

The Berkeley Charleston Dorchester Council of Governments

The Berkeley-Charleston-Dorchester Council of Governments
announces its consideration of amendments to the following document:

[1] BCD 2040 RURAL LONG-RANGE TRANSPORTATION PLAN (RLRTP)

&

[2] FY2024 – FY2025 BCD RURAL PLANNING WORK PROGRAM (RPWP)

This document is available for public review and comment
from **April 3, 2023 to April 24, 2023**

Monday-Friday between the hours of **9:00 am to 5:00 pm**
at the

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2040 RURAL LRTP



2040 BCD RURAL LONG-RANGE TRANSPORTATION PLAN
DRAFT AMENDMENT #5

Draft Amendment: April 17, 2023

Amendment #5 – BCD 2040 RL RTP (System Performance Report)

Federal regulations maintained under the Infrastructure Investment and Jobs Act (IIJA) also known as the “Bipartisan Infrastructure Law” (BIL) (Pub. L. 117-58, November 15, 2021), require state departments of transportation (DOTs) and metropolitan planning organizations (MPOs), and by extension the State Department of Transportation is requiring COGs, to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act, and have been established by FHWA for:

- Highway Safety (PM 1),
- Infrastructure Condition (Pavement and Bridge) (PM 2),
- System Reliability and Freight Movement (PM 3), and
- Congestion Management & Air Quality Improvement Program (PM 3)

Regulations further require that DOTs/MPOs set and adopt targets for these prescribed measures, evaluate the performance of the transportation system and report on progress made.

As part of federal regulatory requirement 23 CFR 450.324 (f) (3-4), the South Carolina Department of Transportation (SCDOT) has developed the *STAMP System Performance Report 2022* (Appendix C) which reports on the progress made by the agency over the 2018-2021 performance period as well as establishes updated statewide baseline conditions, and targets for the new performance period 2022-2025 for each of the measures included for PM 1 through PM 3. The following summarizes the PM 1- PM 3 baseline conditions and targets established for the 2022-2025 performance period:

PM 1 - Highway Safety: Statewide and BCD Baselines (2021), and State Safety Targets (2023)

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2017-2021) Average	1,058	1.88	2,859	5.07	458
State Targets (2019-2023) Approved	1,119	1.94	2,868	4.96	485
BCD Baseline (2017-2021) Average	40.6	2.25	79.4	4.43	10.6

Note - *Rate per 100 million vehicle miles traveled

PM 2 - Pavement & Bridge Condition: Statewide and BCD Baselines (2021), and State 2-Yr and 4-Yr Condition Targets

Measure	State Baseline	2-Yr Target	4-Year Target	BCD Baseline
% Pavements on Interstate System in Good Condition	75.8%	77.0%	78%	32.06%
% Pavements on Interstate System in Poor Condition	0.2%	2.5%	2.5%	1.64%
% Pavements of Non-Interstate NHS in Good Condition	38.8%	36.0%	38.0%	41.59%
% Pavements of Non-Interstate NHS in Poor Condition	1.6%	10.0%	10.0%	1.38%
% of NHS Bridges Classified as in Good Condition	38.5%	35.0%	34.0%	21.27%
% of NHS Bridges Classified as in Poor Condition	4.3%	6.0%	6.0%	3.16%

PM 3 – System Performance & Freight Movement: Statewide and BCD Baselines (2021), and State 2-Yr and 4-Yr Performance Targets

Measure	State Baseline	2-Yr Target	4-Year Target	BCD Baseline
% of Person-Miles Traveled on the Interstate that are Reliable	95.9%	89.1%	89.1%	100.0%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	95.0%	85.0%	85.0%	99.4%
Truck Travel Time Reliability Index (TTTR)	1.31	1.45	1.45	1.20

To have statewide consistency MPOs/COGs have been asked to include the performance report in their respective LRTP documents. As such, the BCD COG is amending the BCD 2040 Rural Long-Range Transportation Plan (RLRTP) to include the *SCDOT System Performance Report 2022*. Through this action, the COG has elected to adopt the targets set by the state and will continue to support planned and programmed projects aimed at achieving these targets by their inclusion in the BCD RLRTP and Rural Transportation Improvement Program (RTIP).

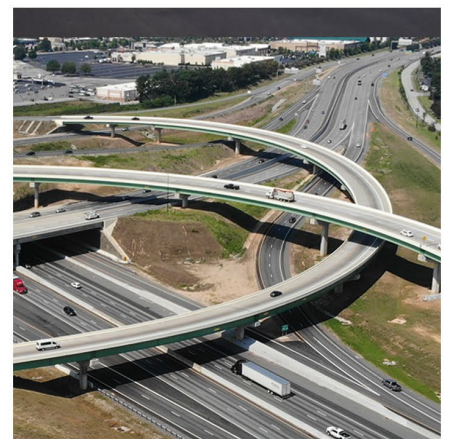
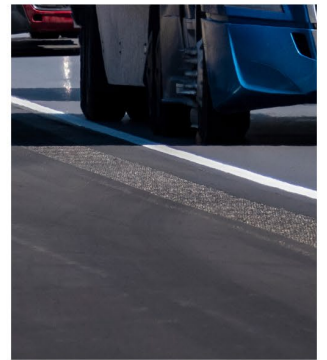
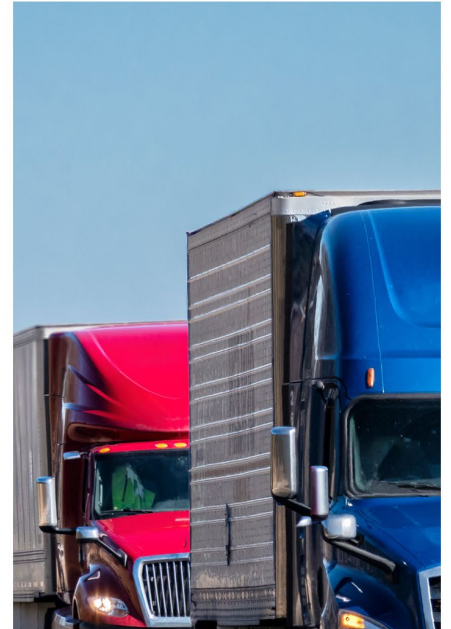
APPENDIX A: ADOPTION AND APPROVAL RESOLUTION

DRAFT

APPENDIX B: SCDOT STAMP SYSTEM PERFORMANCE REPORT 2022

DRAFT

STAMP SYSTEM PERFORMANCE REPORT 2022



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

South Carolina Department of Transportation STAMP System Performance Report 2022

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

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

This System Performance Report presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets. These performance measures are a part of SCDOT’s Strategic Ten-Year Asset Management Plan (STAMP). SCDOT’s STAMP has been developed in a collaborative effort with South Carolina’s Division Office of the Federal Highway Administration (FHWA). The plan has been designed to not only satisfy federal rulemaking, but to transcend these requirements by setting performance estimates for **all** state maintained roads and bridges. By clearly identifying the needs of South Carolina’s transportation infrastructure, the STAMP has provided SCDOT a platform to communicate existing infrastructure conditions and project constrained performance targets for SCDOT’s physical assets over the next decade. The STAMP is an all-inclusive document that houses the Strategic Plan, Ten-Year Plan (2018-2027), Asset Management Plan (2022-2032) and Performance Measures. The timelines and horizons are illustrated below in Figure 1.

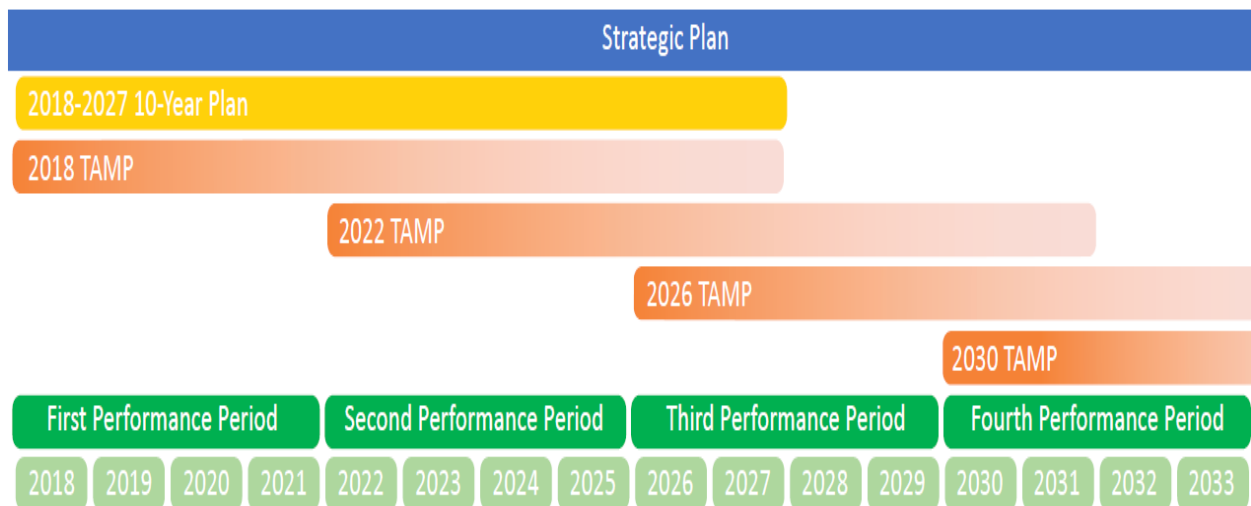


Figure 1. STAMP Timelines and Horizons

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

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

SCDOT Strategic Plan Goals



Figure 2. Strategic Plan Goals

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

MAP-21 National Goals

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

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

This System Performance Report details the federally required (MAP-21/FAST Act) performance measures for a State DOT. The following sections detail the performance measures, baseline and targets and the progress towards those targets based on the most recent Full Performance Period (FPP) that was submitted December 16, 2022, which is based on the first performance period (January 2018 – December 2021) and the Baseline Performance Period (BPP) submitted December 16, 2022, which is based on the second performance period (January 2022 - December 2025).

Highway Safety / PM-1

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

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

The most recently assessed safety targets were for the five-year rolling average from 2016 to 2020. South Carolina’s statewide safety performance targets for this time period are included in Table 1, along with actual performance and the state’s baseline data for the (5) five year rolling average from 2014 to 2018. A state is said to have met or made significant progress toward meeting its safety performance targets when at least (4) four of the (5) five targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **As shown in Table 1 below, South Carolina met or performed better than baseline for 2 of the 5 safety targets.** SCDOT continues to implement proven countermeasures addressing the engineering emphasis areas identified in the State’s Strategic Highway Safety Plan (SHSP). For more information regarding the recently updated SHSP, please visit our website here: https://www.scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf. In response to the increasing number of non-motorized user fatalities, SCDOT has developed the state’s first Pedestrian and Bicycle Safety Action Plan (PBSAP). It is available here: <https://www.scdot.org/projects/pdf/SC%20Pedestrian%20and%20Bicycle%20Safety%20Action%20Plan.pdf>. For a national perspective on state’s setting and achieving safety performance targets, please visit FHWA’s website https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/.

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

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

Table 2. South Carolina 2015-2019 Safety Performance Target Assessment						
Performance Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target	Better than Baseline	Met or Made Significant Progress
Number of Traffic Fatalities	988.0	1005.0	915.6	No	No	No
Rate of Traffic Fatalities	1.790	1.818	1.752	No	No	
Number of Traffic Serious Injuries	2986.0	2986.6	3108.2	No	Yes	
Rate of Traffic Serious Injuries	5.420	5.412	5.986	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	380.0	414.2	382.6	No	No	

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

Table 3. South Carolina 2014-2018 Safety Performance Target Assessment						
Performance Measure	2014-2018 Target	2014-2018 Actual	2012-2016 Baseline	Met Target	Better than Baseline	Met or Made Significant Progress
Number of Traffic Fatalities	970.0	969.6	890.4	Yes	N/A	YES
Rate of Traffic Fatalities	1.810	1.804	1.748	Yes	N/A	
Number of Traffic Serious Injuries	3067.0	2988.4	3195.4	Yes	N/A	
Rate of Traffic Serious Injuries	5.708	5.590	6.304	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	371.3	389.8	378.8	No	No	

Pavement and Bridge Condition / PM-2 – First Performance Period (2018-2021)

Pavement and bridge performance measures are assessed and reported over a (4) four-year period with the first period beginning on January 1, 2018 and ending December 31, 2021. SCDOT reported baseline targets to FHWA on October 1, 2018. Mid-point (2) two-year performance targets were reported on October 1, 2020, and represented expected pavement and bridge conditions at the end of calendar year 2019. Final (4) four-year performance targets were reported on December 16, 2022, and represent expected pavement and bridge condition at the end of calendar year 2021. MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets for the first performance period are listed in Table 4.

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

Table 4 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the STAMP that are key to aligning with SCDOT's internal and external efforts towards achievable results. The Ten-Year Plan is underway to address infrastructure needs across the state which was initiated in 2017. The plan has seen progress, most notably in the pavement performance measures. At the update of the 2021 Annual Report https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2 the agency is on target with approximately 82.5 miles of interstate widening completed or advancing to construction. Widening projects are currently completed on I-20 and under construction on I-85, and I-26 and are expected to be completed within the next performance period. System to system interchange improvement projects that are moving forward include I-26/526, I-26/I-95 and I-26/I-126/I-20. The system to system interchange improvement at I-85/I-385 has been completed and is operational. To date approximately 5,800 lane miles of paving have been completed along with 274 bridges that are completed or under contract.

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

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

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

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

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

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

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

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

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

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

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

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

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

System Performance Measures

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

Freight Movement Performance Measures

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

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

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

Table 6 also displays the (4) four-year performance measure for Truck Travel Time Reliability (TTTR) at 1.31, which outperformed the target of 1.45. The SCDOT has made addressing congestion at freight bottlenecks a priority to improve operational efficiency and accommodate future traffic volumes. Some of the bottleneck areas with projects currently under construction and/or in planning stages include:

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

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

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

In October 2018, the SCDOT Commission approved the Rural Interstate Freight Mobility Improvement Program (RIFMIP). This interstate widening program specifically targets rural sections of South Carolina's interstate system with a focus on freight safety and mobility. These projects can be found on the SCDOT website under "Interstate Capacity" <https://www.scdot.org/inside/planning-project-prioritization-list.aspx>. This program is in addition to the interstate widening projects planned for urban areas of the state.

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

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

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

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

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

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

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

Table 7. System Performance Measures, and Freight (2 nd Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	95.9%		89.1%		89.1%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	95.0%		85.0%		85.0%
Truck Travel Time Reliability Index (TTTR)	1.31		1.45		1.45

Congestion Mitigation & Air Quality Improvement Program / PM-3

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

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

Table 8 provides the System Performance Congestion Mitigation and Air Quality Improvement Program. The SCDOT worked in conjunction with NCDOT and the relative MPO to develop the (2) two-year and (4) four-year targets with NCDOT taking the lead on data gathering and analysis due to most of the UZA being located in North Carolina. Trend lines in data have changed with the uncertainty involved with COVID-19 and reduced travel and social distancing practices that have affected travel behavior through the remainder of the performance period. Due to this uncertainty the (4) four-year target was elected to stay at 34.0 annual hours of Peak Hour Excessive Delay (PHED) even though the (2) two-year performance target was reduced.

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

Total Emission reduction for Nitrous Oxide (NOx) and for Volatile Organic Compounds (VOC) performance measures were less than the expected (2) two-year target due to changes in project delivery schedules and a series of challenges encountered by the project management team. Six (6) of the eight (8) CMAQ projects in the 2020 CMAQ Performance Plan were completed with two projects expected to be completed in the next performance period.

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

Congestion Mitigation & Air Quality Improvement Program / PM-3

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

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

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

Target Baselines for PM-1, PM-2 and PM-3 for BCDCOG and CHATS

PM1 – Safety, COGs Target Baselines (2017-2021 Average)					
Study Area	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized Fatalities and Severe Injuries
BCD COG	40.6	2.250	79.4	4.428	10.6

PM1 – Safety, MPOs Target Baselines (2017-2021 Average)					
Study Area	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized Fatalities and Severe Injuries
CHATS	88.4	1.540	324.0	5.624	76.6

PM2 – Bridge, COGs Target Baselines, 2021 Quarter 4 Overall by Square Feet of Bridge Deck by Area *Sourced from Performance Viewer				
Study Area	Square Feet Deck Area	% Good	% Fair	% Poor
BCD COG	1,850,451	21.27%	75.57%	3.16%

PM2 – Bridge, MPOs Target Baselines, 2021 Quarter 4 Overall by Square Feet of Bridge Deck by Area *Sourced from Performance Viewer				
Study Area	Square Feet Deck Area	% Good	% Fair	% Poor
CHATS	11,477,338	22.61%	76.53%	0.86%

PM2 – Pavement, COGs Interstate Target Baselines, 2021 End of Year, Federal Pavement Metric *Sourced from Road Data Services				
Study Area	Mileage	% Good	% Fair	% Poor
BCD COG	77.978	32.06%	66.30%	1.64%

PM2 – Pavement, COGs Non-Interstate NHS Target Baselines, 2021 End of Year, Federal Pavement Metric *Sourced from Road Data Services				
Study Area	Mileage	% Good	% Fair	% Poor
BCD COG	246.73	41.59%	57.03%	1.38%

PM2 – Pavement, MPOs Interstate Target Baselines, 2021 End of Year, Federal Pavement Metric *Sourced from Road Data Services				
Study Area	Mileage	% Good	% Fair	% Poor
CHATS	119.633	60.00%	38.80%	1.20%

PM2 – Pavement, MPOs Non-Interstate NHS Target Baselines, 2021 End of Year, Federal Pavement Metric *Sourced from Road Data Services				
Study Area	Mileage	% Good	% Fair	% Poor
CHATS	549.946	31.43%	66.79%	1.78%

PM3 – Reliability and Freight, COGs Target Baselines, 2021 End of Year *Sourced from Systems Performance, Planning Office			
Study Area	% of Person Miles on the Interstate System that are Reliable	% of Person Miles on the Non-Interstate NHS System that are Reliable	Truck Travel Time Reliability (TTTR)
BCD COG	100.0%	99.4%	1.20

PM3 – Reliability and Freight, MPOs Target Baselines, 2021 End of Year *Sourced from Systems Performance, Planning Office			
Study Area	% of Person Miles on the Interstate System that are Reliable	% of Person Miles on the Non-Interstate NHS System that are Reliable	Truck Travel Time Reliability (TTTR)
CHATS	71.0%	78.8%	2.07

Fiscal Years 2024 & 2025 RURAL PLANNING WORK PROGRAM

FOR TRANSPORTATION PLANNING IN THE
BERKELEY-CHARLESTON-DORCHESTER REGION

JULY 1, 2023 – JUNE 30, 2025



BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS

DRAFT – APRIL 17, 2023

[HTTPS://BCDCOG.COM/TRANSPORTATION-PLANNING/](https://bcdcog.com/transportation-planning/)



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Insert Adoption Resolution

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As a regional agency serving Berkeley, Charleston, and Dorchester counties, the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) assists the South Carolina Department of Transportation (SCDOT) with statewide planning responsibilities in the tri-county area. BCDCOG will undertake the following transportation planning activities within rural areas of the region during fiscal years 2024 and 2025. This document was made available for public review and comment from XXXX, 2023 to XXXX, 2023 with no comments received/comments received as provided in Appendix XXX. This final document was approved by the BCDCOG Board of Directors on XXXX, 2023.

PURPOSE OF THE FY2024-FY2025 RURAL PLANNING WORK PROGRAM

The Rural Planning Work Program (RPWP) consolidates all transportation planning and directly supporting comprehensive planning activities, anticipated for the non-urbanized area of the Berkeley-Charleston-Dorchester region, during the upcoming fiscal years (FY2024 and FY2025). The rural program is coordinated with comparable activities of the Charleston Area Transportation Study (CHATS) Metropolitan Planning Organization (MPO) to ensure continuity between urban and rural transportation programs. Additionally, the program is intended to provide a mechanism for the coordination of rural transportation planning efforts by local, state, and regional agencies through the BCDCOG.

The U.S. Department of Transportation (USDOT) and its modal administrations - Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA) - reference this RPWP as a basis and condition for all funding assistance to state, local and regional agencies for transportation planning. SCDOT coordinates with the COG to facilitate an on-going transportation planning process that defines both urban and rural regional transportation priorities as required by 23 CFR 450.218 (a) and (b).

BCDCOG ORGANIZATION & MANAGEMENT

The BCDCOG Rural Planning Area encompasses *non-urbanized* portions of Berkeley, Charleston, and Dorchester counties that are also *not* expected to be urbanized by the year 2040. The boundaries conform to guidelines issued by FHWA and FTA, for establishing transportation study areas. Within the BCDCOG rural area, there are 12 incorporated towns and three county governments. A map showing the BCDCOG Rural Planning Area, updated to account for the 2010 urbanized area, is included on page iii. Amendment to the rural planning area will be made pending CHATS urban area boundary adjustment approval, based on the 2020 urban area designation.

The BCDCOG rural planning area is the responsibility of four agencies operating at different levels of government. Rural transportation policy decisions are designated to the BCDCOG Board of Directors, which is governed by its bylaws. BCDCOG is responsible for providing local technical staff support to the Board of Directors and the Rural Transportation Study Committee. The Rural Transportation Study Committee is engaged as needed, and is tasked with supporting the transportation planning process by providing technical analysis and review of BCDCOG plans (including development of the Rural Long-Range Transportation Plan (LRTP), programs, studies and issues, and offer guidance and recommendation to the BCDCOG Board of Directors. State participation is provided by SCDOT in conjunction with FHWA and FTA.

The RPWP is developed biannually, with updates to the document occurring in intermittent years. While it is the mission of BCDCOG to complete work planned within a program year, task elements may span multiple fiscal years and are carried forward into subsequent work programs until completion.

STAFFING

The work proposed under the RPWP will be accomplished by BCDCOG with the assistance and cooperative support of the participating BCDCOG member governments and private consultants, where appropriate.

BCDCOG Staff

A permanent, interdisciplinary professional planning staff has been assembled to carry out the RPWP. This staff consists of an Executive Director and professional, technical, and support personnel, who pursue specific BCDCOG work program task elements under the direction of the BCDCOG Board of Directors.

SCDOT Staff

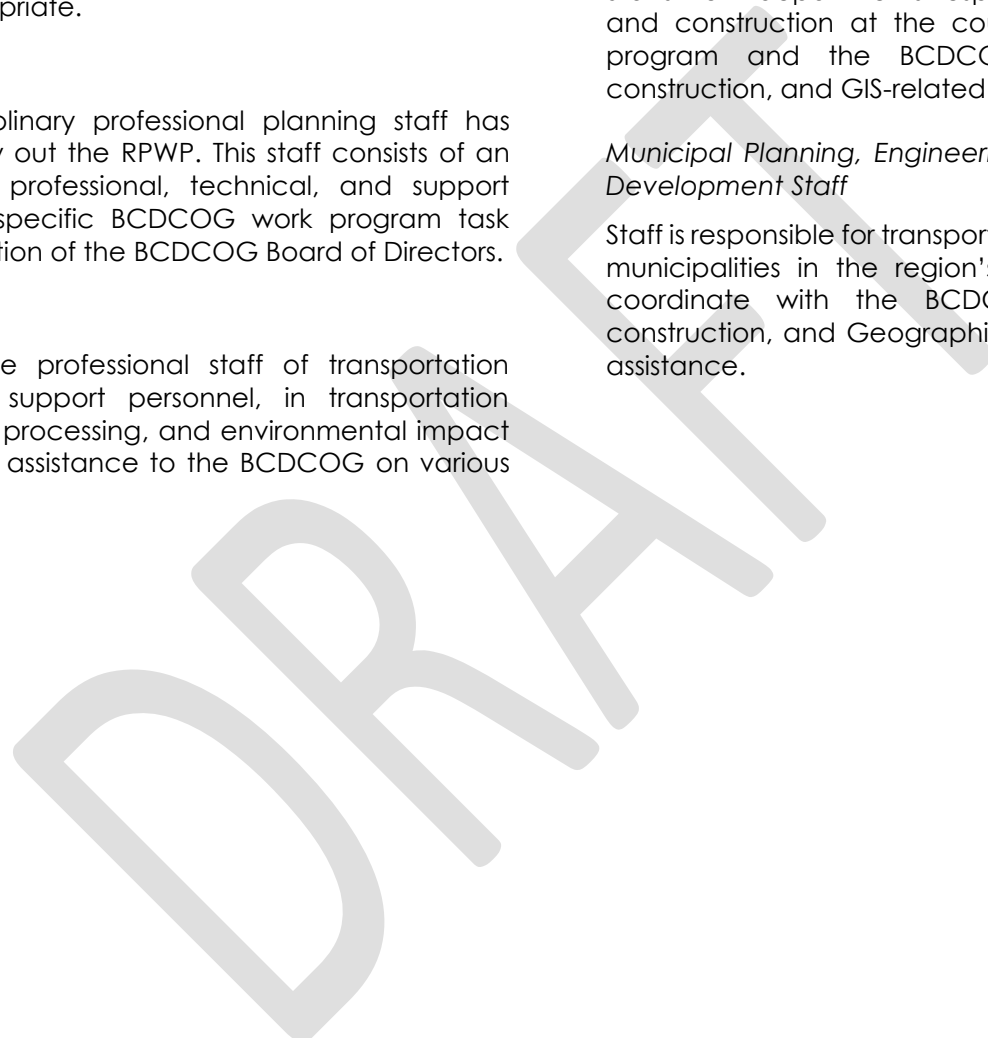
SCDOT has an extensive professional staff of transportation planners, analysts and support personnel, in transportation planning, research, data processing, and environmental impact analysis. SCDOT provides assistance to the BCDCOG on various issues as requested.

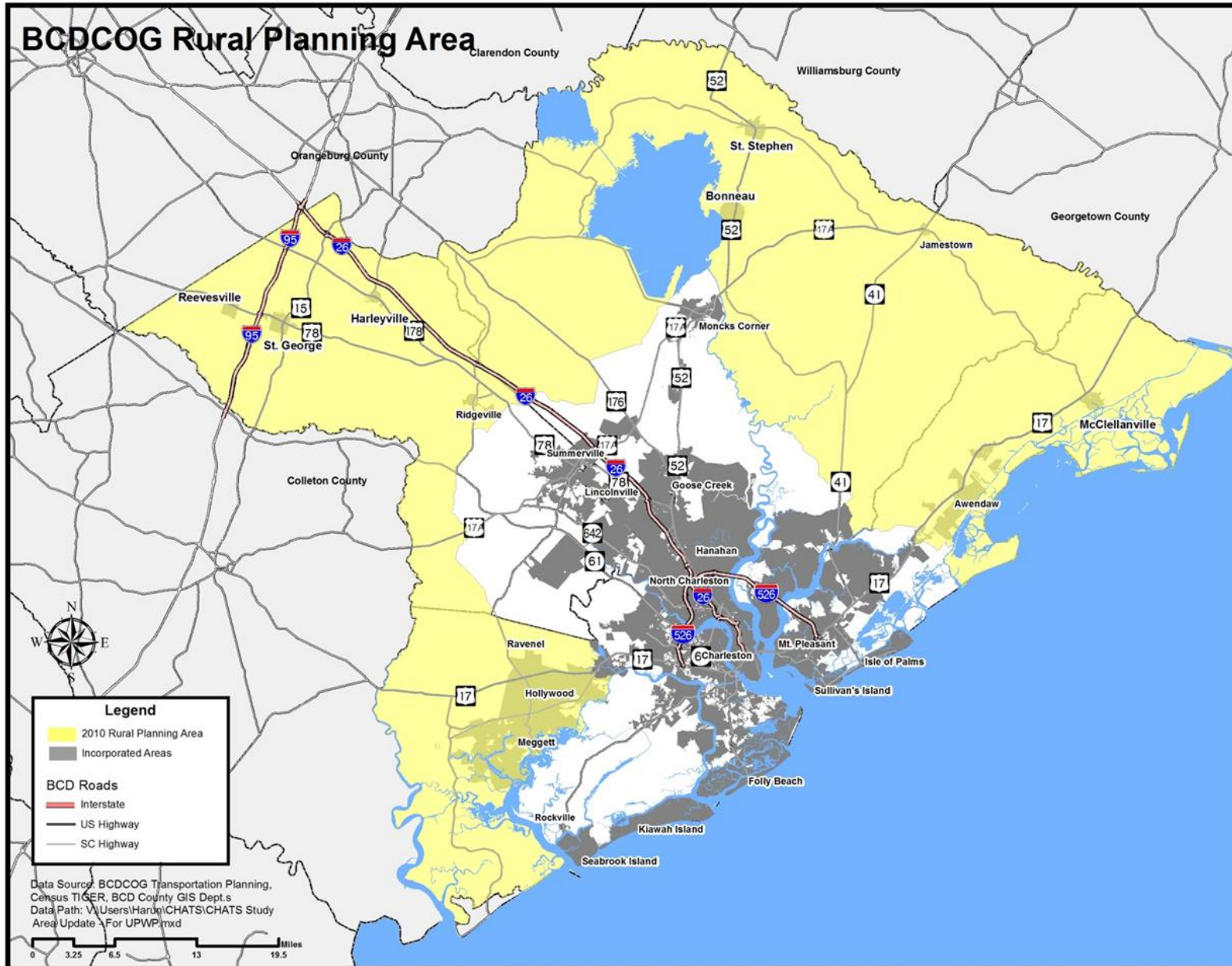
County Planning, Engineering, GIS & Economic Development Staff for Berkeley, Charleston and/or Dorchester counties

Staffs from departments responsible for transportation planning and construction at the county level provide support to this program and the BCDCOG with planning, engineering, construction, and GIS-related data assistance.

Municipal Planning, Engineering, Public Works, GIS & Economic Development Staff

Staff is responsible for transportation planning and construction for municipalities in the region's rural areas. These municipalities coordinate with the BCDCOG for planning, engineering, construction, and Geographic Information System (GIS) services assistance.





TRANSPORTATION PLANNING FRAMEWORK

On November 15, 2021, President Biden signed the Infrastructure Investment & Jobs Act ([Public Law 117-58](#), also known as the Bipartisan Infrastructure Law or “BIL”) into law providing five years of funding for surface transportation infrastructure, water infrastructure, resiliency projects, and broadband. The BIL authorized \$550 billion over fiscal years 2022 through 2026 and maintains the transportation focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight and micromobility projects. With the enactment of the BIL, states and local governments are moving forward with critical transportation projects.

In accord with guidance from FHWA, FTA and SCDOT, BCDCOG has adopted performance goals and measures to assess effectiveness of the region's transportation program during the upcoming fiscal year. The processes used to identify needed transportation improvements and project selection will continue to be guided to achieve the following goals:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.* The BCDCOG will coordinate transportation projects with SCDOT, local governments and agencies to improve economic competitiveness in the BCD Rural Planning Area.
- 2. Increase the safety of the transportation system for motorized and non-motorized users.* BCDCOG will encourage and support transportation projects that include enhanced safety features for transportation in the region. The safety measures to be included are, but are not limited to, pedestrian facilities, bicycle facilities, and complete streets while coordinating with the local and state governments to complete projects.
- 3. Increase the security of the transportation system for motorized and non-motorized users.* Coordinated planning efforts will enhance safety and security to residents and provide options for resiliency emergency plans. Security issues will be reflected in the rural planning process as a part of goal development, needs assessment and project identification.
- 4. Increase the accessibility and mobility of people and goods.* BCDCOG amends the 2021-2027 Rural Transportation Improvement Program (RTIP) as needed. The region's travel demand modeling capability will continue to be used as a tool to analyze the current highway network and projected future network demand into the rural areas where possible. Mobility of people and freight movement will be addressed through planning for land use development that makes efficient use of the transportation infrastructure.
- 5. Protect and enhance the environment, promote energy conservation, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.* BCDCOG will work with state and local governments and agencies to coordinate transportation projects, including those planned in support of economic development nodes, in a consistent and environmentally sound manner.
- 6. Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.* BCDCOG will coordinate activities identified by examining integration of transportation systems for the region. BCDCOG will administer implementation of the human services transportation coordination plan and provide support in service coordination between the urban and rural transit systems. Transportation projects will also be designed to enhance the interface between modes through programs such as Complete Streets, Transportation Demand Management, Transportation Alternatives Programs, and comprehensive land use planning.

7. *Promote efficient system management and operation.* BCDCOG will work with SCDOT on funding system improvements that promote efficient operations such as project design, selection and programming.
8. *Emphasize the preservation of the existing transportation system.* In all plans and projects BCDCOG will examine the existing transportation system before making recommendations for improvements. To facilitate this, the BCDCOG will continue to employ its GIS-based information system, the travel demand model for the region, and the project ranking process that emphasizes multimodal transportation solutions with the greatest benefits at the lowest cost.
9. *Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.* In all plans and projects, the BCDCOG will continue to examine the impacts of nuisance flooding and climate change/sea level rise projections on the existing transportation system before making recommendations for improvements. To facilitate this, the BCDCOG will continue to coordinate with entities, including but not limited to the Charleston Resiliency Network, to identify strategies for mitigating impacts of nuisance flooding and inadequate stormwater systems while improving the resiliency of the region's infrastructure, including transportation.
10. *Enhance travel and tourism.* The BCDCOG will continue to coordinate with the Charleston Visitors Bureau and regional chambers of commerce to identify transportation issues and needs for visitors, as well as the mobility of residents employed in tourism related industries.

SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The FY2024/FY2025 BCDCOG RPWP is based on the BCDCOG 2040 Rural Long-Range Transportation Plan, which was updated and approved by the BCDCOG Board of Directors on June 29, 2020. Emphasis has been placed on developing a program which can be reasonably accomplished with available staff and consultant resources, and which is in keeping with the priorities of the BCDCOG region. This FY2024/FY2025 RPWP emphasizes activities that promote the implementation of the existing plan.

Tasks within this work program are organized into several major categories to facilitate review and management as follows:

Task Group A Program Administration and Support

This task group includes general administration, professional services, public participation, and RPWP development and maintenance.

Task Group B Short-Range Transportation Planning

This task group includes projects which can be implemented in shorter timeframes and is comprised of activities related to providing technical assistance, reporting and data collection, and GIS activities.

Task Group C Rural Long-Range Transportation Planning (LRTP)

The majority of RPWP tasks falls under this category, and are either annual activities or long-term projects. Tasks include implementation of the Rural Long-Range Transportation Plan and Regional Human Services Transportation Coordination Plan, activities related to freight and transit planning, and maintenance of the regional travel demand model.

Task Group D Rural Transportation Improvement Program (RTIP)

This category includes various tasks associated with the administration and maintenance of the RTIP. This document identifies projects and programs that receive various sources of federal funds covering highway, transit, and intermodal facilities and programs.

Berkeley Charleston Dorchester Council of Governments

RURAL PLANNING WORK PROGRAM

FY 2024 & FY 2025

(July 1, 2023 – June 30, 2025)

TASK GROUP A

Program Administration and Support

A1 – General Administration

A2 – Professional Services

A3 – Public Participation

A4 – RPWP Development & Maintenance

Task A1 – General Administration

Objectives: To initiate and manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive and that it complies with applicable state/federal laws and regulations.

Methodology:

BCDCOG will provide staff support to the BCDCOG Board of Directors, Executive Committee, and Rural Transportation Study Team, in addition to other permanent and ad-hoc committees. The primary function of staff is to implement the work tasks as described in this RPWP. Other administrative activities include, but are not limited to the following:

- A. Serve as liaison to FHWA, FTA, SCDOT, and other transportation related agencies to ensure coordination and compliance.
- B. In coordination with SCDOT, provide administrative support and technical assistance to the BCDCOG Board of Directors, Executive Committee, Rural Transportation Study Team, and other permanent and ad-hoc committees, as needed.
- C. Maintain financial records of all revenues and expenditures.
- D. Prepare and distribute meeting notices and agenda packages for all BCDCOG committees and subcommittees.
- E. Identify, prepare, and perform administrative procedures, such as quarterly reports, financial statements, and meeting documentation.
- F. Prepare required certification documentation, agreements, resolutions, memoranda of understanding, etc.
- G. Maintain agreements between local governmental agencies and the BCDCOG.
- H. Provide funds for purchase/maintenance of office inventory, including computer hardware/software and network maintenance, to support the BCDCOG planning program.
- I. Administer BCDCOG compliance with Title VI of the Civil Rights Act of 1964, and address Environmental Justice principles and procedures.
- J. Administer BCDCOG compliance with SCDOT and FTA Disadvantaged Business Enterprise (DBE) programs.
- K. Attend SCDOT, FHWA, FTA and other related training sessions, workshops and meetings, as required.

Responsibility/Partners:

BCDCOG, SCDOT, FHWA, FTA, and other agencies as appropriate.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.J.	Maintain documentation of public participation opportunities and activities, including meeting and workshop notices, BCDCOG newsletters, reports, press releases, maps, slide presentations, and maintenance of website(s) – <u>On-going</u>	X	X	FHWA (Rural)/FTA
E.	Prepare meeting materials and reports quarterly – <u>On-going</u>	X	X	FHWA (Rural)/FTA
K.	Attend quarterly statewide meetings of MPO/COG staff members – <u>On-going</u>	X	X	FHWA (Rural)/FTA

Task A1 Funding Sources FY2024:

FHWA (Rural)	\$10,000.00
LOCAL	\$2,500.00
OTHER	\$0.00
Total	\$12,500.00
% OF TOTAL BUDGET:	8.00%

Funding Sources FY2025*:

FHWA (Rural)	\$10,000.00
LOCAL	\$2,500.00
OTHER	\$0.00
Total	\$12,500.00
% OF TOTAL BUDGET:	8.00%

**RPWP budget and projected work product delivery is illustrative until approved by SCDOT*

Task A2 – Professional Services

Objectives: To enhance staff capacity through utilization of procured consultants for specific engineering, planning, or other technical services as needed in support of various BCDCOG annual planning activities.

Methodology:

Special projects of the BCDCOG may necessitate assistance from expert technical and professional services. BCDCOG will retain services of outside consultants to assist with technical activities and projects that implement this work program in accord with all acceptable and organizational procurement processes as needed. Included within these procedures are:

- A. Preparation and advertisement of Requests for Proposals or Qualifications in coordination with SCDOT.
- B. Review and scoring of submitted proposals.
- C. Recommendation of contracting to the Board of Directors/Executive Committee.
- D. Coordination of contract review by SCDOT.

Responsibility/Partners:

BCDCOG, SCDOT and FHWA.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.-D.	Task orders and contracts for procured technical and professional services to support staff in the various planning activities outlined in the RPWP – <u>On-going</u>	X	X	FHWA (Rural)/FTA

Task A2 Funding Sources FY2024:

FHWA (Rural)	\$2,000.00
LOCAL	\$500.00
OTHER	\$0.00
Total	\$2,500.00
% OF TOTAL BUDGET:	1.60%

Funding Sources FY2025*:

FHWA (Rural)	\$2,000.00
LOCAL	\$500.00
OTHER	\$0.00
Total	\$2,500.00
% OF TOTAL BUDGET:	1.60%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Task A3 – Public Participation

Objectives: To ensure public involvement in the development of the Rural Long-Range Transportation Plan (LRTP), the RTIP, and special studies by conducting public outreach in a coordinated program to ensure that all segments of the public have an opportunity to comment on long- and short-term transportation planning efforts and specific projects.

Methodology:

As a means of disseminating information to the public about the transportation planning program, staff will continue to advertise STIP/RTIP revisions and communicate public comments to SCDOT prior to SCDOT Commission consideration. Tasks to accomplish include, but are not limited to the following:

- A. Disseminate information through traditional and non-traditional means, including the website, briefings, news releases, annual reports, and presentations to community groups;
- B. Document all public outreach efforts and evaluate strategies on an annual basis to ensure they parallel the procedures promulgated in state and federal legislation.
- C. Assist SCDOT in conducting public hearings and meetings on transportation improvement projects and programs in rural areas of the region.
- D. Coordinate with SCDOT on advertisement of STIP amendments related to regional projects of statewide significance.
- E. Provide education and training to boards, commissions, and elected officials on transportation related processes and issues.

Responsibility/Partners:

BCDCOG, Member Governments, and other agencies as appropriate.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.-E.	Maintain file of public participation opportunities and activities, including notices of meetings, workshops, BCDCOG newsletters, social media contacts, reports, press releases, maps, slide presentations, and maintenance of website(s): <u>On-going</u>	X	X	FHWA (Rural)/FTA

Task A3 Funding Sources FY2024:

FHWA (Rural)	\$1,200.00
LOCAL	\$300.00
OTHER	\$0.00
Total	\$1,500.00
% OF TOTAL BUDGET:	0.96%

Funding Sources FY2025*:

FHWA (Rural)	\$1,200.00
LOCAL	\$300.00
OTHER	\$0.00
Total	\$1,500.00
% OF TOTAL BUDGET:	0.96%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Task A4 – RPWP Development & Maintenance

Objectives: To maintain a current Rural Transportation Planning Work Program (RPWP) describing rural transportation planning activities to be accomplished by BCDCOG in the upcoming fiscal years.

Methodology:

BCDCOG shall bi-annually prepare and annually review a RPWP with a description of work to be accomplished in the following two fiscal years, with cost estimates by activity or task, division of work responsibility, and identification of work items eligible for State Planning and Research (SPR) funding. Specific tasks to achieve this include, but are not limited to, the following:

- A. Prepare an update to the RPWP annually for consideration and comment by SCDOT.
- B. Submit the RPWP to the BCDCOG Board of Directors for approval prior to the beginning of the fiscal year.
- C. Post and publicize availability of the proposed RPWP for public comment.
- D. Process any necessary modifications to the RPWP with approval by SCDOT.

Responsibility/Partners:

BCDCOG, SCDOT and Member Governments.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.	Prepare draft RPWP for SCDOT review: <u>February 2024, February 2025</u>	X	X	FHWA (Rural)/FTA
B.	Submit RPWP for BCDCOG approval: <u>April 2024, April 2025</u>	X	X	FHWA (Rural)/FTA
C.D.	Prepare necessary modifications to the RPWP: <u>As needed</u>	X	X	FHWA (Rural)/FTA

Task A4 Funding Sources FY2024:

FHWA (Rural)	\$2,000.00
LOCAL	\$500.00
OTHER	\$0.00
Total	\$2,500.00
% OF TOTAL BUDGET:	1.60%

Funding Sources FY2025*:

FHWA (Rural)	\$2,000.00
LOCAL	\$500.00
OTHER	\$0.00
Total	\$2,500.00
% OF TOTAL BUDGET:	1.60%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Berkeley Charleston Dorchester Council of Governments

RURAL PLANNING WORK PROGRAM

FY 2024 & FY2025

(July 1, 2023 – June 30, 2025)

TASK GROUP B

Rural Short-Range Transportation Planning

B1 – Technical Assistance

B2 – Reporting, Data Collection & Analysis

B3 – Geographic Information System (GIS) Maintenance & Utilization

Task B1 – Technical Assistance

Objectives: To provide technical assistance with rural transportation planning and related activities to the counties and jurisdictions within the rural transportation planning area

Methodology:

Provide technical assistance to member governments, public and private organizations, and the general public as needed and requested including, but not limited to the following:

- A. Assist local governments in the assessment, interpretation and enforcement of local land use activities having an impact on transportation systems in the rural area, including provision of training on the use of scenario planning tools.
- B. Provide technical support to the County Transportation Sales Tax programs to develop project evaluation and programming for implementation.
- C. Coordinate transportation projects with the County Transportation Committees (CTCs).
- D. Continue to coordinate with jurisdictions and agencies to enhance bicycle and pedestrian connections consistent with the Palmetto Trail, Francis Marion National Forest master plan and other local and regional plans, including the East Coast Greenway.
- E. Work with SCDOT on pre-screening of rural transportation projects for environmental, historic, environmental justice, and civil rights concerns within proposed project areas.
- F. Assist and support local jurisdictions in developing transportation enhancement projects from inception to application and project execution.
- G. Provide support to SC Works to address the transportation needs of disadvantaged rural residents to/from job training and/or places of employment.
- H. Coordinate with local municipalities on identification of opportunities to expand broadband access in rural areas to promote regional economic activity and reduce demand on the transportation network.
- I. Provide local government assistance for all phases of transportation project development, including procurement of consultants for specific engineering, planning or other required services in support of the on-going planning activities at BCDCOG as needed.
- J. Assist with preparation of transportation elements for all comprehensive plan updates by member jurisdictions.
- K. Attend training related to rural programs and current trends in transportation planning methods (including travel and lodging expenses, registration, purchase of publications and other related expenses) to enhance staff capacity.
- L. Provide support to local transit providers in long-term system and on-going route planning.

- M. Develop Tri-County Link (TCL) On-Demand Transit Service Study/Plan to identify solutions, including micro-transit service options, provide service planning assistance and support implementation of recommendations.
- N. Coordinate with SCDOT Office of Public Transit to facilitate applications made by regional agencies for FTA Sections 5310 and 5311 formula grant programs reauthorized under IJA/BIL.
- O. Continue the Mobility Management program to facilitate trip planning assistance and related travel information to citizens and transportation demand management to preserve system capacity.

Responsibility/Partners: BCDCOG/ BCDCOG Member Governments, SCDOT, FHWA, FTA and other agencies as appropriate.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.N.	Copies of meetings and training notices, reports, newsletter articles – <u>On-going</u>	X	X	FHWA (Rural)/FTA
B.C.	Copies of County CTC project status reports – <u>On-going</u>	X	X	FHWA (Rural)/FTA
J.	Copies of Comprehensive Plan transportation elements: <u>On-going</u>	X	X	FHWA (Rural)/FTA
L.	Copies of FTA funding grant applications – <u>On-going</u>	X	X	FHWA (Rural)/FTA
M.	Develop Tri-County Link On-Demand Transit Service Study/Plan: <u>October 2023</u>	X	-	FHWA (Rural)/FTA

Summary of Select Tasks/Projects:

Work	Project/Task	Description	Proposed Procurement	Schedule	Budget	Proposed Funding
M.	Tri-County Link On-Demand Transit Service Study/Plan	Develop technology-enabled on-demand public transportation service solutions that will complement and enhance the efficiency and effectiveness of Tri-County Link’s rural operation.	COG/Consultant	FY 2024	\$30,000	FHWA (Rural)/FTA

Task B1 Funding Sources FY2024:

FHWA (Rural)	\$75,610.00
LOCAL	\$18,903.00
OTHER	\$0.00
Total	\$94,513.00
% OF TOTAL BUDGET:	60.49%

Funding Sources FY2025*:

FHWA (Rural)	\$75,610.00
LOCAL	\$18,903.00
OTHER	\$0.00
Total	\$94,513.00
% OF TOTAL BUDGET:	60.49%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Task B2 – Information Reporting, Data Collection & Analysis

Objectives: To collect, analyze and utilize various forms of data and prepare publications of such information in support of daily planning operations of BCDCOG and member jurisdictions.

Methodology:

Staff will collect and disseminate information from and to SCDOT, partner agencies and the public as follows:

- A. Provide maps and mapping services of transportation networks and traffic count locations for the region.
- B. Assist local governments and citizens in accessing and interpreting Census data results through production of publications and responding to individual information requests.
- C. Collect and share statistical information and maps of Census data, population growth trends, building permits, socio-economic data, traffic counts, forecasts and congestion, including non-motorist travel patterns and use of cycling/pedestrian facilities, to individuals, agencies, and organizations in the region.
- D. Analyze data from the Census Transportation Planning Program (CTPP) to delineate commuting patterns in the region.
- E. Publish statistical and program information on the BCDCOG website and in printed publications.
- F. Research and monitor economic development and growth trends.
- G. Compile and report building permit activity throughout the region.
- H. Track issuance of water quality permits and coordinate update of the regional 208 Plan.

Responsibility/Partners:

BCDCOG, SCDOT, and Member Governments

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.H.	Maintain file of reports on regional trends, newsletter articles and web postings: <u>On-going</u>	X	X	FHWA (Rural)/FTA
G.	Publication of quarterly Construction Activity reports: <u>Quarterly</u>	X	X	FHWA (Rural)/FTA

Task B2 Funding Sources FY2024:

FHWA (Rural)	\$5,200.00
LOCAL	\$1,300.00
OTHER	\$0.00
Total	\$6,500.00
% OF TOTAL BUDGET:	4.16%

Funding Sources FY2025*:

FHWA (Rural)	\$5,200.00
LOCAL	\$1,300.00
OTHER	\$0.00
Total	\$6,500.00
% OF TOTAL BUDGET:	4.16%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Task B3 – Geographic Information System (GIS) Maintenance & Utilization

Objectives: To create/maintain/manage various database and software systems necessary for BCDCOG GIS support of planning activities.

Methodology:

BCDCOG staff will provide on-going GIS maintenance and technical support for various transportation planning activities including analysis for the Rural LRTP, the Rural TIP, traffic monitoring and congestion management systems, and freight movement. Anticipated activities include:

- A. Conduct on-going GIS maintenance and technical support to include updating and QA/QC of all data layers.
- B. Coordinate GIS activities within the BCDCOG, and with member jurisdictions, state and federal agencies.
- C. Continue to participate in statewide and regional forums to ensure efficient data sharing and avoid duplication of efforts.
- D. Maintain web accessible data feeds, and implement enhanced web mapping applications on a quarterly basis.
- E. Utilize GIS to generate internally and externally requested maps and to perform all spatial analysis in creating office publications.
- F. Create and update a master transportation network database in ArcGIS to centrally store and manage various transportation related datasets, to support the regional travel demand forecasting system.

Responsibility/Partners:

BCDCOG, Member Governments, and other agencies as appropriate

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.-F.	Comprehensively review, update and maintain GIS database in coordination with county and state agencies: <u>On-going</u>	X	X	FHWA (Rural)/FTA

Task B3 Funding Sources FY2024:

FHWA (Rural)	\$1,200.00
LOCAL	\$300.00
OTHER	\$0.00
Total	\$1,500.00
% OF TOTAL BUDGET:	0.96%

Funding Sources FY2025*:

FHWA (Rural)	\$1,200.00
LOCAL	\$300.00
OTHER	\$0.00
Total	\$1,500.00
% OF TOTAL BUDGET:	0.96%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Berkeley Charleston Dorchester Council of Governments

RURAL PLANNING WORK PROGRAM

FY 2024 & FY2025

(July 1, 2023 – June 30, 2025)

TASK GROUP C

Rural Long-Range Transportation Planning

C1 – Rural Long-Range Transportation Plan (RLRTP)

C2 – Human Service Transportation Coordination

C3 – Multimodal: Freight & Transit Planning

C4 – Transit Service Assistance

C4 – Rural Travel Demand Forecasting

Task C1 – Rural Long-Range Transportation Plan

Objectives: To implement a long-range transportation plan for the rural planning area that is consistent with SCDOT's Statewide Multimodal Transportation Plan (MTP).

Methodology:

BCDCOG's LRTP, updated every five years, guides the leveraging and coordination of investment in the region's rural transportation infrastructure. Activities to accomplish this task include, but are not limited to:

- A. Collect and maintain socio-economic data and travel characteristics for use in developing plan updates.
- B. Coordinate opportunities for public involvement, visioning and goal-setting, project prioritization, and implementation strategies.
- C. Coordinate with SCDOT to provide current cost estimates and funding projections for projects proposed in the plan.
- D. Provide staff support to the Rural Transportation Study Committee in its implementation of the plan.
- E. Coordinate connectivity of bicycle/ pedestrian networks in rural areas as part of the regional micromobility plan (*WalkBike BCD*).
- F. Coordinate with SCDOT to prepare any amendments needed to ensure the BCDCOG rural plan is consistent with and implements recommendations of the statewide multimodal transportation plan.
- G. Ensure coordination between the Rural LRTP and the CHATS LRTP, County Transportation Committee projects, County Sales Tax and SCDOT Transportation Alternative programs.
- H. Seek funding to implement project-specific, financially-feasible long-range initiatives, addressing system upgrades, intersections/safety, freight, bridges, maintenance/resurfacing, signalization, mass transit, and bicycle/pedestrian elements, with assistance from SCDOT.
- I. Initiate and develop 5-yr update to Rural LRTP, to include consultant assistance if needed.
- J. Coordinate inclusion of goals/targets in the LRTP within 6 months of setting, to meet performance measures established by SCDOT.
- K. Coordinate inclusion of system performance report developed and provided by SCDOT as well as other supplemental reporting undertaken by BCDCOG, in the LRTP.

Responsibility/Partners:

BCDCOG, SCDOT and local jurisdictions.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.-H.	Maintain documentation file of all meeting notices, summaries or minutes and plan amendments – <u>On-going</u>	X	X	FHWA (Rural)/FTA
A.-H.	Prepare and publish amendments to the Rural LRTP as needed: <u>On-going</u>	X	X	FHWA (Rural)/FTA
I.	Develop update to RL RTP: <u>July 2024</u>	-	X	FHWA (Rural)/FTA
J.	Inclusion of performance measures/targets established by SCDOT into RL RTP: <u>On-going (within 6 months of setting)</u>	X	X	FHWA (Rural)/FTA
K.	Inclusion of system performance report developed by SCDOT into RL RTP: <u>March 2024</u>	X	-	FHWA (Rural)/FTA

Task C1 Funding Sources FY2024:

FHWA (Rural)	\$8,000.00
LOCAL	\$2,000.00
OTHER	\$0.00
Total	\$10,000.00
% OF TOTAL BUDGET:	6.40%

Funding Sources FY2025*:

FHWA (Rural)	\$8,000.00
LOCAL	\$2,000.00
OTHER	\$0.00
Total	\$10,000.00
% OF TOTAL PL BUDGET:	6.40%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Task C2 –Human Service Transportation Coordination

Objectives: To provide on-going updates to the Human Services Transportation Coordination Plan and enhance coordination among the region's human service agencies in order to address the existing gaps and opportunities for transportation services provided and eliminate duplication of services.

Methodology:

In order to accomplish this objective, BCDCOG staff will continue to coordinate and facilitate annual meetings of human service agencies, private transportation providers, and interested parties to do the following:

- A. Continue to identify agencies and services that are currently providing transportation to vulnerable population groups and the clientele that is currently being served.
- B. Assess existing services to determine overlaps and deficiencies in service being provided.
- C. Identify strategies and recommendations to address inefficiencies and gaps in services available.
- D. Assist agencies and organizations with implementation of these strategies and recommendations through the BCDCOG's Mobility Management program.

Responsibility/Partners:

BCDCOG, human services agencies, community services organizations and public/private transportation providers.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.D.	Coordinate annual meetings of the human service Coordination Group: <u>Annually</u>	X	X	FHWA (Rural)/FTA

Task C2 Funding Sources FY2024:

FHWA (Rural)	\$2,000.00
LOCAL	\$500.00
OTHER	\$0.00
Total	\$2,500.00
% OF TOTAL BUDGET:	1.60%

Funding Sources FY2025*:

FHWA (Rural)	\$2,000.00
LOCAL	\$500.00
OTHER	\$0.00
Total	\$2,500.00
% OF TOTAL BUDGET:	1.60%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Task C3 – Multimodal Freight & Transit Planning

Objectives: To conduct multi-modal transportation planning in order to effectively address rural freight and rural public transportation issues as needed.

Methodology:

Anticipated activities include:

- A. Coordinate implementation of the Regional Freight Mobility Plan that affects rural areas of the region.
- B. Provide assistance with collection and/or analysis of freight mobility to use in development of a freight module of the regional travel demand model.
- C. Continue to collect, maintain, and update socioeconomic and land use data for transit planning activities.
- D. Coordinate with local rural jurisdictions, pedestrian and bicycle advocate groups, and regional partners to implement recommended improvements identified in the regional micromobility plan (*WalkBike BCD*).
- E. Provide assistance to local rural jurisdictions preparing comprehensive plan updates to integrate transit and freight mobility within the transportation and land use elements as outlined in the RL RTP.
- F. Participate in the I-95 Corridor Coalition Freight Academy to expand staff freight planning capabilities.

Responsibility/Partners

BCDCOG, SCDOT, FTA, FHWA, SC Ports Authority, transit providers, and other organizations as appropriate.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.B.	Regional Freight Mobility Plan Implementation: <u>On-going</u>	X	X	FHWA (Rural)/FTA
A.B.	Work with SCDOT on improving Critical Rural Freight Corridors: <u>On-going</u>	X	X	FHWA (Rural)/FTA
D.	Coordinate with jurisdictions, pedestrian and bicycle advocates, and regional partners on implementation of priority projects identified in <i>WalkBike BCD</i> : <u>On-going</u>	X	X	FHWA (Rural)/FTA
F.	Apply to/participate in the "I-95 Corridor Coalition Freight Academy" program to expand staff freight planning capabilities: <u>Spring 2025</u>	-	X	FHWA (Rural)/FTA

Task C3 Funding Sources FY2024:

FHWA (Rural)	\$2,894.00
LOCAL	\$724.00
OTHER	\$0.00
Total	\$3,618.00
% OF TOTAL BUDGET:	2.32%

Funding Sources FY2025*:

FHWA (Rural)	\$2,894.00
LOCAL	\$724.00
OTHER	\$0.00
Total	\$3,618.00
% OF TOTAL BUDGET:	2.32%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Task C4 – Transit Service Assistance

Objectives: To facilitate regional collaboration, coordination, and cooperation related to transit initiatives that enhance transit efficiency and effectiveness.

Methodology:

Anticipated activities include:

- A. Assist SCDOT with communication and cooperation among rural transportation providers.
- B. Assist public and human service agencies in assessing gaps and barriers in transportation delivery for the general public and disadvantaged groups in the region.
- C. Assist in the assessment of mobility and multimodal needs related to economic development, including implementation of the Rural Workforce Training Study recommendations.
- D. Continue regional Mobility Management activities, to advocate use of alternative transportation services and coordinate transportation for individuals seeking assistance with transportation needs.
- E. Facilitate opportunities for stakeholder meetings related to coordination of transit services, including but not limited to, implementation of the region's Transit Consolidation Plan.
- F. Assist SCDOT in dissemination of announcements and application packages for FTA funding opportunities available to transit and human service organizations, and transportation providers in the region.
- G. Assist SCDOT in evaluation and prioritization of recommended projects to enhance transit and transportation services for disadvantaged populations in rural areas of the region.
- H. Assist Tri-County Link with various planning studies, route evaluations, and technical assistance, including technical support to develop trip planning application, implementing mobile ticketing and AVL systems, etc., to enhance service connecting the rural system routes with service to the urban portions of the region and Charleston Area Regional Transportation Authority (CARTA) transfer points. Also assist Tri-County Link in meeting data reporting requirements to SCDOT.

Responsibility/Partners

BCDCOG / SCDOT OPT, Transit providers and other organizations as appropriate.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.H.	Anticipated activities: <u>On-going</u>	X	X	FHWA (Rural)/FTA

Task C4 Funding Sources FY2024:

FHWA (Rural)	\$10,000.00
LOCAL	\$2,500.00
OTHER	\$0.00
Total	\$12,500.00
% OF TOTAL BUDGET:	8.00%

Funding Sources FY2025*:

FHWA (Rural)	\$10,000.00
LOCAL	\$2,500.00
OTHER	\$0.00
Total	\$12,500.00
% OF TOTAL BUDGET:	8.00%

**RPWP budget and projected work product delivery is illustrative until approved by SCDOT*

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Task C5 – Rural Travel Demand Forecasting

Objectives: To develop and maintain travel forecasting capability by utilizing the regional travel demand model and applying the tool to rural areas.

Methodology:

BCDCOG will continue to enhance capacity of the current travel demand model particularly in areas outside the Charleston urban area to ensure rational planning and evaluation of the regional transportation systems by conducting the following activities:

- A.** Continue to collect, maintain, and update socio-economic data, land use forecasts, and roadway network geography for rural areas in the travel demand model.
- B.** Update key model components as applicable to stay abreast of current growth trends and reflect a horizon year of at least 25 years from model base conditions.
- C.** Employ the travel demand model to predict variations in travel patterns and utilization of transportation system in response to changes in demographics, development, and transportation infrastructure upgrades.
- D.** Provide technical support and oversight to rural municipalities to evaluate transportation planning projects and/or initiatives within their jurisdictions.

Responsibility/Partners:

BCDCOG, transit providers, SCDOT, and other agencies as appropriate.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.-B.	Identify funding sources for updating/maintaining the travel model database inputs (socio-economic, land use, networks): <u>On-going</u>	X	X	FHWA (Rural)/FTA
C.	Develop model outputs: <u>As requested</u>	X	X	FHWA (Rural)/FTA
D.	Provide model application & support: <u>On-going</u>	X	X	FHWA (Rural)/FTA

Task C5 Funding Sources FY2024:

FHWA (Rural)	\$2,895.00
LOCAL	\$724.00
OTHER	\$0.00
Total	\$3,619.00
% OF TOTAL BUDGET:	2.32%

Funding Sources FY2025*:

FHWA (Rural)	\$2,895.00
LOCAL	\$724.00
OTHER	\$0.00
Total	\$3,619.00
% OF TOTAL BUDGET:	2.32%

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT

Berkeley Charleston Dorchester Council of Governments

RURAL PLANNING WORK PROGRAM

FY 2024 & FY2025

(July 1, 2023 – June 30, 2025)

TASK GROUP D

Rural Transportation Improvement Program (RTIP)

D1 – Rural Transportation Improvement Program (RTIP) Development & Maintenance

Task D1 – Rural Transportation Improvement Program Development & Maintenance

Objectives: Maintain an updated Rural Transportation Improvement Plan (RTIP) which extends out for the seven fiscal years that is reflected in the Statewide TIP.

Methodology:

BCDCOG will coordinate with the Rural Transportation Study Team, SCDOT and local jurisdictions to maintain the current RTIP for FY2021-2027 in accordance with SCDOT STIP Development Schedule. Activities for this task will include:

- A. Continue to meet with local jurisdictional transportation departments and County Transportation Commissions (CTCs) to identify future improvements in local plans, projected costs, and funding sources.
- B. Continue discussions with the Rural Transportation Study Team to consider requested amendments to the RTIP.
- C. Coordinate with SCDOT to ensure the RTIP continues compliance with all federal and state requirements.
- D. Maintain the current and updated RTIP as necessary, in cooperation with the SCDOT and local government agencies.
- E. Coordinate public reviews, final approvals, adoption, and distribution.
- F. In cooperation with SCDOT, ensure the STIP and RTIP are consistent and reflect actions by SCDOT's Commission, including a financial plan and summary of the project's purpose and need, as well as an Act 114 rating procedure and score.
- G. Initiate and develop RTIP update in coordination with the state for the new STIP window.

Responsibility/Partners:

BCDCOG, SCDOT, Member Governments, and other agencies as appropriate.

Work Schedule and End Products:

Work	Products	FY 2024	FY 2025	Proposed Funding
A.B.	Maintain file of Rural Study Team meeting notices and minutes: <u>On-going</u>	X	X	FHWA (Rural)/FTA
B.F.	Prepare draft RTIP amendments: <u>On-going</u>	X	X	FHWA (Rural)/FTA
C.-F.	Maintain file of BCDCOG/SCDOT correspondence on STIP/RTIP amendments and corrections: <u>On-going</u>	X	X	FHWA (Rural)/FTA
G.	Update BCD RTIP in coordination with SCDOT for the new STIP window: <u>July, 2023</u>	X	-	FHWA (Rural)/FTA

Task D1 Funding Sources FY2024:

FHWA (Rural)	\$2,000.00
LOCAL	\$500.00
OTHER	\$0.00
Total	\$2,500.00
% OF TOTAL BUDGET:	1.60%

Funding Sources FY2025*:

FHWA (Rural)	\$2,000.00
LOCAL	\$500.00
OTHER	\$0.00
Total	\$2,500.00
% OF TOTAL BUDGET:	1.60%

SUMMARY of ANNUAL BUDGET (per year): FY2024 & FY2025* RPWP				
TASK			FUNDING SOURCES	
TASK ID	TASK DESCRIPTION	FHWA-Rural Planning	BCDCOG Match for FHWA- Rural Planning	Total
A1	General Administration	\$10,000	\$2,500	\$12,500
A2	Professional Services	\$2,000	\$500	\$2,500
A3	Public Participation	\$1,200	\$300	\$1,500
A4	Rural Planning Work Program Development & Maintenance	\$2,000	\$500	\$2,500
Total		\$15,200	\$3,800	\$19,000
B1	Technical Assistance	\$75,610	\$18,903	\$94,513
B2	Reporting, Data Collection and Analysis	\$5,200	\$1,300	\$6,500
B3	Geographic Information System Maintenance and Utilization	\$1,200	\$300	\$1,500
Total		\$82,010	\$20,503	\$102,513
C1	Rural Long Range Transportation Plan	\$8,000	\$2,000	\$10,000
C2	Human Service Transportation Coordination	\$2,000	\$500	\$2,500
C3	Multimodal Freight and Transit Planning	\$2,894	\$724	\$3,618
C4	Transit Service Assistance	\$10,000	\$2,500	\$12,500
C5	Rural Travel Demand Model	\$2,895	\$724	\$3,619
Total		\$25,790	\$5,447	\$32,237
D1	Rural Transportation Improvement Program	\$2,000	\$500	\$2,500
Total		\$2,000	\$500	\$2,500
Grand Total		\$125,000	\$31,250	\$156,250

*RPWP budget and projected work product delivery is illustrative until approved by SCDOT