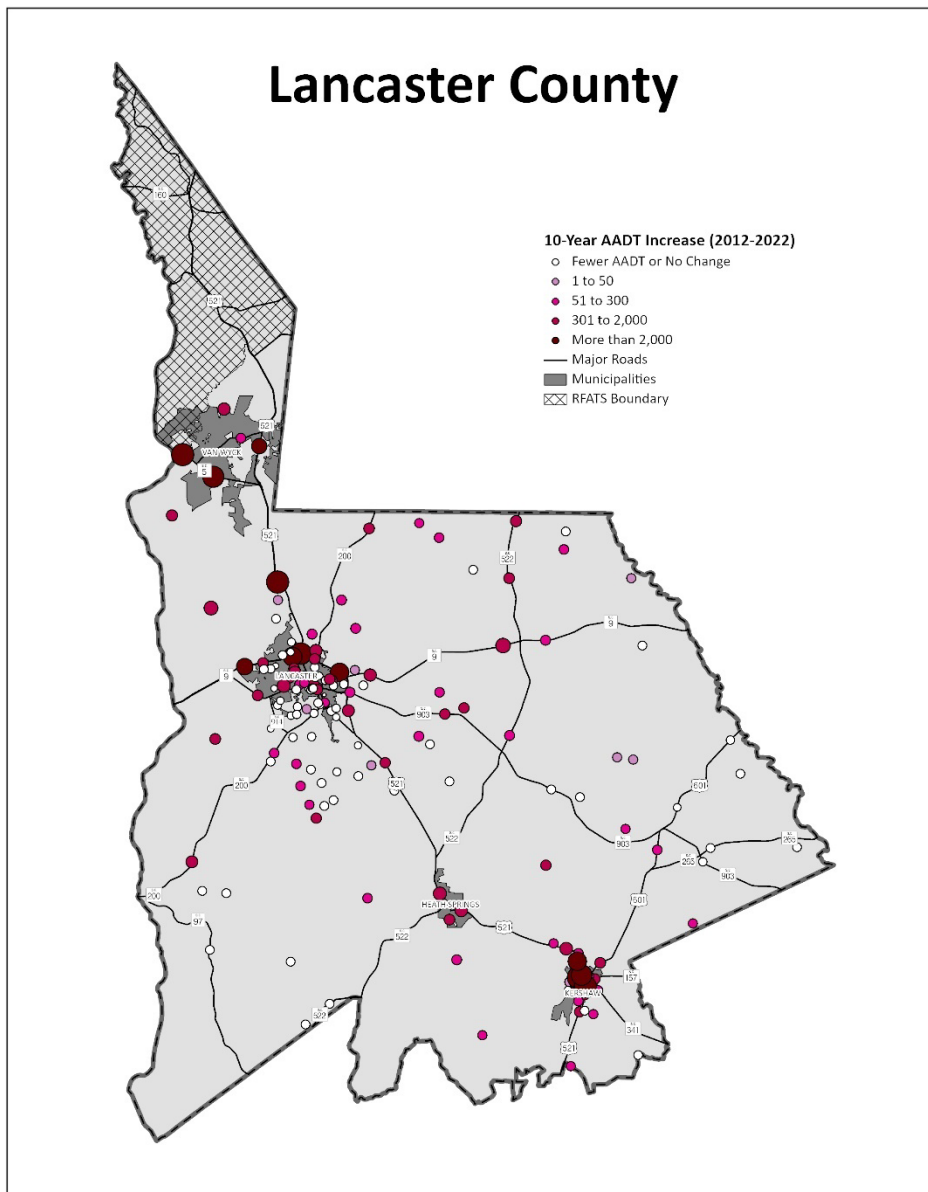
The following maps depict traffic growth from 2012 to 2022, as reported by SCDOT's Annual Average Daily Traffic (AADT) counts.

5.1 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 SC-9, between I-77 and the City of Chester, experienced the highest growth rates. Further growth is anticipated in the Richburg area as several large residential development projects are currently being planned or are under construction. Nominal growth in traffic volume along the York County border indicates that there is still consistent commuting traffic leaving the county as described in Section 3.1.

This trend will likely continue along the I-77 corridor based on the county’s economic development strategy of promoting manufacturing sites near the I-77 and SC 9 interchange.

Figure 5-3 Union County Traffic Volume Patterns between 2012 and 2022



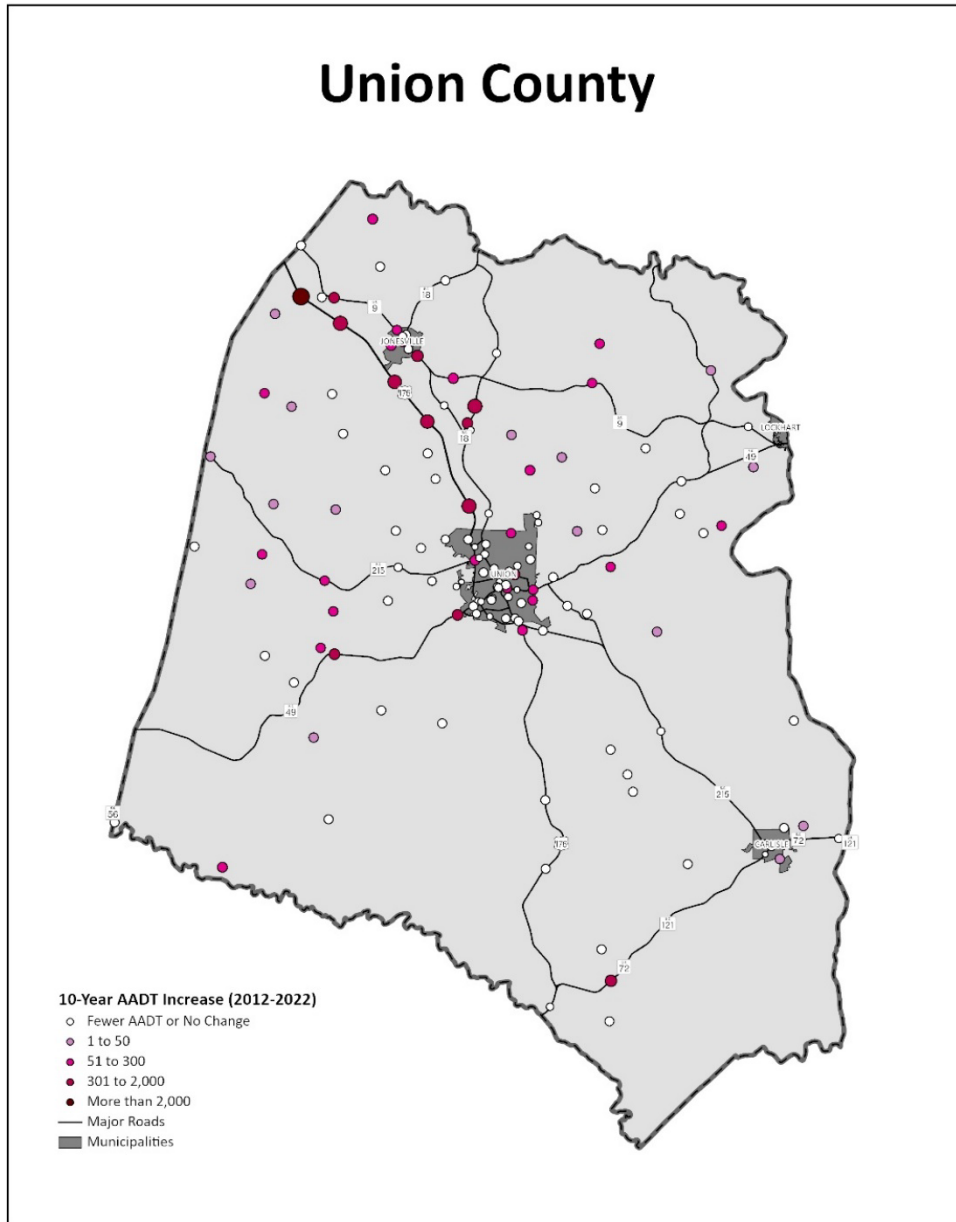
5.2 Lancaster County:

Lancaster County continues to see high growth rates, as evidenced by the map.

Higher counts are found along SC-5 and US 521 near Kershaw and between the City of Lancaster and the Indian Land community to the north. This suggests a steady increase in commuters traveling to Charlotte-Mecklenburg, Union County, NC, and York County, as described in Section 3.2.

Source: SCDOT

Figure 5-3 Union County Traffic Volume Patterns between 2012 and 2022



Source: SCDOT

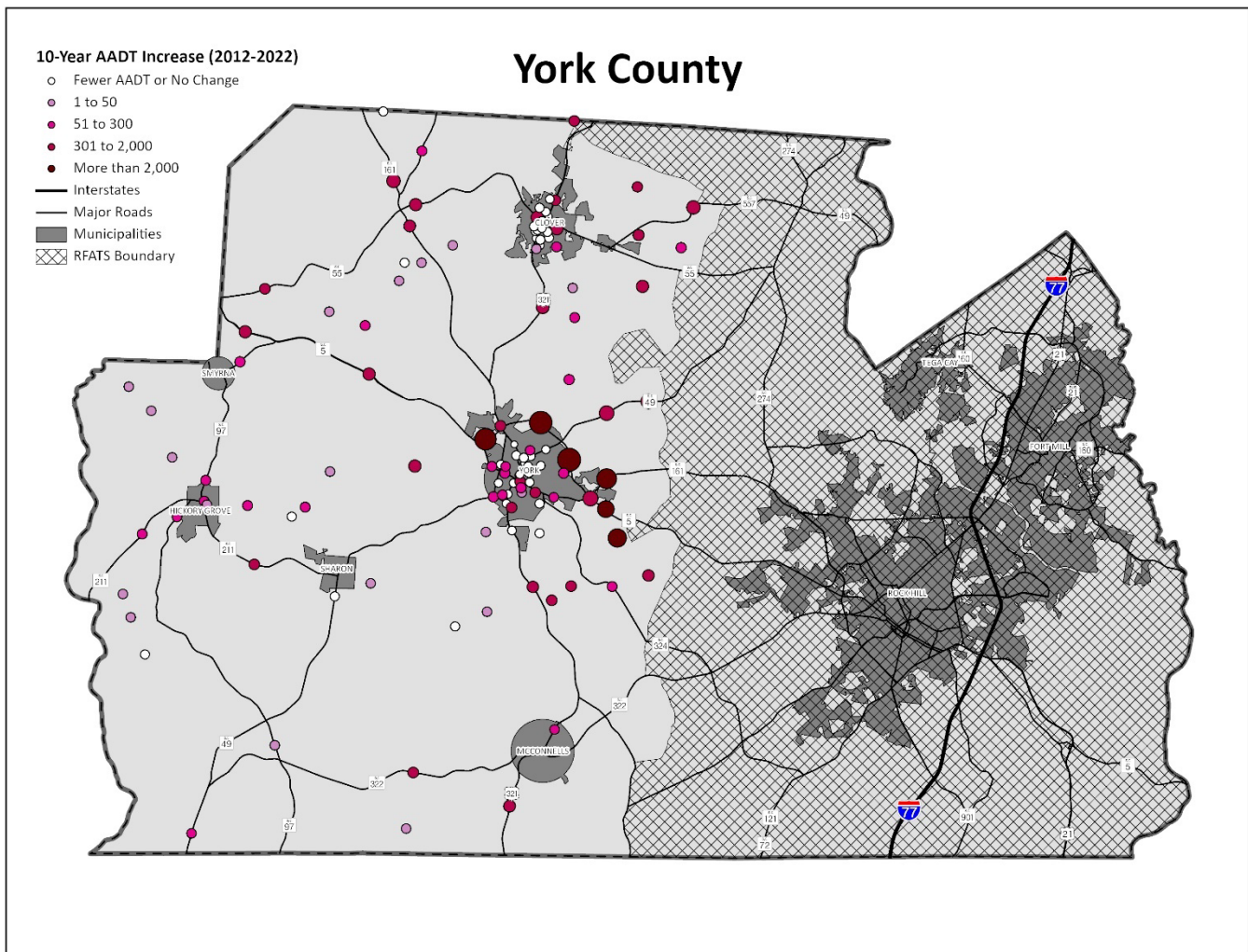
5.3 Union County:

Most traffic count stations with growth are located along the US 176 corridor between the City of Union, the Town of Jonesville, and Spartanburg County. This corresponds to the location of nearby employers along the US 176 corridor and in the Spartanburg/Greenville area. The traffic counts are consistent with the commute patterns described in Section 3.3.

5.4 York County: Western York County is served by the CRCOG rural transportation program, and RFATS MPO serves the eastern portion, shown as the hatched area of the map.

The area that has experienced the most significant growth is the York area along SC 161 and the Alexander Love Highway. This trip growth is due to the considerable residential growth in the City of York over the last four years. Other growth areas follow commuting patterns within the County along SC 55 from Clover toward the Lake Wylie area and Charlotte along SC 557, SC 55 West and SC 161 North towards Kings Mountain and Gaston County, and south on US 321 towards the City of York. Commute patterns for your County are found in Section 3.4.

Figure: 5-4 York County Traffic Volume Patterns between 2012 and 2022



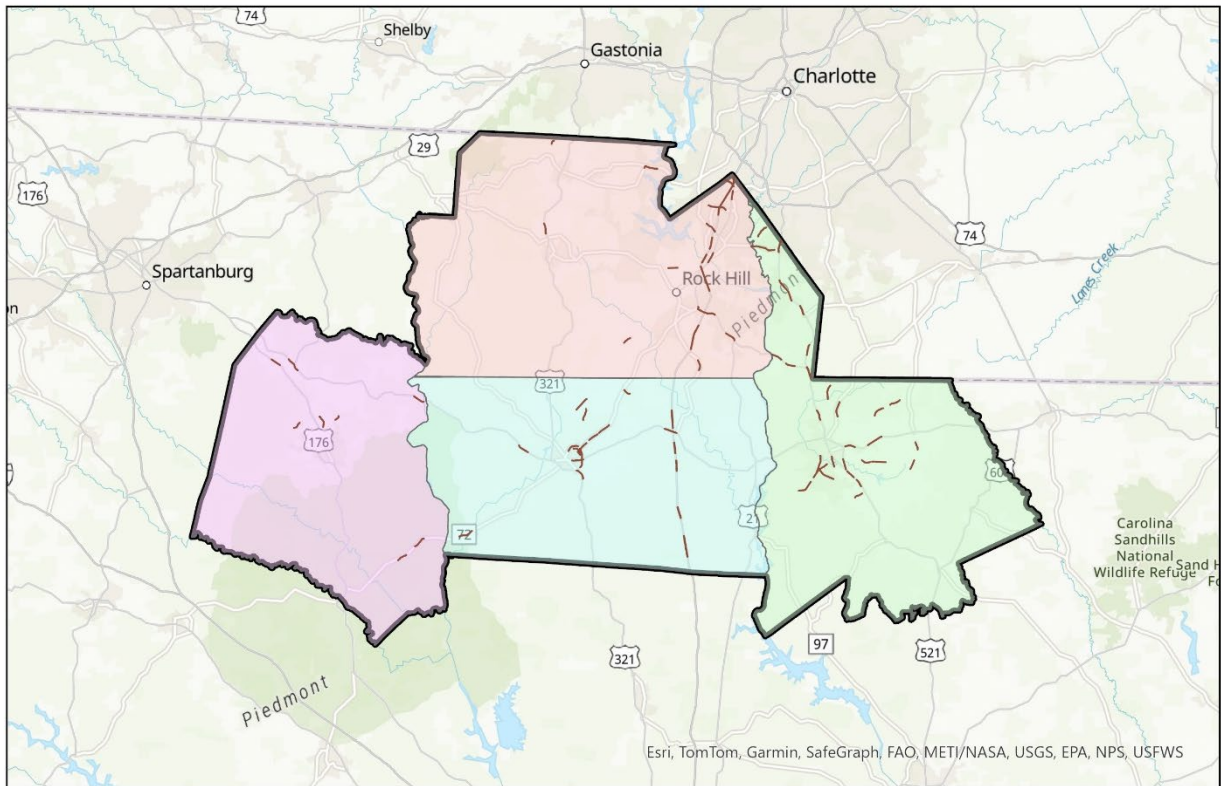
Source: SCDOT

Chapter 6: Road Safety Data

The South Carolina Department of Public Safety maintains crash data on South Carolina roadways. This section used their data to identify high crash corridors within the region. Figure 6-1 displays 5-year totals of the high levels of crashes within the Catawba Region. Many of these corridors are located along the I-77 corridor and, predictably, along major thoroughfares near small population centers within Lancaster, Union, and Chester Counties. The rural area of York County identifies only three such corridors. Table 6-1 provides a list of all the rural high-crash corridors by County

6.1 High Crash Corridors

Figure 6-1 5-year Catawba Regional COG High Crash Corridors



2022 Catawba Regional COG High Crash Corridors



Source: SC Department of Public Safety

Table 6-1: 2022 Catawba Area Rural High Crash Corridors by County

2018-2022 Catawba Area Rural High Crash Corridors by County	
Chester County	
Route ID	Mile Posts Beginning and End Points
Chester I-77 N	50.89 - 54.803, 55.437 - 64.237, 65.5 - 66.118
Chester I-77S	50.89 - 64.241, 64.99 - 66.127
Chester S-187 N	0 - 0.66
Chester S-190 E	3.186 - 4.35
Chester S-193 N	0 - 0.716
Chester S-210 E	0 - 0.37
Chester S-420 E	0 - 0.34
Chester SC 72 E	1.31 - 2.74, 16.79 - 18.72, 19.5 - 21.74
Chester SC 9 BUS S	1.88 - 2.85
Chester SC 9 N	27.64 - 28.72
Chester SC 9 S	11.022 - 12.1, 17.85-.76, 27.47 - 28.49
Chester SC 909 S	3.95 -5.38
Chester SC 97 S	13.32 - 14.416
Chester US 321 N	8.385 - 9.448
Lancaster County	
Route ID	Mile Posts Beginning and End Points
Lancaster S-12 E	0.34 -1.61
Lancaster S-185 N	3.037 - 4.499
Lancaster S-19 N	0 - 1.002
Lancaster S-25N	0 - 1.74
Lancaster S-42 E	1.13 - 2.23
Lancaster S-51 N	5.327 - 6.37, 7.147 - 8.336
Lancaster S-71 N	0.97 - 1.822
Lancaster SC 200 E	6.959 - 7.991, 8.705 - 10.56, 16.41 - 17.92
Lancaster SC 5 S	0 - 1.09, 1.657 - 2.58
Lancaster SC 522 E	18.38 - 19.147
Lancaster SC 9 S	10.02 - 11.569
Lancaster SC 903 S	4.23 - 5.05
Lancaster US 521 N	16.76 - 17.56, 25.264 - 26.201, 29.899 - 30.61, 36.221 - 37.11, 39.292 - 44.364
Lancaster US 521 S	29.684 - 30.61, 36.224 - 37.11, 39.399 - 40.426, 43.293 - 44.356
Union County	
Route ID	Mile Posts Beginning and End Points
Union S-4E	3.43 - 3.95
Union S-84E	0 - 0.27
Union SC 18 W	3.859 - 5.001
Union SC 72 E	7.34 - 8.306, 9.766 - 10.682
Union SC 9 S	4.32 - 5.576,

2018-2022 Catawba Area Rural High Crash Corridors by County

	19.001 -20.14
Union US 176 W	2.852 - 3.811
York County	
Route ID	Mile Posts Beginning and End Points
York S-101 N	3.9 - 4.21
York S-237 N	1.297 - 11.601
York US 321 N	15.933 -16.95

Source: SC Department of Public Safety

6.2 Regional Fatalities

The South Carolina Department of Public Safety maintains a dashboard with traffic fatality data. The dashboard was utilized to gather data from 1/1/2018 to 12/31/2022 for the Catawba Region, per county, by type of traffic control and type of vehicles (see Tables 6-2 and 6-3).

Table 6-2: 5-Year Catawba Area Road Fatalities by Type of Traffic Control by County

5 Year Catawba Area Road Fatalities by Type of Traffic Control by County														
County	Flashing Beacon	None	Pavement Markings (Only)	RR (X-bucks, Lights, & Gates)	Stop and Go Light	Stop Sign	Yield Sign	Flashing Traffic Signal	Oncoming Emergency Vehicle	Unknown	Other Warning Signs	Work Zone	No Category	Total
Chester County	1	54	17	2	1	1	1	0	0	0	0	0	0	77
Lancaster County	0	69	8	0	8	9	1	0	1	0	2	2	0	100
Union County	0	18	19	0	0	4	0	0	0	0	0	0	0	41
York County	0	133	50	0	11	19	0	1	1	1	0	0	2	218
Total	1	274	94	2	20	33	2	1	2	1	2	2	2	436

Source: SC Department of Public Safety

Table 6-3: 5-Year Catawba Area Road Fatalities by Type of Vehicle by County

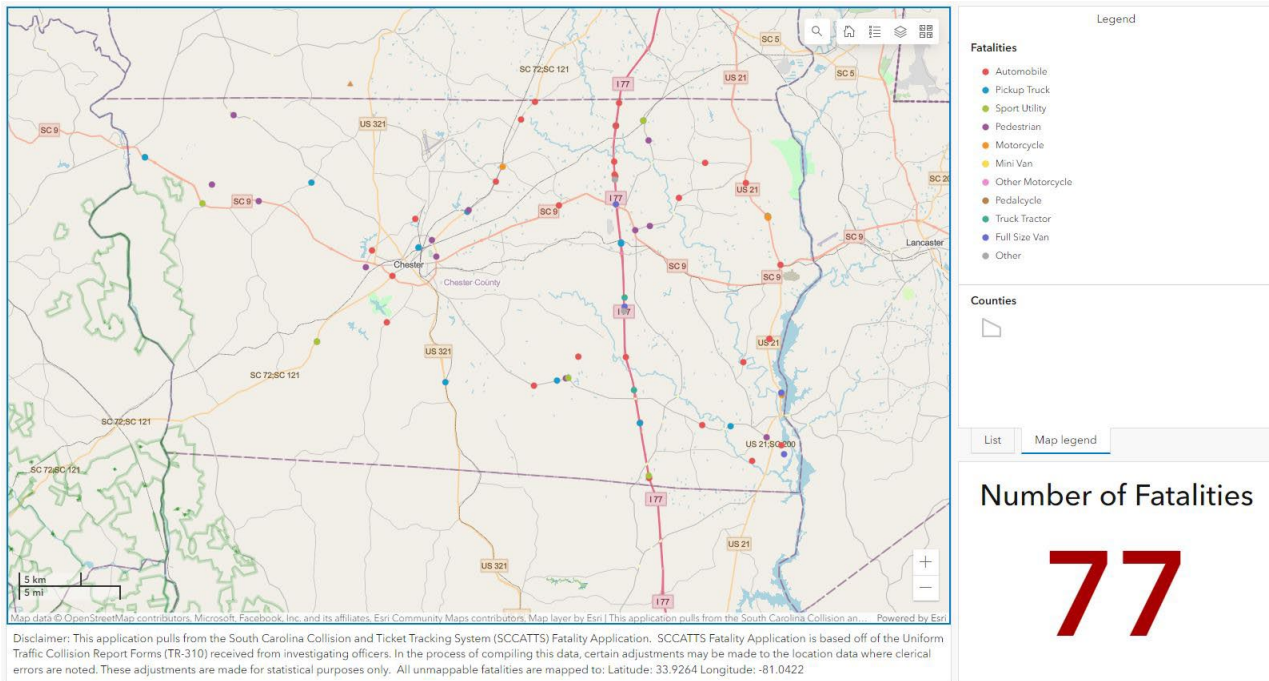
5-Year Catawba Area Road Fatalities by Type of Vehicle by County													
County	Automobiles	Full-Size Van	Mini Van	Motorcycle	Other	Other Motorcycle	Other Truck	Pedal cycle	Pedestrian	Pickup Truck	Sports Utility	Truck Tractor	Total
Chester County	31	4	0	3	0	0	2	0	12	13	10	2	77
Lancaster County	33	2	1	14	1	0	0	2	16	18	13	0	100
Union County	19	2	1	1	0	1	0	0	3	7	7	0	41
York County	91	2	3	31	1	2	2	3	28	21	32	2	218
Total	174	10	5	49	2	3	4	5	59	59	62	4	436

Source: SC Department of Public Safety

6.3 Fatality Location in the Region

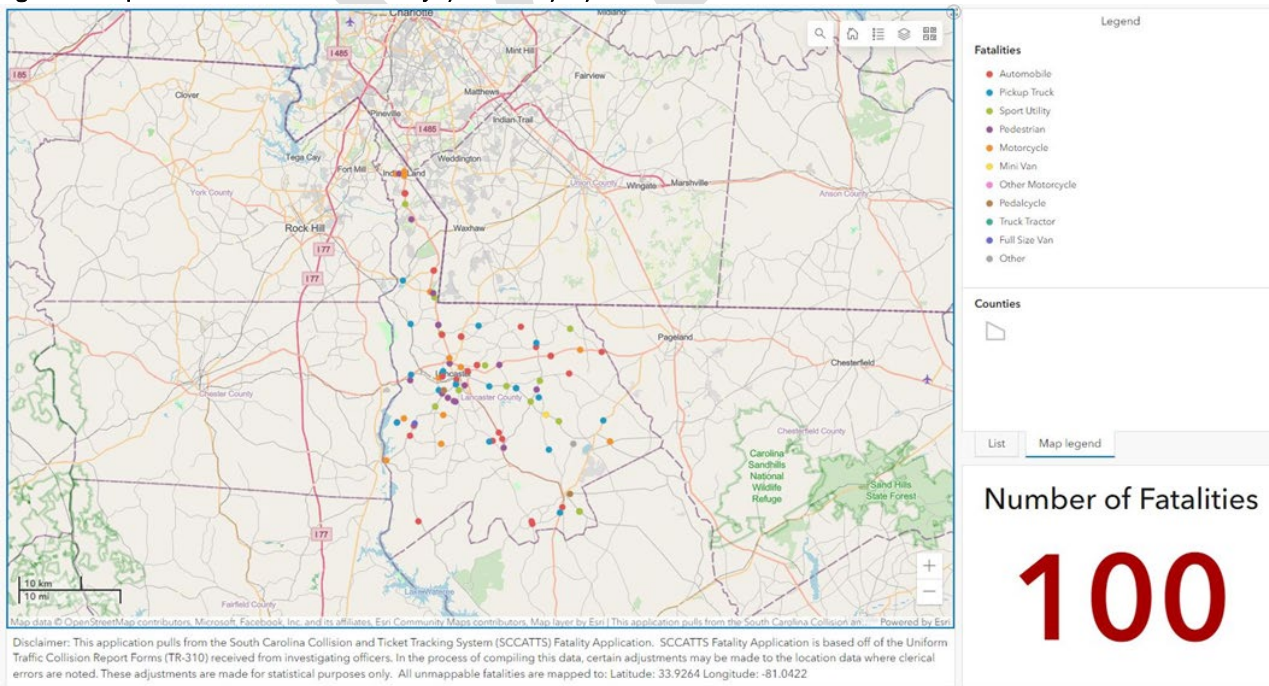
The maps below illustrate the reported location and vehicle type of fatal injuries by county. Figures 6-2-6-5 correspond to Table 6-3, 5-Year Catawba Area Road Fatalities by Type of Vehicle and by county.

Figure 6-2 Map of Fatalities in Chester County 1/12018-12/31/2022



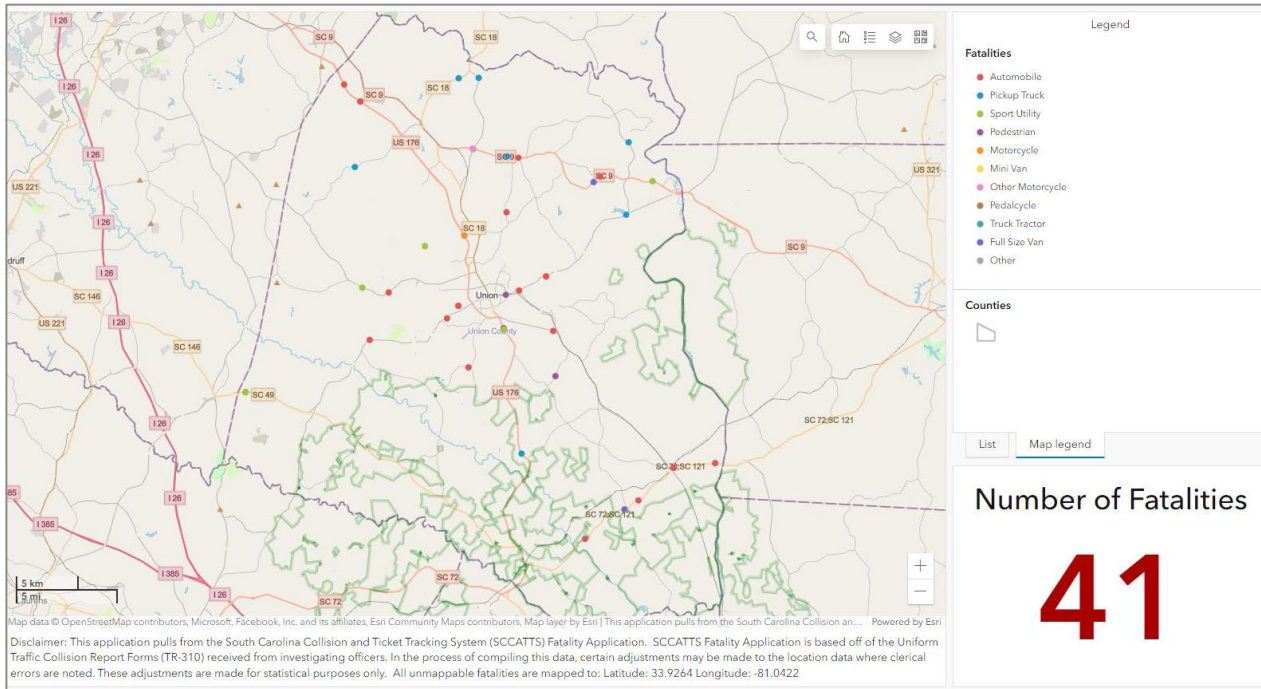
Source: South Carolina Department of Public Safety

Figure 6-3 Map of Fatalities in Lancaster County 1/12018-12/31/2022



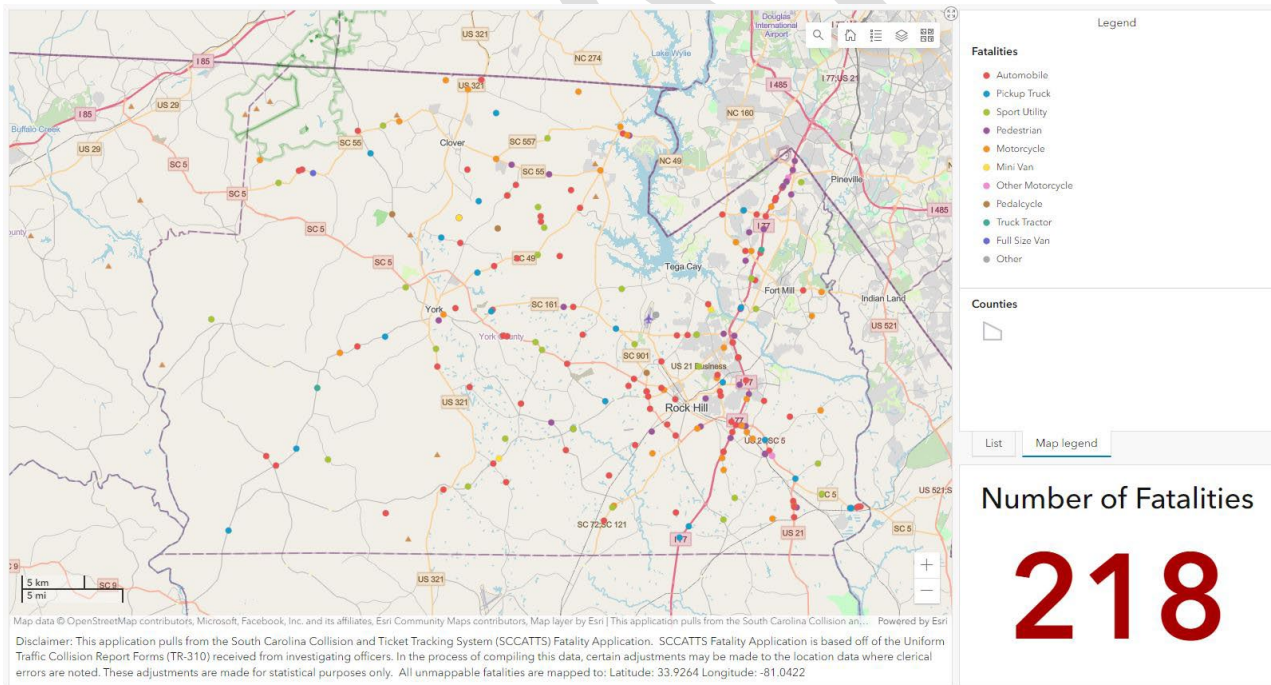
Source: South Carolina Department of Public Safety

Figure 6-4 Map of Fatalities in Union County 1/12018-12/31/2022



Source: South Carolina Department of Public Safety

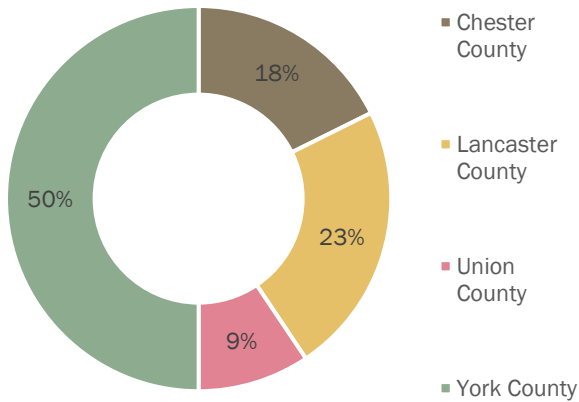
Figure 6-5 Map of Fatalities in York County 1/12018-12/31/2022



Source: South Carolina Department of Public Safety

Figure 6-6: Percent Share of 5-Year Fatalities within the Catawba Region

Percent Share of 5-Year Fatalities within the Catawba Region



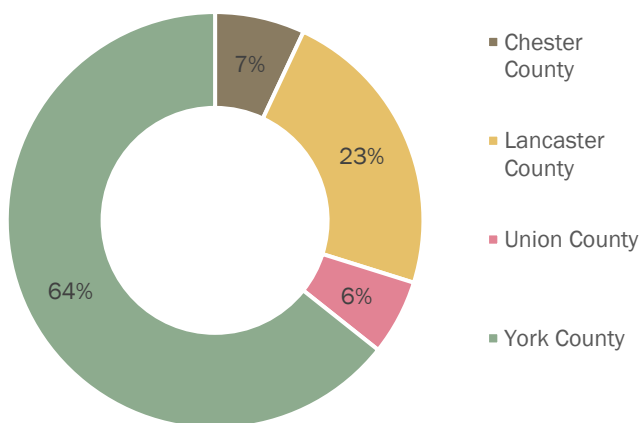
Source: South Carolina Department of Public Safety

Figures 6-6 and 6-7 reveal how fatalities are distributed amongst the counties versus the total share of the population in the region. These tables demonstrate that Lancaster and Union Counties have roughly the same population percentage versus total fatalities suffered over the five years. York County has a disproportionately low fatality rate of 50% despite having 64% of the region’s population. Chester County has a disproportionately high fatality count of 18% of the region’s total, considering that less than half of that percentage is in the region’s total population. It should be noted that the RFATS area was not

subtracted from the regional total as the data is only summarized at the county level. Also, York County and Lancaster County are in both the RFATS MPO and CRCOG Rural Planning areas and have robust one-cent sales tax programs that go towards transportation infrastructure improvement projects that contribute to roadway safety.

Figure 6-7: 2022 Catawba Region Population Estimate

2022 Catawba Region Population Estimate



Source: Census Bureau Quick Facts

Chapter 7 Freight

The movement of goods is critical to the state’s economic health and the Catawba region, which has indirect access to a major inland rail port in Greer, Charlotte-Douglas International Airport, major railway carriers, and an interstate highway. On December 4, 2015, the President signed the Fixing America’s Surface Transportation Act, or “FAST Act.” On October 14, 2016, the U.S. Department of Transportation published Guidance on State Freight Plans and State Freight Advisory Committees. This update to the CRCOG Long Range Plan in coordination with the South Carolina Department of Transportation 2040 Multimodal Transportation Plan (MTP) Update satisfies the requirements as outlined in the FAST Act regarding freight

7.1 Rail Services

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 that traverses the region on a northeast-southwest trajectory and connects the Lancaster County panhandle to Chester and 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 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.

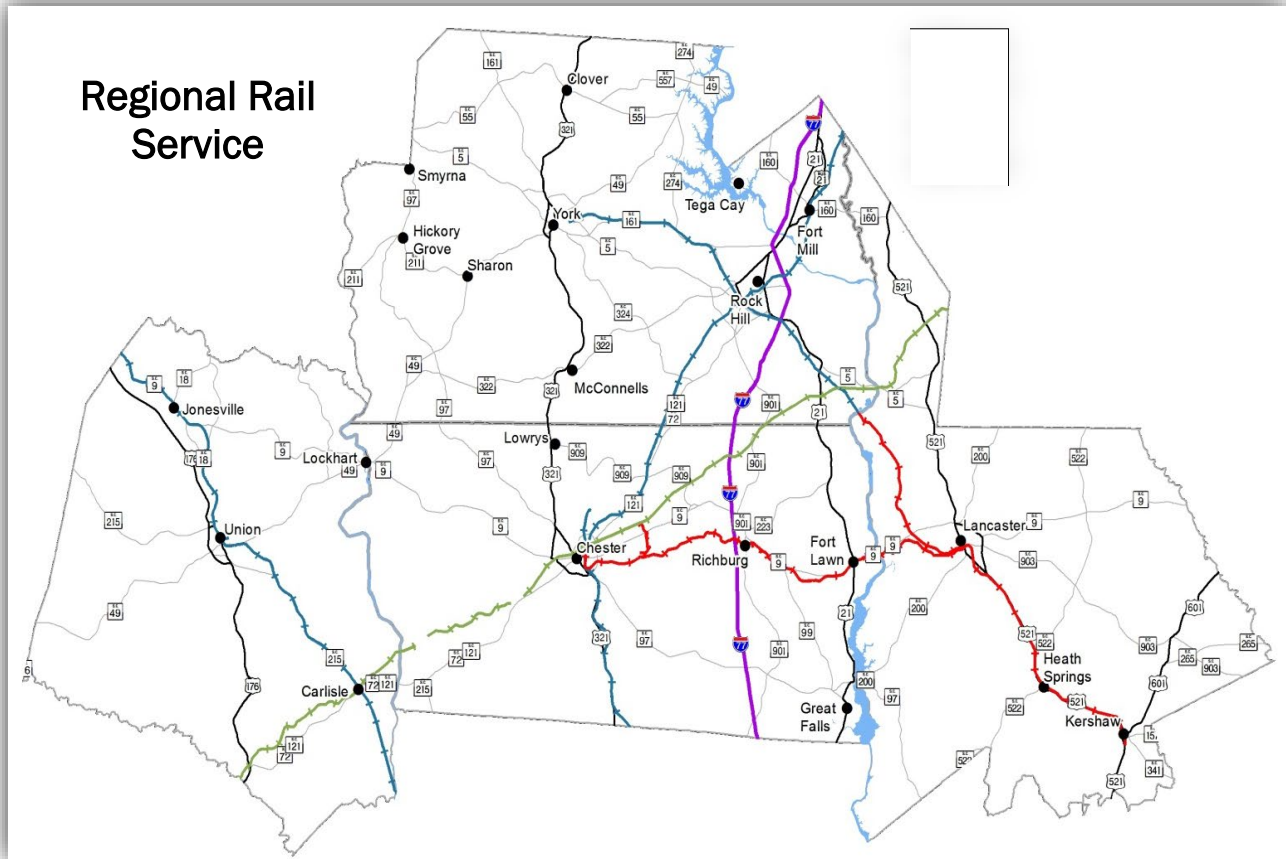
www.nscorp.com

A third system is the **Gulf and Ohio Railroad**, known locally as the **Lancaster and Chester Railroad (L&C)** (red line), a short line developed originally to provide service to the Springs Industries mills. It now also serves a variety of other industries. This line runs between the City of Chester, passing through Fort Lawn and Richburg in Chester County, as it travels east



into Lancaster County to the City of Lancaster before it turns south to Heath Springs and terminates in Kershaw. (www.landcraillroad.com.) The L&C provides rail freight service for industrial customers, connecting them to CSX east of Chester (green line) and the Norfolk Southern line in Chester (blue line).

Figure 7-1 Map of Catawba Regional Rail Service



Source: SCDOT

7.2 Strategic Roadways

The recent update to the 2040 South Carolina Multimodal Transportation Plan included an update to the statewide Strategic Freight Corridor Network. These corridors provide local and regional connections, but they also allow for the efficient movement of goods and services for business and personal purposes.

The rural CRCOG region is served by one interstate and a network of state and federal highways. The following paragraphs contain an overview of major regional highways. Figure 7-2 shows the map of the strategic corridors.

The following strategic highways are listed in the 2040 Multimodal Transportation Plan Update in the region and are essential to transportation and the Upstate's economic vitality.

Interstate 77 – Interstate 77 is a critical link that directly connects goods and services between the CRCOG region, Charlotte, Columbia, and the low country. The York County segment of roadway, located within the RFATS area, is designed for an urban cross-section with four lanes at the North Carolina Stateline and transitions to two lanes as it nears the Chester County Line. The Chester County segment takes on a rural cross-section of the highway, providing two lanes from York County to Fairfield County in each direction.

Highway improvement note:

SCDOT recognized that the rural interstates needed substantial upgrades. The Rural Interstate Freight Mobility Improvement Program was developed and designed to increase mobility along with the interstate freight network by focusing on high-density segments of the system located in rural areas. As part of the 10-Year Plan, SCDOT attempts to address several important segments of the state's interstate system. These critical segments impact hundreds of thousands of motorists per day and impact the movement of freight throughout the state. The SCDOT has initiated planning and preliminary engineering activities for a segment of the I-77 corridor from the start of the two-lane section in York County, near exit 77 (US 21) to exit 65 (SC Hwy 9) in Chester County. This project is currently in the planning phase and is scheduled for tentative completion in 2035.

SC Hwy 9 – SC Hwy 9 is a major east-west corridor that traverses the region between the Union/Spartanburg County line and Lancaster/Chesterfield County line. It provides direct linkage from industry located on the SC Hwy 9 corridor to I-77 and an efficient connection linking I-77 to I-85 in Spartanburg County. This route is the longest strategic freight corridor in the region, with cross-sections of two to four lanes.

Highway improvement note:

The segment of SC Hwy 9 between Lancaster and the Chesterfield County line is being considered for a potential widening project that would widen the two-lane highway from two to four lanes, as funding becomes available. Further feasibility analysis will be required for this future investment.

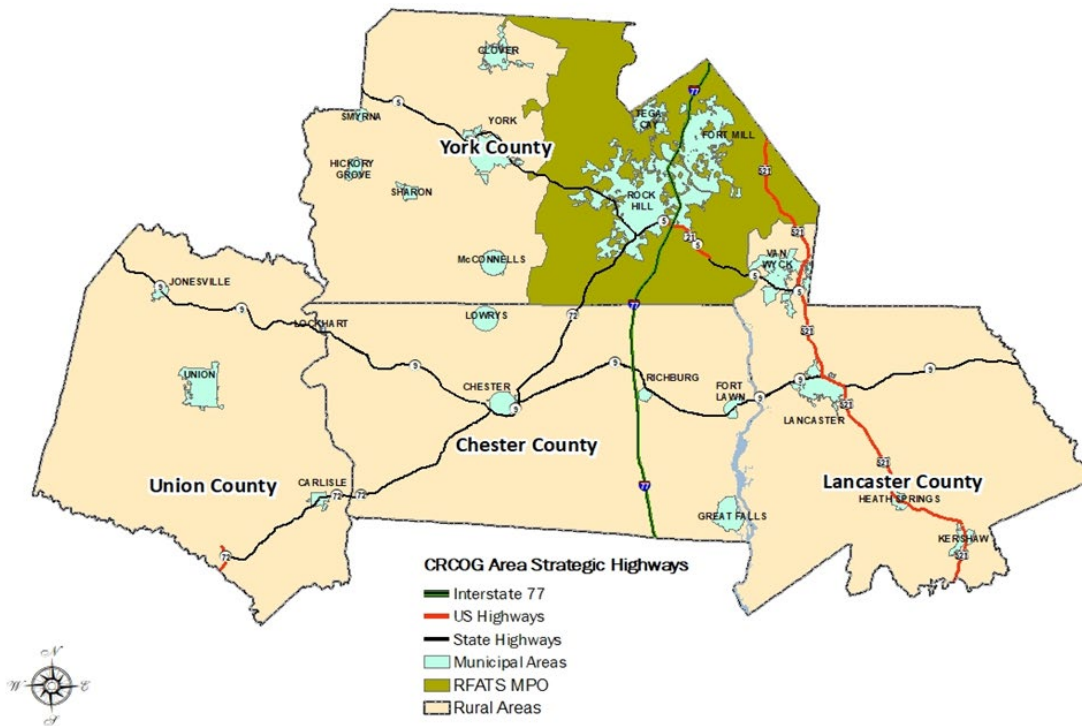
SC Hwy 5 – SC Hwy 5 provides a key northwest/southeast over-the-road freight link between US 521, the City of Rock Hill, the City of York, and the York/Cherokee County Line. It also provides a direct alternative regional connection between I-77 and I-85. Most of SC Hwy 5 is located in the rural portion of the region, with the remainder in the RFATS region. The cross-section consists of a two-lane roadway in Lancaster County and between the City of Rock Hill and the City of York, where it transitions to a four-lane facility to the Cherokee County line.

SC Hwy 72 – The SC Hwy 72 corridor connects the City of Rock Hill from SC Hwy 5 to the Union/Laurens County Line. More importantly, it links with SC Hwy 9 in Chester to efficiently connect goods and services from I-77 to I-26 in Laurens County. The cross-section of SC Hwy 72 is a rural two-lane cross-section throughout its length.

US 521 – US 521 is one of the region’s few major north-south economic corridors. It connects Southeast Charlotte’s Ballantyne Area/I-485 to the City of Lancaster and southern Lancaster County. It also provides an alternative route through Kershaw County to I-20. Most of its length is located within the rural area of Lancaster County. US 521 contains a four-lane cross-section throughout the rural area.

Figure 7-2: Strategic Corridors

CRCOG Strategic Freight Corridors



Source: SCDOT

Table 7-1 List of road segments with the highest Average Annual Daily Trips in the CRCOG area in 2021.

List of road segments with the highest Average Annual Daily Trips in the CRCOG area in 2021.			
Bolded segments are part of the Strategic Freight Corridors, as shown in Figure 6-1			
County	Route	Route Segment	AADT
CHESTER	I-77	SC 9 (LANCASTER HWY) TO COUNTY LINE	46,500
CHESTER	I-77	S- 56 (OLD RICHBURG RD) TO SC 9 (LANCASTER HWY)	38,400
CHESTER	I-77	SC 97 (GREAT FALLS HWY) TO S- 56 (OLD RICHBURG RD)	38,200
CHESTER	I-77	SC 200 (HWY 200) (FAIRFIELD) TO SC 97 (GREAT FALLS HWY)	37,600
LANCASTER	US-521	SC 9 (PAGELAND HWY), SC 9 BUS TO US 521 BUS (N MAIN ST), SC 9	22,400
LANCASTER	US-521	S- 56 (OLD CHARLOTTE RD) TO SC 5 (RAMP RAMP)	21,100
LANCASTER	US-521	US 521 BUS (N MAIN ST), SC 9 TO S- 56 (OLD CHARLOTTE RD)	19,500
LANCASTER	SC-9	S- 67 (GILLSBROOK RD) TO US 521 (RAMP RAMP), US 521 BUS	17,900
YORK	SC-5	SC 324 (MCFARLAND RD) TO SC 5 (ALEXANDER LOVE HWY E)	16,200
LANCASTER	SC-5	County Line - YORK TO SC 75 (W REBOUND RD), S- 29	15,900
CHESTER	SC-9	S- 103 (WILSON ST) TO SC 72 (J A COCHRAN BYP)	15,500
YORK	SC-5	SC 49 (CONGRESS ST N) TO SC 5 BUS (LIBERTY ST E), SC 161	15,000
YORK	SC-161	SC 5 (ALEXANDER LOVE HWY E) TO SC 274 (CELANESE RD), S- 81	14,700
YORK	SC-5	US 321 (FILBERT HWY) TO SC 49 (CONGRESS ST N)	13,100
UNION	US-176	SC 49 (N DUNCAN BYP), S- 137 TO SC 49 (W MAIN ST), S- 7	13,000
UNION	US-176	US 176 CON (CONNECTOR RD) TO SC 49 (N DUNCAN BYP), S- 137	12,700
YORK	SC-55	US 321 (MAIN ST S) TO SC 557 (HIGHWAY 557), L- 852	12,600
LANCASTER	SC-9	S- 612 (RUGBY RD) TO S- 67 (GILLSBROOK RD)	12,500
YORK	SC-5	SC 5 BUS (LIBERTY ST E), SC 161 TO L- 4972 (PUBLIC WORKS RD)	11,800
YORK	SC-5	L- 4972 (PUBLIC WORKS RD) TO S- 1172 (PARK PLACE RD)	11,600
CHESTER	SC-9	SC 909 (NO NAME) TO S- 46 (NO NAME), L- 46	11,300
CHESTER	SC-9	S- 514 (HAWTHORNE RD) TO County Line - LANCASTER	11,300
LANCASTER	US-521	SC 5 (RAMP RAMP) TO SC 75 (CHARLOTTE HWY)	11,200
LANCASTER	SC-5	SC 75 (W REBOUND RD), S- 29 TO US 521 (CHARLOTTE HWY)	11,200
CHESTER	SC-9	US 321 (COLUMBIA RD) TO S- 103 (WILSON ST)	11,100
LANCASTER	SC-9	County Line - CHESTER TO S- 612 (RUGBY RD)	11,100
UNION	US-176	County Line - SPARTANBURG TO S- 14 (CEDAR GROVE RD)	11,100
LANCASTER	SC-903	US 521 BUS (S MARKET ST), S- 351 TO S- 362 (COMMUNITY LN)	10,800
YORK	US-321	US 321 BUS (KINGS MOUNTAIN ST) TO SC 161 (HIGHWAY 161)	10,600.00
YORK	SC-5	US 321 BUS (CONGRESS ST S) TO SC 324 (MCFARLAND RD)	10,300
CHESTER	SC-9	S- 46 (NO NAME), L- 46 TO SC 223 (NO NAME)	10,300
CHESTER	SC-9	S- 56 (OLD RICHBURG RD) TO SC 909 (NO NAME)	10,200

Bold indicates part of the Strategic Freight Network in the CRCOG Area. RFATS road segments are not included.
 *AADT is the average annual daily trip at specific roadway segments.

Source: SCDOT

Chapter 8 Transit Services

Chester, Lancaster, Union, and York counties have demand-response transit services. York County contracts with York County Access, operated by the York County Council on Aging, for transit services. Senior Services of Chester County operates the Chester County Connector. Lancaster County Council on Aging operates in the Lancaster Area Ride Service (LARS). Union County began a three-year public transportation pilot program in 2023 in partnership with the Chester Connector. The program is a “demand response” service run Monday through Friday, 7:00 am – 5:00 pm, providing access to medical appointments, grocery stores, pharmacies, and essential shopping needs.



Chester County Connector has been 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.

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. Rock Hill provides funding for York County Access and receives 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 and funded by the South Carolina Department of Transportation and Lancaster County. LARS is financed by Lancaster County, FTA/SCDOT, and fares. www.lancastercoa.org/LARS_Transportation.html

CRCOG partnered with Union County to complete a Transit Feasibility Study to determine the viability of public transit in Union County. In cooperation with the City of Union and the Towns of Carlisle, Jonesville, and Lockhart, the County received South Carolina State Mass Transit Funds from the SCDOT/FTA to conduct the study to

evaluate the needs, consider alternatives, and recommend implementation strategies. After completing the Feasibility Report, the County pursued a 3-year pilot program before receiving rural transit funds. The 3-year pilot program was funded by SCDOT/FTA, with Union County local matching funds. Service began in 2023.

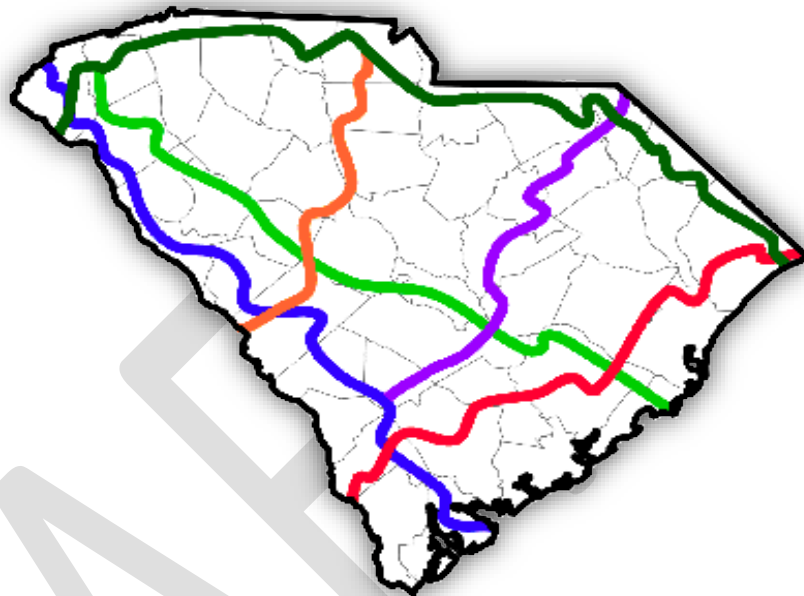
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9.1 Bicycle and Pedestrian Initiatives

9.1.1 Complete Streets

In 2021, the SCDOT adopted a Complete Streets Departmental Directive to establish guidelines for including multimodal accommodations that include walking, bicycling, and transit in projects undertaken on state-owned roadways. This consideration will consist of all Guideshare-funded projects in the TIP and TAP-funded projects. A complete publication of this directive is provided in Appendix G. Source: SC PRT

Figure 9-1 South Carolina Statewide Bike Routes



9.1.2 State Routes in the CRCOG Region

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

The **Northern Crescent Route** (dark green line) runs 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, Andrew Jackson State Park, and Forty Acres Rock Heritage Preserve, which serve as primary attractions along the route in Lancaster County.

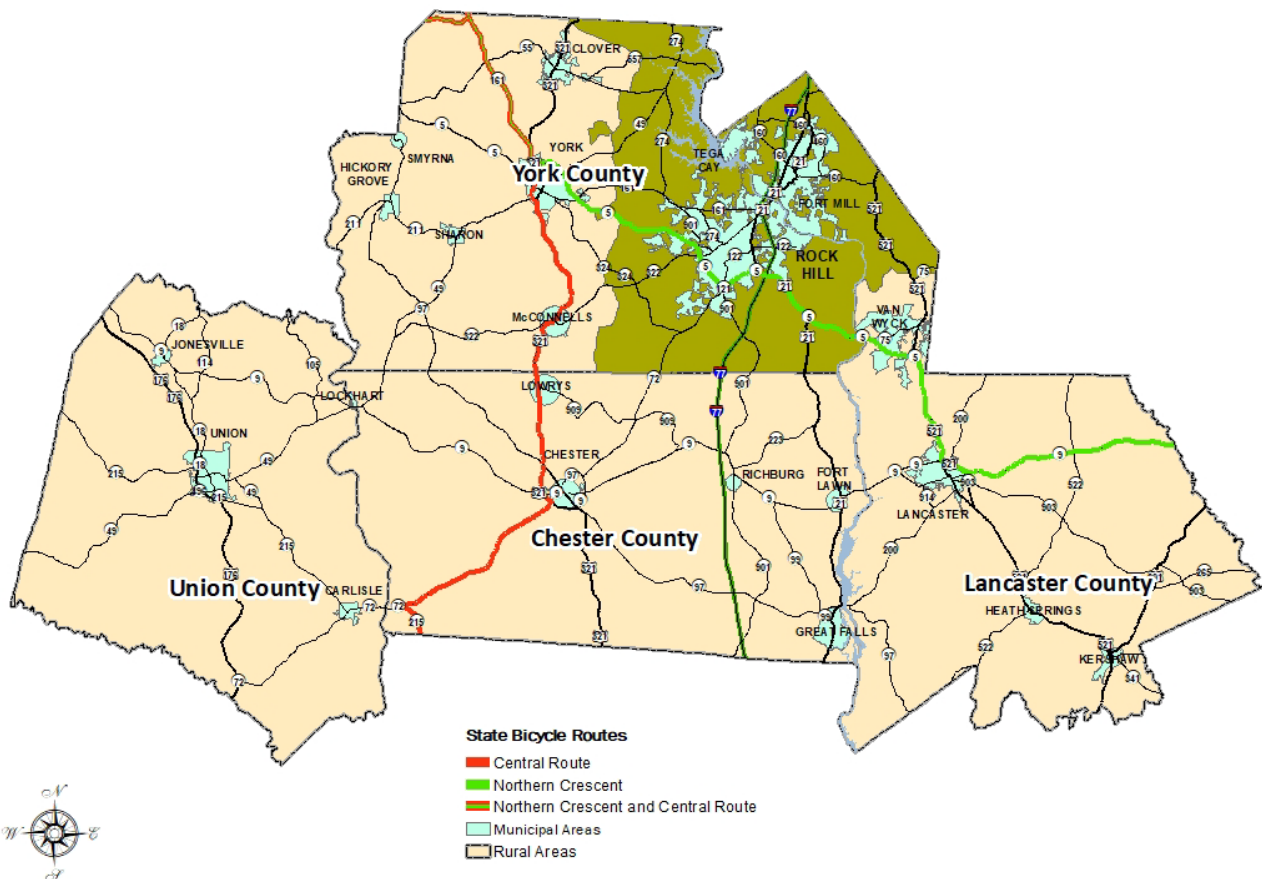
[www.sctrails.net/Trails/ALLTRAILS/bikeguide/ncrescent.html]

The **Central Route** (orange line) covers 166 miles and passes through the center of the state from Kings Mountain State Park in York County to the Redcliffe State Historic Site near the Georgia border. This route passes through the charming historic cities of York and Chester and includes Chester State Park on SC 72.

[www.sctrails.net/Trails/ALLTRAILS/Bikeguide/central.html]

Figure 9-2 State Bicycle Routes in the CROCOG Area

State Bicycle Routes

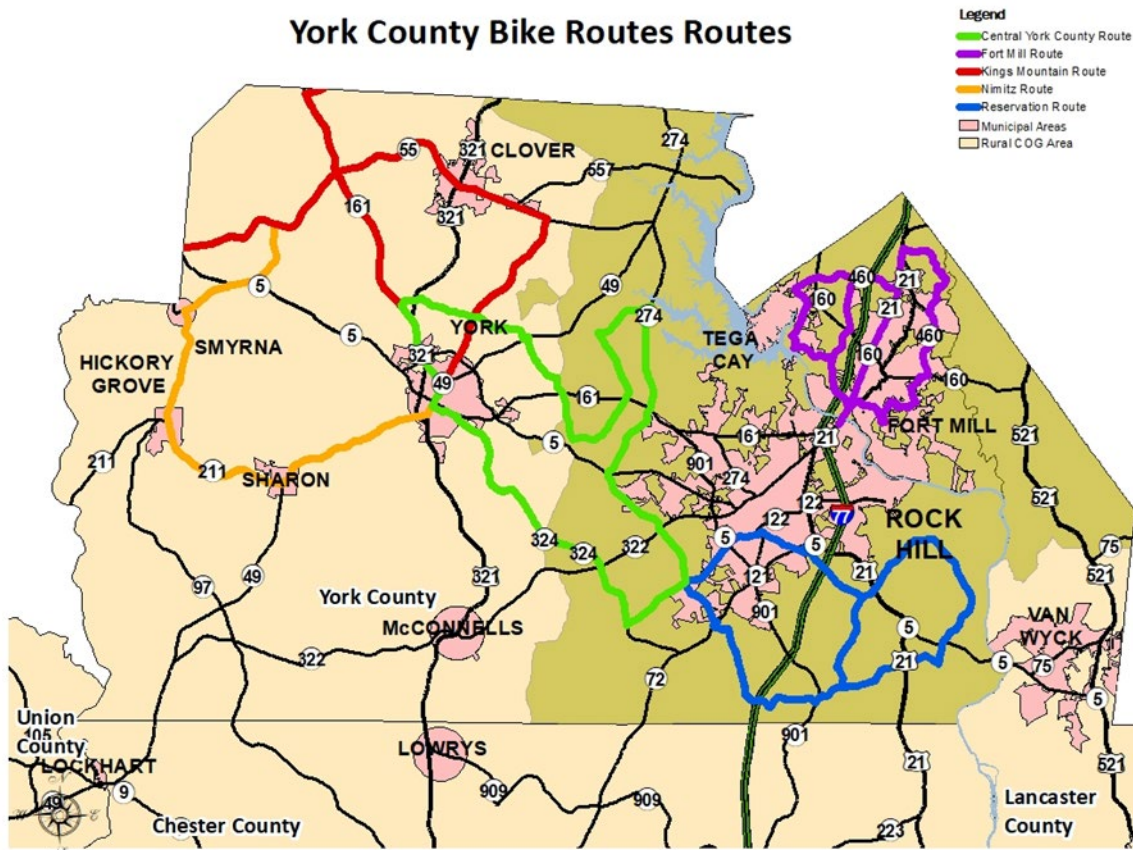


Source: SCDOT

9.1.3 York County Bike Routes

York County created Prioritized Bike Routes consisting of five Routes totaling 181 miles (79 miles in the rural areas) and linking the county's far eastern and western portions with key points of interest. The York County Bike/Ped Task Force (BPTF) initially coordinated and facilitated this effort. The task force, made up of staff from municipal and county planning offices, South Carolina Department of Health and Environmental Control (DHEC) staff, Winthrop University staff, Eat Smart Move More South Carolina, and local bike clubs and citizen advocates, had a vision of promoting cycling/pedestrian as an alternative mode of transportation between the rural and urban communities. The BPTF closely coordinated with SCDOT and the York County Government to create the five signed routes. Figure 9-2 illustrates the location of the routes in the county.

Figure 9-3 York County Bicycle Routes



Source: York County Planning and Development

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9.1.4 Carolina Thread Trail

The **Carolina Thread Trail (CTT)** 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 CTT will link approximately 2.8 million people, places, cities, towns, and attractions with partnerships from the participating counties and municipalities. Lands to be incorporated into trails and greenways can include farmland, wildlife habitat, open fields, and forests. The CTT will help preserve the county's natural areas and will be a place to explore nature, culture, science, and history. Building a county-wide trail system is no small undertaking. Segments will be built individually, and adjustments will be made to the proposed routes as circumstances change.

Residents from Chester, Lancaster, and York counties participated in 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. Residents worked with neighboring counties to identify connection points and build trails that would grow together over time.

To date, 23 trail segments, totaling 36.9 miles, have been constructed/dedicated throughout the region. Table 9-1 displays the trails built in the three-county area. Figure 9-4 shows their location. A 29.3-mile blueway trail between the Lake Wylie Dam and the SC Highway 9 bridge has also been dedicated.



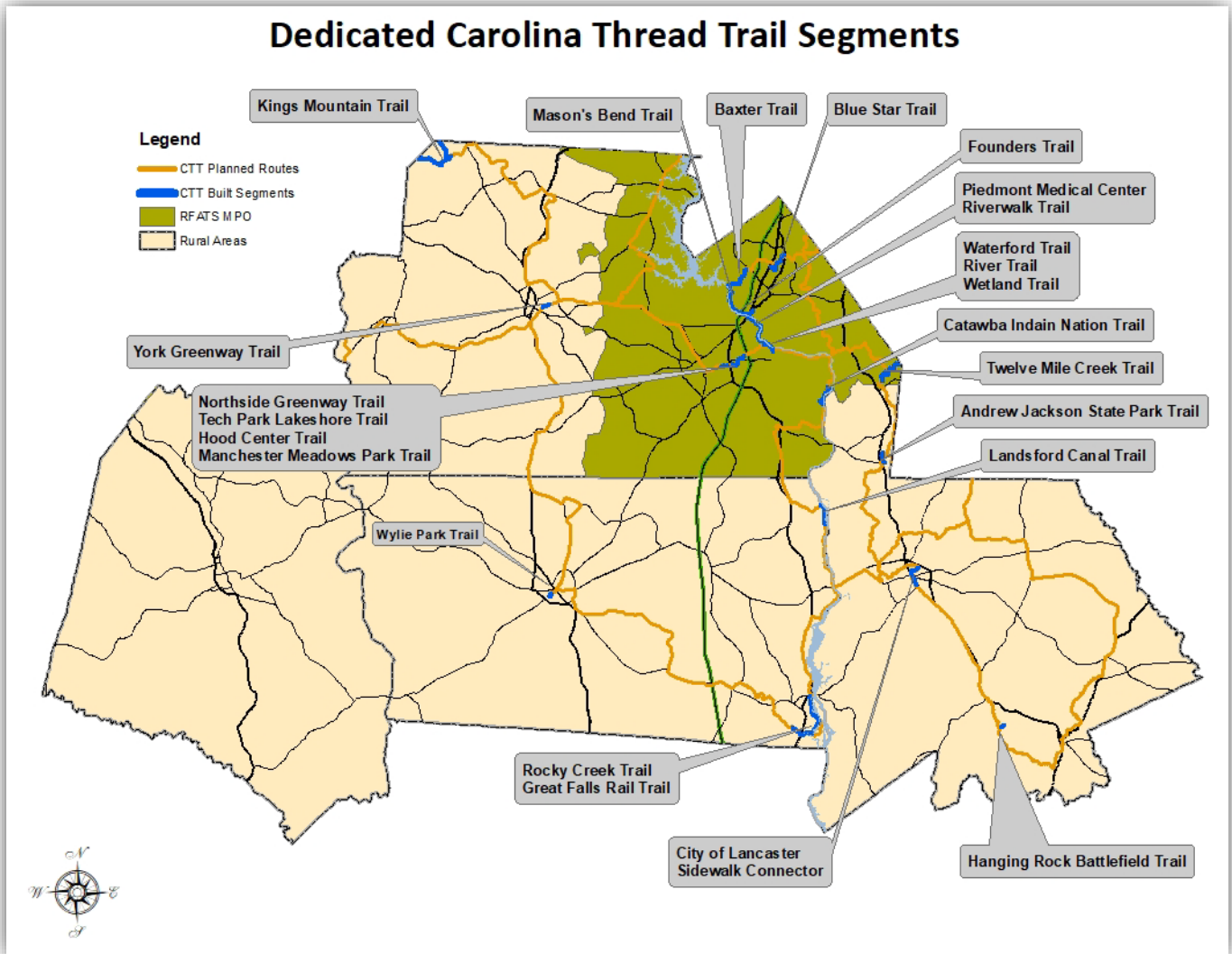
Table 9-1 Constructed Segments of the Carolina Thread Trail in the Catawba Region

Constructed Segments of the Carolina Thread Trail					
	Name	Place	Length Miles	Surface	County
1.	York Greenway	York	0.5	Paved	York County
2.	Mason's Bend	Fort Mill	1.9	Natural	York County
3.	Northside Greenway	Rock Hill	0.3	Paved	York County
4.	Tech Park Lakeshore Trail	Rock Hill	0.6	Paved	York County
5.	Baxter Village Trail	Fort Mill	3.3	Natural	York County
6.	Founder's Trail	Fort Mill	2.3	Natural	York County
7.	Hood Center Trail	Rock Hill	0.8	Paved	York County
8.	Manchester Meadows Park Trail	Rock Hill	0.6	Paved	York County
9.	Riverwalk: Piedmont Medical Center Trail	Rock Hill	2.5	Paved	York County
10.	River Trail	Rock Hill	1.0	Paved	York County
11.	Wetland Trail	Rock Hill	0.4	Boardwalk	York County
12.	Waterford Trail	Rock Hill	1.5	Paved/Natural	York County
13.	Blue Star Trail	Fort Mill	1.4	Natural	York County
14.	Catawba Indian Nation Trail	Catawba	2.5	Natural	York County
15.	Kings Mountain State Park	Clover	4.5	Natural	York County
16.	Landsford Canal	Landsford	1.5	Natural	Chester County
17.	Rocky Creek Trail	Great Falls	1.6	Natural	Chester County
18.	Wylie Park Trail	Chester	0.5	Paved	Chester County
23.	Great Falls Rail Trail (Future)	Great Falls	2.7	Paved/Natural	Chester County
20.	City of Lancaster Sidewalk Connector	Lancaster	1.6	Paved	Lancaster County
21.	Andrew Jackson State Park Trail	Lancaster	1.1	Natural	Lancaster County
22.	Twelve Mile Creek Trail	Indian Land	3.5	Natural/Paved/Board walk	Lancaster County
23.	Hanging Rock Battlefield Trail	Heath Springs	0.3	Natural	Lancaster County
Total Miles			36.9		

Bold text is for segments located within the Catawba Rural Planning Area.

Source: <https://www.carolinathreadtrailmap.org/trails>

Figure 9-4 Carolina Thread Trail Segments



Source: <https://www.carolinathreadtrailmap.org/trails> and CRCOG GIS

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

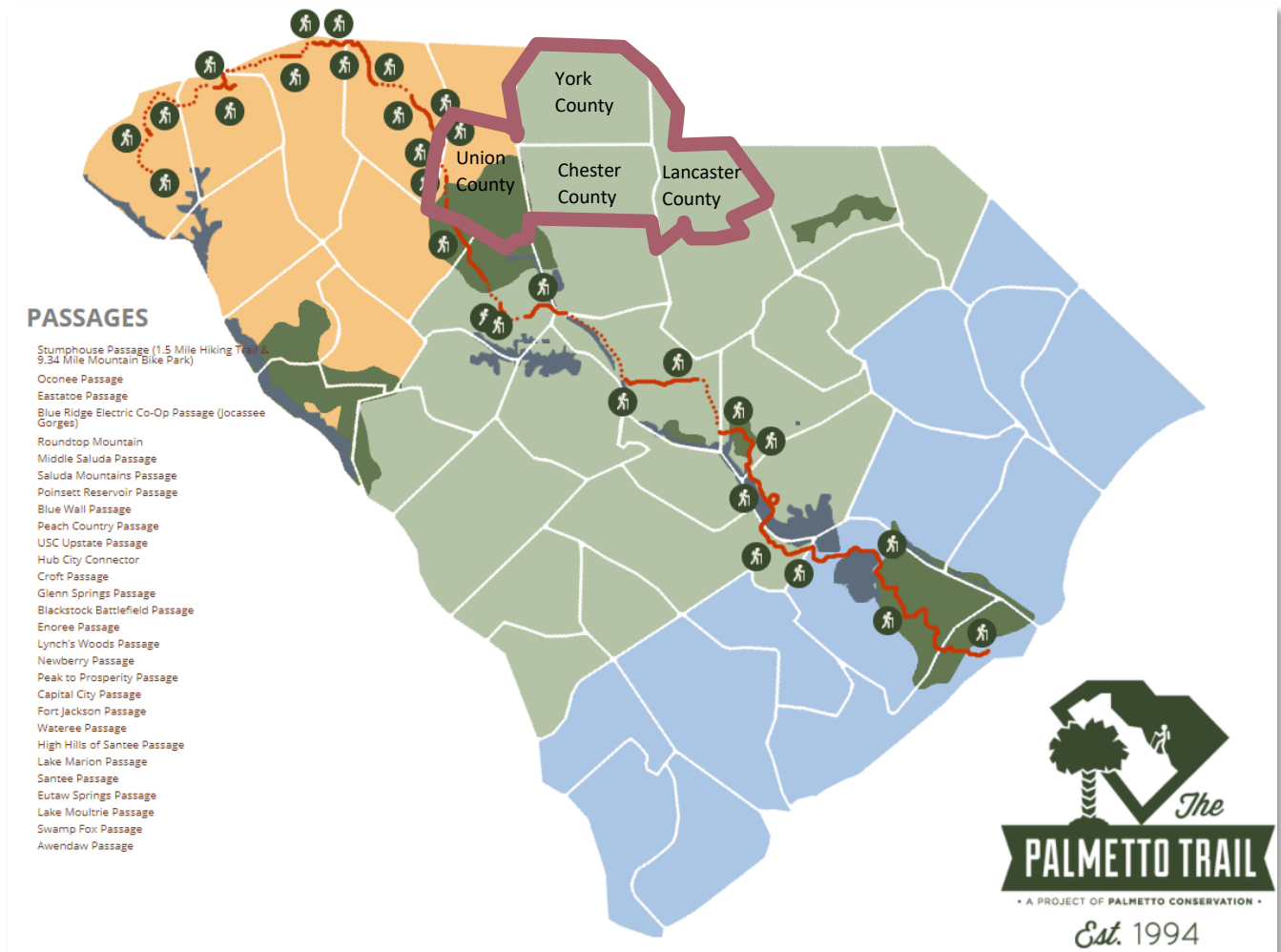
York: [\[www.carolinathreadtrail.org/local-connections/york-county-sc\]](http://www.carolinathreadtrail.org/local-connections/york-county-sc)

9.1.5 Palmetto Trail

The Palmetto Trail, when finished, will be a 425-mile recreational trail that traverses the state of South Carolina. The trail begins at Oconee State Park in the Upstate and ends north of Charleston at the Francis Marion National Forest along the coast. It will consist of several connecting sections that will showcase the unique history, culture,

and geography of the Palmetto State. Each section is designed for a weekend's enjoyment on the trail.

Figure 9-5 Palmetto Trail Map



Source: <https://palmettoconservation.org/palmetto-trail/map/>

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. A portion of the Trail is constructed in Union County within the Sumter National Forest (Enoree Passage). Additional planned trail corridors will continue through Union County.

Chapter 10 Federal Planning Requirements

10.1 Federal Guidance

The Bipartisan Infrastructure Law (BIL) is the latest transportation act that provides long-term funding certainty for surface transportation, meaning states and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a federal partner over the long term.

The BIL includes transportation planning provisions, which may involve specific requirements for different transportation projects. Some general aspects and considerations related to transportation planning under this law could consist of the following:

- **Funding Allocation:** The law allocates substantial funds for various transportation projects, and there may be requirements related to how these funds are distributed among different states and regions.
- **Project Prioritization:** Transportation planning often involves prioritizing projects based on factors such as safety, economic impact, environmental considerations, and community needs. The BIL may specify criteria for project prioritization.
- **Sustainable and Resilient Infrastructure:** The law emphasizes the importance of sustainability and resilience in infrastructure development. Transportation planning may need to consider these aspects, such as incorporating green infrastructure and addressing climate change impacts.
- **Public Transit and Active Transportation:** The BIL includes funding for public transit and active transportation projects. Transportation planning requirements may involve ensuring these funds enhance public transit systems and support walking and biking infrastructure.
- **Climate Considerations:** Given the increasing focus on addressing climate change, transportation planning requirements may include considerations for reducing carbon emissions, promoting electric vehicle infrastructure, and integrating sustainable transportation options.
- **Community Engagement and Equity:** The BIL emphasizes the importance of community engagement and equity. Transportation planning requirements may involve engaging communities in decision-making and ensuring that infrastructure benefits are distributed equitably.
- **Technological Innovation:** The law encourages the adoption of innovative transportation technologies and intelligent transportation systems. Planning requirements could include considerations for incorporating these technologies into transportation projects.

Additionally, the ten planning factors stipulated under the FAST Act/SAFETEA-LU planning requirements are continued under BIL law and are shown in the box below.

Table 10-1 FAST Act Planning Requirements

Planning Requirements	
1.	Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2.	Increase the safety of the transportation system for motorized and nonmotorized users;
3.	Increase the security of the transportation system for motorized and nonmotorized users;
4.	Increase the accessibility and mobility of people and 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 throughout the State, 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.

Source: FHWA

The BIL also continues the FAST Act/ Moving Ahead for Progress in the 21st Century (MAP-21) emphasis on a performance-based approach to the transportation decision-making process, which supports the seven national goals of the Federal-Aid Highway program. These seven national performance goal areas are discussed in depth in the following section, specifically in Table 10-2.

10.2 Transportation Performance Management (TPM)

Figure 10-1 Performance Management Cycle



Source: FHWA

10.2.1 Background

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. TPM is systematically applied and is a regular ongoing process. It

provides key information to help decision-makers understand the consequences of their investment decisions across assets and/or modes of transportation. It is intended to improve communication between decision-makers, stakeholders, and the general public, thus ensuring targets and measures are developed based on data and objective information. The process also provides state and local governments with improved and more efficient delivery times, accountability, and transparency.

10.2.2 Performance-based planning and programming (PBPP) –

Figure 10-2 Performance-based Planning and Programming



Performance-based planning and programming refer to the application of performance management within the CRCOG planning area's planning and programming processes to achieve desired performance outcomes for the multimodal transportation system.

The BIL adjusts the timeframe for states, MPOs, and COGs to meet their performance targets under the National

Highway Performance Program. It clarifies the significant progress timeline for the Highway Safety Improvement Program performance targets. This requires measuring regional performance in seven national goal areas. The seven goal areas, goal descriptions, and assigned Performance Measures (PM) per 23 USC Section 150(b) are

provided in Table 10-1. Congestion, Mitigation Air Quality (CMAQ) performance measures, only apply within the RFATS MPO Area.

The 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 significantly reduce 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 transportation system's performance 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 by eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

10.2.2 Performance Measures and Targets

Performance Targets are "a quantifiable level of performance or condition, expressed as a value for the (Performance) measure, to be achieved within the time required by the Federal Highway Administration." A target for a performance measure is a single numerical value. For each of the performance measures listed in Table 9-1, the SCDOT has corresponding performance targets to set. The FHWA mandates that each State DOT and MPO establish performance targets for applicable national performance measures. The SCDOT accomplished this through planning agreements with each MPO and COG, which require that each agency adopt performance targets into their long-range plans within 180 days of the date the state sets its targets. MPOs and COGs can either adopt the state-set performance targets or adopt their own through a coordinated process approved by the SCDOT.

Table 10 2 MAP 21 National Goals, Performance Measures, and Targets

MAP 21 National Goals, Performance Measures, and Targets

National Goal and Description	Performance Measure	Target
Performance Measure 1 Safety (PM-1)		
Safety To significantly reduce traffic fatalities and serious injuries on all public roads. This is evaluated annually.	<ul style="list-style-type: none"> • Number of Fatalities • Fatality Rate per 100 Million Vehicle Miles Traveled • Number of Serious Injuries • Serious Injury Rate per 100 Million Vehicle Miles Traveled • Number of Non-motorized fatalities and Serious Injuries 	5-year Rolling Averages that change annually (See Appendix F)
Performance Measure 2 Infrastructure Condition (PM-2)		
Infrastructure Condition To maintain the National Highway System (NHS) highway infrastructure asset system in a state of good repair	<ul style="list-style-type: none"> • % of Interstate Pavements in Good Condition • % of Interstate Pavements in Poor Condition • % of Non-Interstate NHS Pavements in Good Condition • % of Non-Interstate NHS Pavements in Poor Condition • % of NHS Bridge Deck Area in Good Condition • % of NHS Bridge Deck Area in Poor Condition 	<ul style="list-style-type: none"> • Four Year Target • Four Year Target • Two- and Four-Year Targets • Two- and Four-Year Targets • Two- and Four-Year Targets • Two- and Four-Year Targets
Performance Measure 3 System Performance (PM-3)		
Congestion Reduction (CMAQ) To achieve a significant reduction in congestion on the National Highway System	<ul style="list-style-type: none"> • % of Non-Single Occupant Vehicles • Annual Hours of Peak-Hour Excessive Delay per Capita (PHED) 	<ul style="list-style-type: none"> • RFATS Area Only
System Reliability To improve the efficiency of the surface transportation system	<ul style="list-style-type: none"> • % of Interstate Highways that are Reliable • % of Non-Interstate Highways that are Reliable 	<ul style="list-style-type: none"> • Two- and Four-Year Targets • Two- and Four-Year Targets
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	<ul style="list-style-type: none"> • Truck Travel Time Reliability Index 	<ul style="list-style-type: none"> • Two- and Four-Year Targets
Environmental Sustainability (CMAQ)* To enhance the performance of the transportation system while protecting and enhancing the natural environment	<ul style="list-style-type: none"> • Emission Measure - Total Emissions Reduction - NOx Benefit (kg/day) • Emission Measure - Total Emissions Reduction - VOC Benefit (kg/day) 	<ul style="list-style-type: none"> • RFATS Area Only
No Assigned Performance Measure		
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 by eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	

Source: FHWA

10.2.2.1 PM-1 Safety

Safety performance measures apply to all public roads statewide. The CRCOG adopted SCDOT's statewide safety targets for all public roads. These five safety performance measures and targets, which include the number of fatalities, fatality rate, number of

serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries per 100 million miles traveled, can be found in Appendix B – System Performance Report. Safety targets are measured on a five-year rolling average. Safety targets are required to be set by the SCDOT by August 31st annually and adopted by each MPO and COG by February 27th of the following year.

Based on the SCDOT Engineering Office analysis, roadway departures, and fixed objects are the leading factors in fatal and severe injury crashes in the CRCOG study area and statewide. Countermeasures that can be applied to reduce roadway departures include paved shoulders, rumble strips, adequate clear zones, cable guardrails, enhanced signalization, pavement friction, and horizontal curve improvements. These countermeasures will be encouraged on all newly programmed projects, specifically on projects where crash data show many roadway departures and/or fixed object collisions. The CRCOG, working with regional partners, has developed a priority project list that includes several potential intersection and corridor projects that, through Guideshare funding, with the intent to decrease non-motorized fatality and serious injury rates during future reporting periods. The SCDOT Rural Road Safety Program funds a list of projects statewide that address the most safety-challenged rural highways within the state. Appendix G provides a list of those planned projects and their current status.

10.2.2.2 PM-2 Infrastructure Condition (NHS Pavements and Bridges)

In 2022, the CRCOG adopted Statewide two-year and four-year NHS Pavements and NHS Bridge baseline measures and targets. The performance period runs from the calendar year 2022 and 2025. This is the second four-year period under review. In 2022, the state performed its first four-year evaluation of the initial four-year period between 2018 and 2022. After the first four-year evaluation, the SCDOT reevaluated the previous targets and adjusted them to meet anticipated performance levels based on future investments and system degradation.

In September 2022, the SCDOT announced that MPOs and COGs would no longer fund pavement and bridge improvement projects, including reconstruction, rehabilitation, and preservation, through Guideshare funding. Instead, these projects will be funded through the SCDOT or the County C-fund programs. The SCDOT fully funds the state bridge program. However, the CRCOG is still required to adopt pavement and bridge targets on a biennial basis.

The CRCOG has traditionally adopted state-wide performance measures and targets into its LRTP. Statewide performance measures and targets are found in Appendix F.

10.2.2.3 PM 3 System Reliability

The CRCOG adopted SCDOT's statewide PM-3 system reliability targets for person miles traveled on the interstate system and NHS and truck travel time reliability on the interstate system. A major consideration for establishing future performance goals related to system reliability is growth in Vehicle Miles of Travel (VMT). According to the Charlotte Regional Model (CRM), VMT growth is projected to increase within the region over the horizon of the LRTP. The congested portion of Interstate-77 and Non-Interstate NHS (US-21) is located within the RFATS MPO area. Reliability within the CRCOG study area is at approximately 100%.

Truck Travel Time Reliability (TTTR) measures the actual average truck travel time versus the recommended travel time on the Interstate system. The recommended time is based on optimal traffic conditions, and a ratio above 1.0 indicates that the highway conditions are less reliable for freight carriers.

The CRCOG has adopted the statewide PM-3 performance measures and targets. The latest statewide performance measures targets are found in Appendix F.

10.2.3 System Performance Report

Through the federal rulemaking process, the Federal Highway Administration (FHWA) requires state DOTs and MPOs (and by extension, the South Carolina Department of Transportation (SCDOT) requires 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 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 the tools to calculate them are summarized in this report.

This System Performance Report (**Appendix F**) presents the baseline, performance/condition measures, targets, and progress towards achieving those targets from a statewide and COG regional level. These performance measures are a part of SCDOT's Strategic Ten-Year Asset Management Plan (STAMP). SCDOT's STAMP was developed in collaboration with South Carolina's Division Office of the Federal Highway Administration (FHWA). The plan has been designed to satisfy federal rulemaking and 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 the SCDOT with a platform to communicate existing infrastructure conditions and project-constrained performance targets for the 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.

Figure 10-3 Transportation Performance Management four-year performance cycles.



Source: FHWA

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Chapter 11 Statewide Planning Framework

11.1 Statewide Planning Process

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

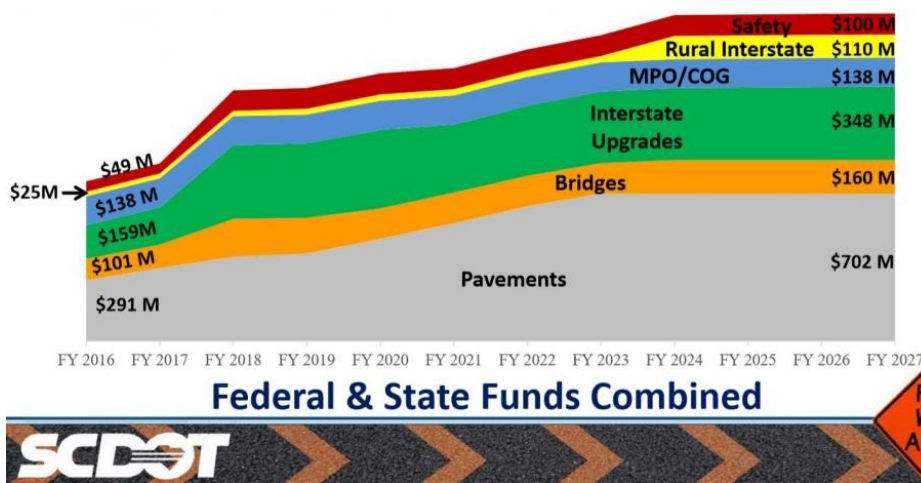
11.2 SCDOT 10-Year Investment Plan

Act 40, the Roads Bill, passed by the South Carolina General Assembly, went into effect on July 1, 2017, allowing the South Carolina Department of Transportation to make significant strides toward bringing the highway system back from 30 years of neglect. A 2-cent increase in the gas tax per year will reach a maximum of 12 cents in 2023 and be implemented through 2027. The 10-year investment plan enables the agency to:



- Address safety needs by improving 100 miles of the worst roads yearly.
- Replace over half of the state’s 750 structurally deficient bridges.
- Reconstruct, resurface, and rehabilitate 80% of the state’s 42,000 miles of roadways to achieve overall good condition.
- Initiate interstate widening projects through the Rural Interstate Improvement Program.

The 10-Year Plan Investment Areas



11.3 South Carolina Act 114

Each project must be financially constrained and identified within the Transportation Improvement Plan. Moreover, each road widening, functional intersection, and new-location roadway improvement project must be rated and ranked consistent with South Carolina ACT 114. The CRCOG TAC performs the ranking and may add regional-specific ranking criteria if approved by SCDOT. The ranking criteria used to rank CRCOG projects are located in Appendix B.

11.4 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 must spend no more than 75% of their apportionment yearly on their local system. 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.

11.5 Transportation Alternative Program (TAP) Grants

The program is a "grant" program under Federal regulation. It is a reimbursement-based grant. Only after a project has been approved by the SCDOT and the FHWA division office can project costs become eligible for reimbursement. Typically, the grant requires an 80% to 20% match by the local agency, meaning the SCDOT will pay for 80% of the project, and the qualifying entity will pay 20%. Exceptions to the 20% match are permitted upon request and available match funding.

The following eligibilities are authorized for the Transportation Alternatives Program and by the SCDOT Commission:

Table 11-1 The Transportation Alternative Program Process

The Transportation Alternative Program Process	
<p>The following entities may apply for TAP Funding:</p> <ul style="list-style-type: none">• Local governments• Regional Transportation Authorities• Transit Agencies• Natural Resource or Public Lands agencies• School Districts, local education agencies or schools• Tribal Governments• Nonprofits• Any other local or regional governmental entity responsible for or overseeing transportation the State determines to be eligible, including all eligible COGs.	<p>The following are eligible projects that may be funded.</p> <ul style="list-style-type: none">• Planning, design, and construction of:• On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation (Note: The term "pedestrians" includes all users of the pedestrian infrastructure, including persons with disabilities).• Projects that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs.• Safe Routes to Schools infrastructure (23 U.S.C. 208)• Projects listed in an applicable SCDOT, COG/MPO non-motorized transportation, bicycle, or other related plans.

The Transportation Alternative Program Process

- Projects that meet SCDOT's Complete Streets Departmental Directive

Source: www.scdot.org/getting/community_transportation_alternatives.aspx

A list of approved and proposed TAP Projects is listed in the LRTP Appendix B Priority Projects List.

11.6 State Rural Infrastructure Bank

The South Carolina Transportation Infrastructure Bank (SIB) was created in 1997 (Bank Act). Its corporate purpose is to assist in financing major qualified projects by providing loans and other financial assistance to government units and private entities for constructing and improving highway and transportation facilities necessary for public purposes, including economic development. The Bank has recently assisted with funding up to \$5.9 billion on 100 projects in 29 counties and five municipalities.

The SIB Board has approved a new Rural Project Program (2024) and committed \$250 million over the next ten years. The Rural Project Program will provide financial assistance to rural projects that do not exceed \$50 million. The Bank will accept rural applications from local governments (project sponsors or owners) for financial aid for transportation projects.

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Chapter 12 Statewide Regional Mobility Pilot Program

The SCDOT has developed the framework for a structured process to aid in transportation planning for MPOs and COGs. Many efforts to address transportation challenges have traditionally focused on identifying areas with heavy vehicle traffic congestion and implementing solutions such as capacity widening and intersection improvements. There has been a shift to creating a multi-tiered demand management and operations strategy process to help preserve existing infrastructure, support existing communities, and improve multimodal travel choices. The Regional Mobility Program is intended to be an objective, data-driven approach to ensure investment decisions are made with a clear focus on outcomes.

The South Carolina Department of Transportation has proposed revisions to the MPO and COG Guideshare Program to increase funding and align the policies and measures with the agency’s strategic goals. The current MPO and COG Program was renamed the Regional Mobility Program. The refocused program aims to improve transportation system performance and mobility by reducing congestion's adverse impacts on the movement of people, goods, and services. Guideshares funding will continue as the program is rebranded.

Table 12-1 Statewide Regional Mobility Plan Program Goals

Statewide Regional Mobility Plan Program Goals		
Program Policy Element	Objective	Performance Measure
Access	<ul style="list-style-type: none"> Ability to easily connect to goods and services across modes, abilities, and socioeconomic groups. Proximity to services 	<ul style="list-style-type: none"> Population Density Jobs Density Average Job Accessibility by Auto within 30 minutes Average Job Accessibility by Transit within 30 minutes
Time Efficiency	<ul style="list-style-type: none"> People and goods can get where they need to go in a reasonable amount of time, relative usage of the system relative to capacity 	<ul style="list-style-type: none"> Daily Vehicle Miles Traveled (VMT) Daily Truck Miles Traveled (TMT) Person Miles Traveled Vehicle Hours of Delay Average Travel Speed Volume to Capacity Ratio (V/C) Percent Travel Meeting LOS Criteria in the Peak Hour
Reliability	<ul style="list-style-type: none"> Consistency of travel time and experience by mode, including measurement of congestion Travel reliability 	<ul style="list-style-type: none"> Travel Time Reliability / On-Time Arrival (Vehicle) Travel Time Reliability / Planning Time Index (Vehicle) Travel Time Reliability / Planning Time Index (Truck) Percent Miles Heavily Congested

Statewide Regional Mobility Plan Program Goals

Safety	<ul style="list-style-type: none"> Available travel options are safe for all users 	<ul style="list-style-type: none"> Number of Fatalities Number of Serious Injuries Rate of Fatalities Rate of Serious Injuries Pedestrian Fatalities and Serious Injuries Bicyclist Fatalities and Serious Injuries
Travel Options	<ul style="list-style-type: none"> People can get where they need to go by a variety of travel options or modes 	<ul style="list-style-type: none"> Percent of Pedestrian Facility Coverage Percent of Bicycle Facility Coverage Percent of population within ½ mile of transit route or facility Transit Ridership
Land Use Planning & Transportation Linkage	<ul style="list-style-type: none"> Achieve sustainable development and improve quality of life 	<ul style="list-style-type: none"> Establishment of coordination policies to promote communications between various agencies

Source: SCDOT

The SCDOT developed a data-driven approach to identifying priority corridors and providing solutions based on the best benefit-cost ratio. Appendix H contains a list of priority corridors developed in the Pilot Regional Mobility Plan.

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Chapter 13 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 Rural Planning Organization (RPO), and CRCOG. CRAFT's role is to enhance communication among jurisdictions, promote awareness of regional concerns, and provide an educational forum in Charlotte that addresses significant common issues. [<http://www.crtpo.org/related-information/craft>]
- **Rock Hill – Fort Mill Area Transportation Study (RFATS)** is the MPO for the urbanized area of York County and includes the Indian Land community of Lancaster County. The CRCOG and other planning staff of county and municipal agencies within the region are members of the technical advisory committee (TAC). [www.rfatsmpo.org]
- **The Greater Charlotte Regional Freight Mobility Plan** has been completed. The CRCOG participated with the technical and steering committees to represent the interests of the four-county Catawba region. Centralina COG managed this project.. [www.centralina.org/regional-planning/transportation/freight/]
- **Connect Beyond** is a two-state, 12-county regional mobility initiative coordinated by the Centralina Regional Council of Governments and the Metropolitan Transportation Commission to create a unified regional transit vision and plan.

The CRCOG's goal is to continue coordinating transit initiatives supporting RFATS with the North Carolina partners. Currently, the RFATS policy committee and the CRCOG Board have not adopted Connect Beyond's goals and strategies but are implementing several of the Connect Beyond objectives independently.

Chapter 14 Projects

The Transportation Advisory Committee updates the list of candidate projects annually in 2022 by evaluating the validity of the remaining projects listed in the 2015-2040 LRTP priority projects list and then coordinating any potential condition of the existing transportation network. Each county identified its highest priority projects based on interviews with key staff.

The priority for the 5-year lifecycle between LRTP updates is to refocus our attention and resources. The LRTP process takes a practical approach to consider the limited funding resources to address the needs of the transportation system by allocating future Guideshare funds toward projects that yield the most value for the dollar. Allocations of proposed project funding areas are shown in this chart.

System Improvement represents investments that address maintenance and operational needs.

Intersection Improvements include projects that will help reduce congestion and increase system efficiency and safety.

Bike & Pedestrian is a category that will promote multimodal transportation options and address bike and pedestrian safety issues.

Pavements and Bridges The SCDOT is responsible for the Preservation, rehabilitation, and maintenance of pavements and bridges. **No local Guideshares will be directed towards these projects.**

14.1 Project Recommendations

The transportation improvement recommendations within this plan will be listed in two categories: priority projects, those that are fiscally constrained, and potential projects that do not have funding identified. 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 is sent to the SCDOT Commission for approval to become part of the **State Transportation Improvement Program (STIP)** – see Figure 12-1.

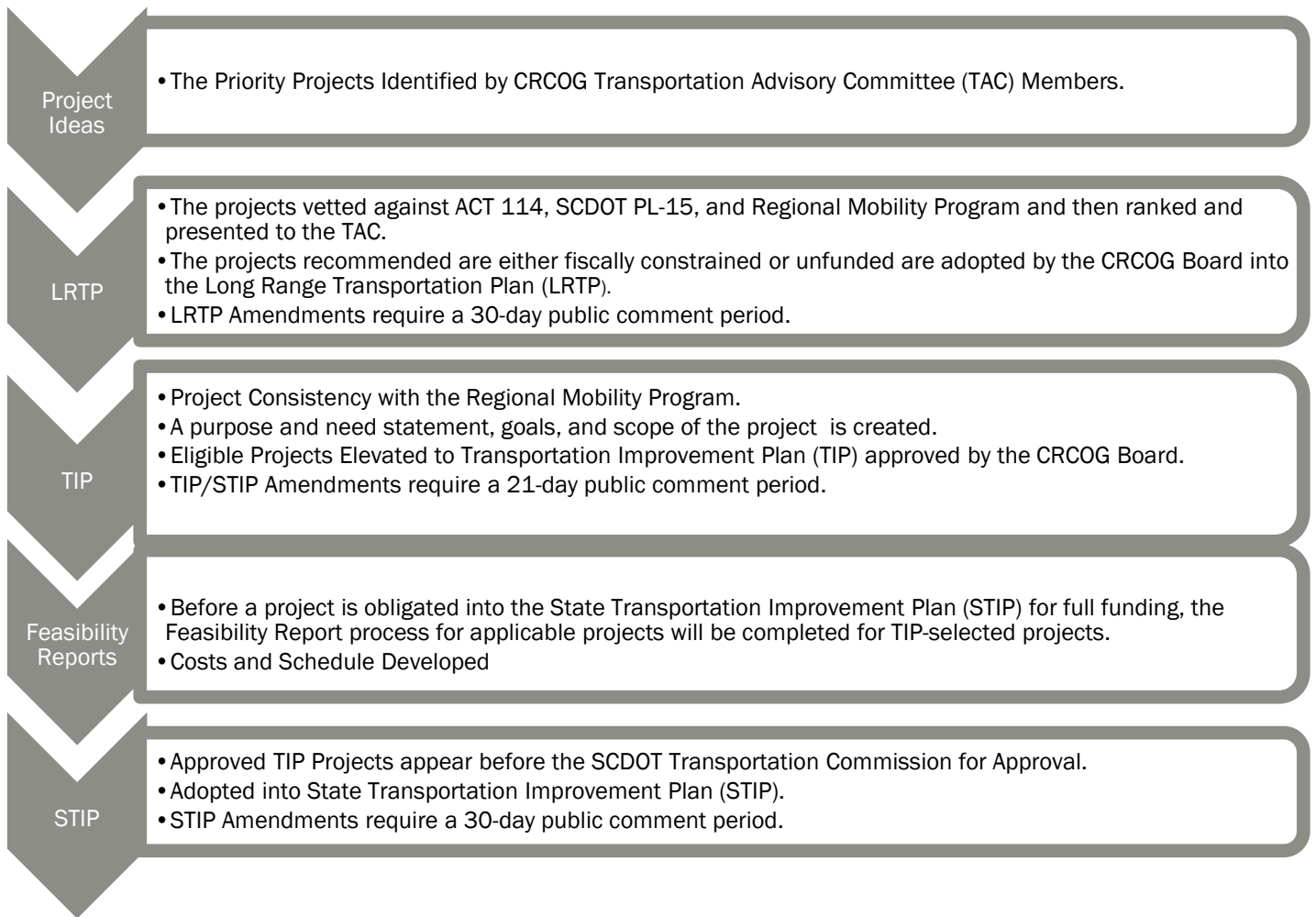
Unfunded projects can be shifted onto the priority projects list if the ranking of a project changes and funding becomes available. The LRTP is meant to be a living document. Therefore, before the next update of the plan (5 years from the approval date), the identification of additional transportation projects can be submitted by letter to the CRCOG. The identified transportation improvement project(s) will then be provided to

the TAC to determine the appropriate action needed to ensure proper consideration for the new project(s).

Appendix B lists priority and potential projects. Tables B.1, B.2, and B.3 provide the criteria for scoring the projects. The CRCOG utilized SCDOT Planning Directive 15 - COG and MPO Project Ranking Process and HB Act 114 weighting and applied scoring based on SCDOT data and other socio-economic data.

Source: SCDOT

Figure 14-1 Project Planning Process



Chapter 15 Financial Plan

The LRTP's horizon year is 2045, and the following projections consider cost estimates for committed projects and Guideshare based on the SCDOT Commission's most recent allocation. With these assumptions, the total funding for the Rural Transportation Planning Program will be approximately \$170 million over the next 22 years.

Financial Summary FY2025-2045	
Committed Projects	\$23,992,000
Total Expenses	\$23,992,000
Guideshare	\$170,654,000
Total Balance	\$158,950,000

The Plan must also be fiscally constrained, meaning the programmed projects' anticipated costs cannot exceed the expected total balance at the sunset year of the plan. Currently, all but one project is fiscally constrained. The total projected cost (2024) of projects currently listed within the priority projects list is \$37.96 million, leaving over \$120 million to program through at sunset of the plan and \$32 million within the current Fiscal Year (FY) 2024-2033 TIP window. This number will change as new projects are added to the plan.

Over the last three years, the Guideshare allocations from the SCDOT have increased from \$4.9 million annually to \$7.4 million annually. This bump in funding has provided substantial opportunities for the COG to address future project planning needs and can absorb higher project costs due to a recent spike in inflation. Further, a policy change by the SCDOT prohibiting Bridge and Pavement projects from COGs and MPOs allows the COGs and MPOs to focus more resources on the poorest performing, highest need corridors and intersections and addressing multimodal needs.

The financial assumptions of this plan are based on current funding levels approved at the federal and state levels. Changes to the number of financial resources resulting from new legislation or guidance will necessitate a review and potential amendments to this plan.

Appendix A – SCDOT Statewide Transportation Planning Process

Appendix B – Priority and Potential Projects and Selection.

Methodology

Appendix C – CRCOG Public Participation Plan

Appendix D – CRCOG Board Members

Appendix E – CRCOG Transportation Advisory Committee

Appendix F – FAST Act Performance Measures

Appendix G - SCDOT Complete Streets Directive

Appendix H – Regional Mobility Program Priority Corridors