2012 - 2013

RURAL PLANNING WORK PROGRAM

FOR TRANSPORTATION PLANNING

IN THE

CENTRAL MIDLANDS
COUNCIL OF GOVERNMENTS REGION

Approved by the Board of Directors of the
Central Midlands Council of Governments
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# CENTRAL MIDLANDS COUNCIL OF GOVERNMENTS
## 2012 – 2013 RURAL PLANNING WORK PROGRAM

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Central Midlands Council of Governments

Prepared on: June 16, 2006

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Figure 1

Central Midlands Council of Governments

Prepared on: June 16, 2006

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2012 - 2013 RURAL PLANNING WORK PROGRAM (RPWP) - PURPOSE

The Rural Planning Work Program (RPWP) incorporates in one document all transportation planning and directly supporting comprehensive planning activities in the non-urbanized area of the Central Midlands Region, which appears in Figure 1, during the fiscal year 2012 - 2013. It is intended to provide a mechanism for the coordination of planning efforts by local, State, and regional agencies through the Central Midlands Council of Governments (CMCOG).

The U.S. Department of Transportation (USDOT) and its modal administrations [i.e., the Federal Highway Administration (FHWA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA)] require this Rural Planning Work Program as a basis and condition for all funding assistance for transportation planning to State, local and regional agencies. The authority for this requirement is found in two separate Federal legislative acts establishing transportation planning programs:

Title 23, U.S. Code Section 134 (Federal Aid Highway Act of 1962, as amended)
Title 49, U.S. Code Section 1603 et. al.: (Urban Mass Transportation Act of 1964, as amended)

DEVELOPMENT OF THE RURAL PLANNING WORK PROGRAM

The Central Midlands Council of Governments (CMCOG) is a public agency created by the Counties of Fairfield, Lexington, Newberry and Richland, and the cities of Batesburg/Leesville, Cayce, Columbia, Forest Acres, Irmo, Lexington, Newberry, Springdale, West Columbia, and Winnsboro, as enabled by state planning law. The agency was organized in 1969 and has been providing planning, management and technical assistance to its member governments and local transit service providers since its inception. CMCOG has been charged with responsibility for area-wide transportation planning since its inception and serves as the designated Metropolitan Planning Organization for transportation program/project purposes.

As the Rural Planning Organization (RPO), CMCOG has the responsibility to carry out the continuous, comprehensive and cooperative transportation planning process for the non-urbanized area. The Rural Planning Work Program (RPWP) identifies the transportation planning activities which are to be undertaken in the CMCOG study area in support of the goals, objectives and actions established in the 2035 Rural Long-Range Transportation Plan, which was adopted in October 2010. CMCOG staff, working with the Planning Department of the South Carolina Department of Transportation, annually initiates the process of developing the RPWP and prepares a final draft for the CMCOG Board consideration. The intent in developing a comprehensive Work Program is to ensure that a coordinated transportation planning process occurs in the region, which will make positive contributions towards achievement of the established 2035 goals regarding mobility, facilities, safety, the environment, and land use.

The RPWP outlines a framework for the work program which the staff is expected to accomplish, and provides guidance with respect to a financial plan to support the Work Program. This 2012 - 2013
Work Program is intended to be consistent with the rural planning requirements of the State of South Carolina and its implementing regulations. Compliance with these regulations frames much of this program. Further, the Work Program strives to address South Carolina Department of Transportation planning emphasis areas which are intended to implement the State’s policies for non-urbanized area transportation planning. This is to ensure that projects conceived by CMCOG fulfill Federal and State policies and local issues progress in a timely manner.

The status of the current Work Program is reviewed annually by the CMCOG Board to ensure that it is being carried out in a manner consistent with the RPO’s goals. While it is the mission of the Staff and the CMCOG Board to complete work efforts within a program year, task elements may be designed to span multiple fiscal years and therefore are carried into subsequent Work Programs to affect closure. Each year an estimate of transportation planning funds available for new programs is made. Policy direction and scope of the RPWP is developed with member government participation based on their needs, consistent with the Rural Long-Range Transportation Plan.

The staff, working with member governments, establishes a list of candidate projects for inclusion in next year’s work program. Estimates of amounts and sources of funding to accomplish the planning program are developed. The Staff then prioritizes the continuing program and the new projects. A draft RPWP is developed for the Rural Planning Committee review and recommendation of acceptance to the Executive Committee and the CMCOG Board. The CMCOG Board has the final responsibility to approve the RPWP.

CMCOG ORGANIZATION

The Central Midlands Council of Governments (CMCOG) is organized to facilitate and encourage maximum interaction between local, State and Federal agencies involved in the transportation decision-making process. To accomplish this, a committee structure was adopted to include the following committees:

**CMCOG Board**

The CMCOG consists of the elected and appointed officials representing local and State governments and other organizations/agencies having an interest or responsibility in comprehensive transportation planning in the Central Midlands Council of Governments Region. The primary responsibility of the CMCOG Board is to establish policies for the overall conduct of the agency. The CMCOG Board meets on a monthly basis.

**Rural Planning Committee**

The Rural Planning Committee is responsible for making recommendations to the full CMCOG Board regarding project priorities to be funded by various Federal Aid Highway Programs and included in the Rural Transportation Improvement Program (RTIP). The Rural Planning Committee is scheduled to meet on a quarterly basis.

**Executive Committee**

The Executive Committee is made up of CMCOG Board members and provides oversight of transportation planning activities. The Executive Committee meets on a monthly basis.
Additional Committees
An important element in the operation of the CMCOG Board is the effective utilization of both formal and ad-hoc advisory committees to review and evaluate detailed transportation issues and results of planning activities. The committee(s) function principally is to make recommendations to the CMCOG Board on subjects directed to them by the CMCOG Board which require extensive evaluation and which would be inefficient to resolve by the full committee. Additional Advisory Committees meet on an as needed basis.

The CMCOG has also established the following permanent committee(s):

Rail Transit Committee: This Committee consists of members of the CMCOG Board and other interested citizens. The Rail Transit Committee is established to research issues related to rail development and its impact on the transportation infrastructure in the region. The Rail Transit Committee is scheduled to meet on a monthly basis.

ORGANIZATIONAL OBJECTIVES

In order to achieve CMCOG program goals and the detailed technical activities inherent in them, the CMCOG organization has the following objectives:

1. Develop an administrative committee structure which will express and coordinate transportation planning and development values, policies, and goals as related to transportation requirements at all governmental levels;

2. Provide guidance to public and private decision-makers involved in immediate implementation and long-range activities;

3. Provide technical study programs and fulfill organizational responsibilities necessary to continue transportation plan development, study refinement, and research;

4. Provide for community review of the 2035 Rural Long-Range Transportation Plan and its sub-elements, resolve conflicts with community values, and obtain participation in updating and reevaluating the plan;

5. Monitor and evaluate changes in the non-urbanized structure and identify growth problems, and update the plan as necessary; and

6. Promote the coordination of planning activities to implement the “continuing, comprehensive planning” concept.
STAFFING

The work proposed under this Rural Planning Work Program (RPWP) will be primarily accomplished by the CMCOG Staff, with the assistance and cooperative support of the participating CMCOG member governments as well as the use of private consultants, where appropriate.

CMCOG Staff

A permanent, intermodal professional staff has been assembled to carry out the major portion of the CMCOG continuing transportation planning program. This staff, consisting of a Director, professional, technical and support personnel, will pursue specific CMCOG work program task elements under the direction of the Rural Planning Committee.

South Carolina Department of Transportation Staff

The South Carolina Department of Transportation (SCDOT) has an extensive professional staff of transportation planners, analysts and both professional and support personnel, in such associated specialties as transportation planning, research, data processing and environmental impact analysis. SCDOT provides assistance to CMCOG on various issues as requested.

Lexington County Planning Agency Staff

The Lexington County Planning Agency provides CMCOG with planning assistance and various GIS-related information.

Richland County Planning Agency Staff

The Richland County Planning Agency provides CMCOG with planning assistance and various GIS-related information.

Fairfield County Planning Agency Staff

The Fairfield County Planning Agency provides CMCOG with planning assistance.

Newberry County Planning Agency Staff

The Newberry County Planning Agency provides CMCOG with planning assistance.

Central Midlands Regional Transportation Authority Staff

The Central Midlands Regional Transportation Authority (CMRTA) provides CMCOG with both general and project specific data relating to transit. Such data includes ridership information, counts, scheduling, routing, etc.
OPERATIONAL PROCEDURES AND BYLAWS

CMCOG operates under an adopted set of bylaws. Administrative and operational procedures are included in the operational policies of the Central Midlands Council of Governments (CMCOG) Bylaws. Official records of CMCOG business are maintained in the CMCOG Office located at 236 Stoneridge Drive, Columbia, South Carolina 29210. All of CMCOG records are available for public inspection during normal business hours.

RURAL PLANNING WORK PROGRAM (RPWP) FRAMEWORK

The annual RPWP establishes the transportation planning activities and programs of the CMCOG to be carried out over the course of the work program years (July through June). Other than administration, the basis of the work program is focused in three broad areas:

1. Maintenance of a Rural Transportation Improvement Program (RTIP), which identifies projects and/or programs to receive various sources of Federal funds covering highway, transit, and intermodal facilities and programs.

2. Maintenance and implementation of the Rural Long-Range Transportation Plan (RLRTP), which identifies priority transportation system deficiencies and feasible/appropriate methods for addressing those deficiencies in a fiscally constrained environment.

3. Three transportation goals were identified for the non-urbanized area in the CMCOG 2035 Rural Long-Range Transportation Plan adopted in October 2010 including: safety, maintenance, and congestion. Detailed objectives and action recommendations were also identified in regard to each of the goal areas.

4. Though it’s primarily an urbanized requirement, CMCOG recognizes the requirements established by the Federal Highway Administration (FHWA) regarding the national transportation planning priorities included in the SAFETEA-LU and National Highway System legislation for use in the non-urbanized area.

The EIGHT planning factor requirements of SAFETEA-LU are listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
2011-2012 SUMMARY OF MAJOR ACCOMPLISHMENTS

General Administration

The accomplishments under this task were necessary to ensure that the RPO functioned adequately to manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive in nature and that it is in compliance with applicable Federal, State, and local laws and requirements. To that end, the accomplishments under this task are varied and include, but are not limited to, the items summarized below:

- Held ten Policy Committee meetings and four Rural Transportation Committee meetings over the course of the program year and provided administrative and technical support to these committees as needed;
- Disseminated mailings and other appropriate communications as warranted;
- Maintained all financial records of revenues and expenditures;
- Upgraded and maintained in-house computer and network resources;
- Completed all required communications and coordination with SCDOT, FHWA and FTA;
- Continued management of the selected consultants for CMCOG General Transportation Planning/Engineering Services;
- Completed the required quarterly Planning Reports; and
- Continued training of various RPO staff as appropriate.

Public Participation

Significant public participation/media relations efforts and activities were conducted over the past program year for numerous RPWP tasks including, but not limited to:

- Publicized via press releases, legal notices, flyers, and presentations, the commencement of planning activities and public comment periods relating to the Rural Transportation Improvement Plan (RTIP) process, the Rural Long Range Transportation Plan, and the Rural Planning Work Program as appropriate;
- Developed and distributed issues of the CMCOG newsletter: “Region Report”;
- Maintained and expanded the CMCOG web site;
- Maintained and expanded the sub-web site for the Bicycle and Pedestrian Plan;
- Worked with various municipalities and the media throughout 2010-2011 in an effort to promote the nature, role, and purpose of CMCOG; and
- Produced and distributed, as appropriate, a CMCOG Orientation Package, aimed at educating new committee members on the roles and responsibilities of the agency.

2012 - 2013 RPWP Development

This task involved the creation and dissemination of the 2012 - 2013 RPWP, which was developed via a cooperative process involving all member agencies as well as the CMCOG Staff. A request for planning projects was provided to all municipalities in the CMCOG region but resulted in modest responses. As recommended in correspondence from SCDOT, CMCOG is preparing an annual RPWP, covering the period of July 1, 2012 through June 30, 2013. The Final Draft 2012 - 2013
RPWP is scheduled to be presented to the Rural Transportation Committee and CMCOG Board on May 24th and June 28th, respectively, for final approvals and adoption.

Data Collection, Compilation, and/or Analysis

This task allows for staff to collect, analyze and utilize various forms of data that assist in the everyday operation of the Rural Planning Organization (RPO). The four primary datasets utilized for this task are Populations Projections, Commercial Real Estate, Building Permits and Vehicle Data.

The following documents have been completed:

- Traffic Count Data Reports for each County (Lexington, Newberry, Richland, & Fairfield)
- 2011 Commercial Real Estate Report
- 2011 Multi-Family Rental and Condominium Survey
- 2011 Building Permits Report
- 30-Year Population Estimations for Richland and Lexington Counties
- 30-Year Employment Estimations for Richland and Lexington Counties

Geographic Information Systems (GIS)

CMCOG has made considerable progress on maintaining its central GIS database library for use on all planning activities. Updated GIS data include: Functional Classification of the Federal Aid eligible road network, updated annotation layer for road names and shields, the compiling of ownership/jurisdiction data for all road systems in the RPO area. Specific milestones worth noting for this project area include, but are not limited, to the following:

- Continued coordination with member agencies to ensure that the most recent data is being used;
- Continued file maintenance of CMCOG GIS data layers;
- Continued the linkage of TransCad modeling data with GIS to allow for easy access;
- Continued updates of GIS data (i.e. population data, employment data, aerial photography, building permits), maintenance, and the necessary adjustments as required in support of various UPWP planning efforts that will utilize GIS data.
- Continued cartography/graphic support for visualization, public involvement, and scenario planning
- Continued to enhance employment GIS layers for various transportation projects.
- Continued transportation modeling of different scenarios (i.e. changes in land use patterns.)

Title VI / Environmental Justice Plan

The purpose of this plan is to ensure that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. COATS further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. The major accomplishments include:
✓ Update target areas as necessary and as data allows;
✓ Utilize available data sets to refine where necessary the geographic areas where the noted socio-economic and demographic conditions exist in the MPO area;
✓ Continue to examine the existing transportation and transit system as it relates to the areas noted above;
✓ Continue to examine the location of future transportation projects via the LRTP and the TIP, and study the correlation of these future projects to the areas noted above; and
✓ Utilize GIS and other automated tools, create maps, charts, and other relevant graphics to depict the existing and potential future conditions relevant to environmental justice
✓ This project is over 100% completed
✓ Received approval from the MPO Policy Committee
✓ Received approval from the MPO Transportation Subcommittee
✓ Received approval from the MPO Technical Committee
✓ Advertised the final draft for public comment
✓ Researched and review Title VI / Environmental requirements
✓ Prepared a Title VI/Environmental Justice Update based on new requirements
✓ Prepared a draft Title VI/Environmental Update for review

Disadvantaged Business Enterprise Plan

In accordance with the requirements of 49 Code of Federal Regulations Part 26 (49 CFR 26), CMCOG will update its Disadvantaged Business Enterprise Program (DBE Program) for the purpose of leveling the playing field for DBEs with respect to projects funded in whole or part by the U. S. Department of Transportation (USDOT or DOT). The provisions of the DBE Program shall apply to all recipients and subrecipients, including contractors and subcontractors, of Federal highway funding under Titles I (other than Part B) and V of the Inter-modal Surface Transportation Efficiency Act (ISTEA) of 1991; Titles I, III and V of the Transportation Equity Act for the 21st Century (TEA-21); Federal transit funds authorized by Titles I, III and V of TEA-21 and airport funds authorized by 49 U.S.C. 47101, et. seq. The major accomplishments include:

✓ This project is over 100% completed
✓ Received approval from the MPO Policy Committee
✓ Received approval from the MPO Transportation Subcommittee
✓ Received approval from the MPO Technical Committee
✓ Advertised the final draft for public comment
✓ Researched and review DBE Program requirements
✓ Prepared a DBE Plan Update based on new requirements
✓ Included a small business participation section in the DBE Plan Update
✓ Prepared a draft DBE Plan Update for review

Human Services Transportation Coordination Plan

The purpose of this plan was to ensure that federal requirements regarding coordination are satisfied as well as assist the Central Midlands region in its continuing efforts to develop an efficient and effective transit service network. The major accomplishments include:
✓ Continued filling in missing info in the human service providers database
✓ Completed consultation with FTA about the current New Freedom and JARC grant applications
✓ Met with human services agencies in Fairfield County
✓ Met with human services agencies in Lexington County
✓ Began re-negotiation of a contract with Capital City Cab Company
✓ Submitted a final draft of the contract to the CMCOG attorney
✓ Received a positive feedback from the CMCOG attorney
✓ Submitted a final draft of the contract to SCDOT
✓ Received some additional questions about the contract from SCDOT
✓ Received over 1500 surveys regarding human service coordination
✓ Began assessing over 1500 surveys
✓ Completed assessment of surveys for Richland County
✓ Completed assessment of surveys for Lexington County
✓ Completed assessment of surveys for Fairfield County
✓ Need additional information for Newberry County
✓ Established regional thresholds for persons 65 and over
✓ Began mapping blocks groups with high concentrations of persons 65 and over
✓ Identified a toolbox of solutions for human survey coordination
✓ Developed a draft plan
✓ Developed a final plan
✓ Advertised the final plan for public review and comment
✓ Met with Fairfield County to their human services coordination project

**Bike and Pedestrian (Regional) Pathways Plan**

The Regional Pathways Plan highlights existing and proposed greenway, bikeway, and sidewalk locations in proximity of regional attractions such as schools, parks, churches, and shopping centers. In addition, the plan recommends short and long term projects that local entities can easily identify and incorporate into their respective planning policies, thus encouraging all new subdivisions to connect, if feasible, with these facilities. Over this past year, the following activities have been accomplished:

✓ Participated In Lexington County Greenway Committee
✓ Participated In City of Columbia’s BikeColumbia Taskforce & newly created Bicycle Pedestrian Advisory Committee
✓ Held 2 CMCOG Bike-Pedestrian Advisory Committee Meetings
✓ Received updates on USC Masterplanning, Three Rivers Greenway Masterplanning, Lexington County Greenway Planning, and Columbia’s Bicycle Route Plan
✓ Created Pathways Information Center (i.e. website and hardcopy notebook)
✓ Actively seeking grant resources to fund potential bike-pedestrian-related projects
✓ Assisted with development of Kershaw County Transportation Plan
✓ Developing Kershaw County Recommended Bicycle Map
✓ Developing a Level-of-Service Regional Bicycle Map
✓ Participating in meetings for Tour De Midlands (via Lake Murray) Bike Ride
Completing Phase III of Pathways Plan—creating small area bike-pedestrian vision plans for area municipalities

Participated in live training and/or webinar training on the following:

- Social Media for Planners
- Keep your message jargon-free
- Safety and Operations of the Pedestrian Hybrid Beacon (HAWK) and Rectangular Rapid Flashing Beacon (RRFB)
- Bicycle and Pedestrian Planning? There’s an App for That!
- First Steps in Responding to Critics and Reframing Planning
- Multimodal Level of Service Analysis in the 2010 Highway Capacity Manual
- FHWA Planning and Environment Linkages Training Webinar
- Safe Routes Coaching Action Network
- Leaving No Stone Unturned: Safe Routes Planning
- Transportation Agency Workforce Development Tools
- NTTP Update: A Bold Experiment in Four Communities
- Pedestrian Safety and Accessibility Considerations at Modern Roundabouts
- How to Develop Your Own Mobility Management Performance Measures’.
- FHWA Guidance on Using Corridor and Subarea Planning to Inform NEPA Training
- Webinar
- Transportation Performance Management - Addressing Energy & Environmental
- Goals
- Emerging Technologies for Bicycle and Pedestrian Planning
- Tackling the Question: Will Complete Streets Cost Too Much?
- Accessibility in Work Zones

*Intelligent Transportation Systems (ITS)*

During the past year, CMCOG has continued to participate and communicate with the appropriate RPO member agencies regarding ITS initiatives in the area.

*2035 Rural Long-Range Transportation Plan (RLRTP)*

CMCOG has continued implementation the 2035 RLRTP with substantial work being completed during the past program year. The major accomplishments include:

- Provided staff assistance to complete the Greenride Rideshare.
- Provided staff assistance to complete the Newberry/Columbia Study.
- Provided GIS support and mapping support for various projects.
- Staff updated website content to the CMCOG website.

*Rail/Truck and Transit Planning*

The purpose of this project was to include multi-modal transportation planning in the Rural Planning Organization (RPO) process in order to effectively address rail, truck and transit transportation issues, for moving both people and freight, as appropriate. Major accomplishments completed under this
item include:

- Continued implementation of the Commuter Rail Plan
- Continued to monitor high speed rail activities in the upstate
- Continued research on a possible rail demonstration route
- Continued assessing land use along proposed rail routes
- Continued researching vehicle types that can provide rail and road services
- Continued implementation of the rail strategy
- Met with the City of Columbia to discuss rail transit options
- Met with North Carolina DOT and Amtrak about intercity rail possibilities
- Evaluated rail connectivity between Columbia and Charlotte

The objective of this project is to assess multi-modal options and develop alternatives for people to access the current transportation system safely, efficiently, and use it effectively.

*Transportation Projects Implementation*

This task addresses the implementation of transportation planning projects that the staff has either completed, annually implements, or will completed in this fiscal year. Staff continues to implementation these transportation planning projects to meet Federal and State guidelines and improve and enhance the regional transportation system.

*Travel Demand Modeling*

During the past year, CMCOG has continued to participate and communicate with the appropriate RPO member agencies regarding the road network and impedances in the area.

*Rural Transportation Improvement Program*

This project’s purpose was to maintain and update the Rural Transportation Improvement Program (RTIP) for 2009-2015. Activities for this project are not intended to have a negative effect on the standards of the Clean Air Act. Activities identified in the RTIP should be in conformity with the Early Action Compact. Over the past year, the following occurred:

- RTIP Amendments for the following actions:
  - Section 5311 funding requests for FY 2013
  - Section 5310 funding requests for FY 2013
  - Section 5316 funding requests for FY 2013
  - Section 5317 funding requests for FY 2013

Staff also began the update and development of the 2012 – 2018 RTIP.

*Newberry/Columbia Alternative Analysis*

This project consisted of performing an Alternatives Analysis that evaluated the mode and alignment options for the identified corridor. The Analysis utilized the recently developed modal split
component to the region’s travel demand model along with the Metropolitan Planning Organization’s (MPO) extensive GIS and development-based analytical tools. The analysis informed local officials and community members on the benefits, costs and impacts of transportation options, so that the region can finalize a preference. Upon completion, local and regional decision makers selected a locally preferred alternative that will be adopted by the MPO into the region’s long-range transportation plan. Over this past year, the following activities have been accomplished:

- This project is over 50% completed
- Finalized the list of Stakeholders
- Continued project coordination
- Continued existing condition analysis
- Began developing a draft purpose and need statement
- Finalize Steering Committee membership, based on responses from invite letter.
- Develop Steering Committee presentation.
- Finalize dates/locations for first round of public meetings
- Held public meetings in Newberry and Columbia
- Held a Steering Committee Meeting
- Continued assessing existing conditions
- Finalized and mailed invite letter for Steering Committee members and Stakeholders
- Developed list of potential locations for Steering Committee and public meetings
- Contacted Newberry College and Richland Library to determine space availability for meetings
- Set up file transfer folders for data gathered by CMCOG staff
- Distributed access to data to all subconsultants
- Continued assessing existing conditions

Web-Based Online Commuter Matching and TDM Project

This project will consist of developing a web based, commuter matching and Transportation Demand Management service. The web-based carpool, vanpool and bicycle commuter matching service shall offer users the ability to find other people who have a similar transportation need along a similar route. The purpose of this project is to facilitate extensive ridesharing to reduce traffic congestion, increase transportation system efficiency, improve air quality, and reduce commuting costs. Over this past year, the following activities have been accomplished:

- This project is over 45% completed
- Received approval from SCDOT on final contract
- Submitted the final contract to GreenRide
- Received an executed contract from GreenRide
- Submitted the Notice to Proceed and a fully executed contract to GreenRide
- Continued negotiations with GreenRide in light of SCDOT statewide initiative
- Continued development of the preliminary contract
- Made final changes in preparation for submission to SCDOT for approval
- Submitted the final contract to SCDOT for their review
- Continued negotiations with GreenRide in light of SCDOT statewide initiative
- Continued development of the preliminary contract
- Received approval from CMCOG attorney to proceed with preliminary contract
Miscellaneous Activities & Special Technical Assistance

This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP Tasks. Over the past year, staff participated in numerous minor efforts under this task to further the needs of both COATS and its member agencies. Over the past year the following has occurred:

- Staff participated in a Talking Freight Webinar
- Staff participated in an FTA conference call to discuss Civil Rights/DBE goals
- Staff attended the CMRTA Board Meetings
- Staff participated in a NADO Conference call about upcoming legislation in the areas of transportation, community development, and climate change
- Met with the City of Columbia on potential transportation/transit projects
- Staff attend the CMRTA Board Meeting
- Met with the City of Columbia to discuss the Installation of ADA Ramps Enhancement Project.
- Staff met with SCDOT to discuss joint transit and TDM opportunities
- Staff attended the COATS Intersection Improvement Scoping Meeting with SCDOT
- Staff attended workshop regarding aging and disability issues
- Discussed project options with FTA regarding Assembly Street
- Staff coordinated with Lexington County and SCDOT regarding improvements to the Corley Mill Road/US 378 Intersection
- Met with the Governor’s staff to discuss the Airport Connector Project
- Staff participated in teleconferences for ITS Coordination, Bus Rapid Transit, and Transit-Oriented Development
- Staff provided technical assistance to the member governments
- Staff attended the COATS Intersection Improvement Scoping Meeting with SCDOT
- Staff submitted a TIGER Grant Application for US 1
- Staff attend a transportation and land use seminar in Charleston
SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The 2012 - 2013 CMCOG Rural Planning Work Program (RPWP) is based on the CMCOG 2035 Rural Long-Range Transportation Plan, which was updated and approved by the CMCOG Board on October 28, 2010. 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 CMCOG region. This 2012 - 2013 RPWP emphasizes activities that promote the implementation of the existing Plan.

Federal legislation such as the 1990 Clean Air Act Amendments and Americans with Disabilities Act significantly impacted the manner in which the cooperative, continuous and comprehensive transportation planning process is administered. Among the opportunities are funding flexibility, intermodal planning, protection of the environment and the maintenance and preservation of existing transportation infrastructure. Tasks within this Work Program are organized into several major categories to facilitate review and management as follows:

1 — Program Administration and Support
   This category includes general administration, RPWP maintenance and development, and public participation.

2 — Short-Range Transportation Planning
   This category includes projects which could be implemented in a shorter time frame and includes activities related to the data collection, a review of the functional classification system and Geographic Information Systems (GIS) activities.

3 — Long-Range Transportation Planning
   The majority of RPWP projects fall under this category are either annual activities or projects that tend to take longer to complete.

4 — Rural Transportation Improvement Program (RTIP)
   This category includes various tasks associated with the administration and maintenance of the RTIP, which identifies projects and programs that receive various sources of federal funds covering highway, transit, and intermodal facilities and programs.

5 — Other Activities
   This category includes miscellaneous activities and special technical assistance not otherwise covered.

6 — Budget Tables
2012 - 2013 RURAL PLANNING WORK PROGRAM OVERVIEW

The 2012 - 2013 Rural Planning Work Program (RPWP) is based on CMCOG 2035 Rural Long-Range Transportation Plan, approved by CMCOG Board on October 28, 2010. The goals for this program year are threefold:

Goal #1: To complete outstanding 2011 - 2012 RPWP tasks
Goal #2: To commence and complete new 2012 - 2013 RPWP tasks
Goal #3: To proceed with existing and proposed recurring activities

Goal #1

In order to attain Goal #1, the following specific projects carried over from the 2011 - 2012 RPWP will be continued:

- Newberry/Columbia Alternative Analysis
- Charlotte/Columbia High Capacity Transit Feasibility Study
- Human Service Coordination Plan-Closing the Gaps
- Web Bases Online Commuter Matching and TDM Service

Goal #2

Goal #2 will be achieved by completing the following new 2012 - 2013 tasks:

- CMCOG Regional Planning Initiatives
- Regional ITS Architecture
- Regional Congestion Management Process

Goal #3

The tasks below make up the remainder of the program and are either required, necessary or annual activities.

- General Administration
- Professional Services
- Public Participation
- RPWP Maintenance and Development
- Data Collection, Compilation and/or Analysis
- Transportation Project Implementation
- Geographic information Systems
- Rural Long-Range Transportation Plan
- Rail, Truck and Transit Planning
- RTIP Development and Maintenance
- Miscellaneous Activities & Special Technical Assistance

Some of these tasks result in an annual report that is reviewed and approved by the appropriate CMCOG Committee(s), while others are simply a required or necessary aspect of the CMCOG planning process.
RURAL PLANNING WORK PROGRAM

FY 2012 - 2013

1 — PROGRAM ADMINISTRATION and SUPPORT

1A — General Administration

1B — Professional Services

1C — Public Participation

1D — RPWP Maintenance and Development
PROJECT NO: 1A

PROJECT TITLE: General Administration

OBJECTIVE:
To initiate and properly manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.

METHODOLOGY:
CMCOG provides staff support to the CMCOG Board, Executive and Rural Planning Committee, in addition to other permanent and ad-hoc committees. The staff will implement the work task as contained in this RPWP. Other administrative activities included, but are not limited to the following:

- Acts as local liaison to FHWA, FTA, SCDOT, and other transportation related agencies to ensure coordination
- Provide administrative support and technical assistance to the CMCOG Board and Executive Committee, Rural Planning Committee, as well as other permanent and ad-hoc committees, as needed;
- Maintain financial records of all revenues and expenditures
- Prepare and distribute meeting notices and agenda packages for all CMCOG committees
- Prepare certification documentation, agreements, resolutions, memoranda of understanding (MOU’s), etc.;
- Attend SCDOT, FHWA, and FTA, training sessions and other necessary workshops and meetings;
- Maintain agreements between local governmental agencies and CMCOG
- Provide funds for the purchase and maintenance of computer hardware and software to support the CMCOG planning program and related activities, including network maintenance;
- Continue CMCOG commitment to comply with Title VI of the Civil Rights Act of 1964
- Continue CMCOG commitment to ensure that all of their programs and activities sufficiently address Environmental Justice principles and procedures, as appropriate; and
- Continue to comply with the SCDOT and FTA DBE Programs

END PRODUCT:
The ability to operate the agency as the functional entity; the ability to meet federal and state requirements; the ability to meet local government expectations; Committee Documentation-including: reports, meeting minutes, committee mailings, and related materials; staff involvement in relevant organizations and activities; and adequate computer resources to meet the CMCOG planning activity requirements.

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PROJECT NO: 1B

PROJECT TITLE: Professional Services

OBJECTIVE:
To allow staff to utilize a procured consultant for specific engineering, planning, or other necessary services as needed in support of the various annual planning activities at CMCOG.

METHODOLOGY:
This task provides access to expert technical and professional services when required by staff in support of the various annual planning activities. Specifically, it allows CMCOG to retain the services of procured consultants to assist with specific technical activities associated with a given project where current staff expertise may not be sufficient.

Examples include, but are not limited to:

- Selected Camden/Columbia Alternative Analysis;
- Selected Charlotte/Columbia Alternative Analysis;
- Selected Rideshare Planning Activities;
- Selected Newberry/Columbia Alternative Analysis;
- Selected Transportation Planning Activities; and
- Other skills that may be necessary to support the RPWP but may be currently absent at the staff level.

The South Carolina Department of Transportation and the Federal Highway Administration will have the opportunity to comment on all proposals and contracts before soliciting and/or executing for consulting services.

END PRODUCT:
Technical and Professional services to the staff in support of the various planning activities outlined in the RPWP.

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PROJECT NO: 1C

PROJECT TITLE: Public Participation

OBJECTIVE:
To enhance CMCOG transportation planning process with greater opportunities for public participation, input involvement, and exposure.

METHODOLOGY:

This task generally provides for the dissemination of information to the public about the transportation planning program. It also covers receiving public comment and input on transportation planning activities through public information meetings both hosted and attended by CMCOG.

Specifically, this task includes the development of strategies for improving the public’s access to the CMCOG Planning process, including all stages of the development of CMCOG Planning documents and studies.

As part of the task, CMCOG will continue to ensure that the principles of Environmental Justice, including minority and low income communities; and non-English speaking populations are included and represented in all public outreach efforts.

Techniques for the dissemination of information include, but are not limited to the following:

- Newsletters;
- Brochures, flyers and maps;
- Study reports and technical memoranda;
- Public information meetings/workshops and conferences;
- Media releases, press articles, and paid advertisement/features;
- Direct contact with public/citizens mailing lists;
- CMCOG website (www.centralmidlands.org).

Public participation opportunities (public input) include:

- Public meetings/workshops;
- Task Forces, focus groups;
- Surveys, questionnaires, comment cards, etc.

CMCOG will document the attendance and public comments received to evaluated the effectiveness of the current public involvement practices at all CMCOG functions.

END PRODUCT:

Public participation opportunities/activities, including CMCOG newsletters, reports, press releases, maps, and slide presentations, web site maintenance, meetings, workshops, etc.

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PROJECT NO: 1D

PROJECT TITLE: RPWP Maintenance and Development

OBJECTIVE:
Maintain the current Rural Planning Work Program (RPWP), and develop a subsequent work program.

METHODOLOGY:
This task includes all necessary work required to process amendments to the 2012 - 2013 RPWP.

In addition, this task will allow for the development of the 2012-2013 RPWP during the 2012 - 2013 program year.

The RPWP indicates local, state, and federal funding of the RPWP tasks and identifies the participating agencies for completing the work. The RPWP will be developed according to measures deemed necessary to ensure a “3C” planning process, this is one that is continuing, cooperative, and comprehensive. Copies of the RPWP will be published after approval by the CMCOG Board of Directors.

END PRODUCT:
Maintenance of and amendments to the 2012 - 2013 RPWP as necessary and appropriate and the development of the 2012-2013 RPWP.

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RURAL PLANNING WORK PROGRAM

FY 2012 - 2013

2 — SHORT-RANGE TRANSPORTATION PLANNING

2A — Data Collection, Compilation, and/or Analysis

2B — Transportation Projects Implementation

2C — Geographic Information System (GIS)
**Project NO:** 2A

**Project Title:** Data Collection, Compilation, and/or Analysis

**Objective:**
To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the Central Midlands Council of Governments (CMCOG).

**Methodology:**
This RPWP task involves the following subcategories:

- **Vehicle Data Collection:** The collection of traffic count data and a travel time survey required in support of COATS planning activities. This will be done in accordance with the traffic count information provided by SCDOT. Additionally, this subcategory will include the ongoing effort of maintaining a central database of vehicle traffic counts for the MPO area.

- **Multi-Family Rental and Condominium Survey:** Over 36,000 apartments in this four county study were surveyed. This study determines vacancy rates, rents, planned construction, and includes non-subsidy and rent subsidized apartments, condominiums, planned unit developments, duplex and single floor row houses.

- **Central Midlands Commercial Real Estate Survey:** This region-wide survey covers over 22 million square feet of shopping center space; over 26 million square feet of office space in the central midlands 4 county region. The study determines vacancy rates, rents, and planned construction.

- **Building Permits:** This study tracks construction activity through building permits issued by local governments for residential and commercial structures. This information is used in population projections studies and growth analysis for the central midlands region. In 2011, 5,745 unique building permits valued at $903.5 million were analyzed: 2,868 Single Family; 659 Multi-family Units; 640 non-residential permits, 635 additions and 1,916 repair permits.

- **Population Projections:** This study uses population projections developed by the US Census Bureau at the State level and County level projections developed by the Office of Research & Statistics. The Central Midlands staff analyzes population growth trends and further disseminates the data into Census Tracts.

- **2010 Census:** a) Participate as a Regional Census data affiliate agency. b) Review and obtain data from 2010 Census to support transportation planning. c) Review and update Traffic Analysis Zone (TAZ) boundaries. d) Prepare analyses of Census 2010 data (publish on website, maps and documents)

**End Product:**
The end products are Vehicle, Population, Multi-Family and Commercial Real Estate reports. This data is used in the various multi-modal studies and activities undertaken by CMCOG.

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**PROJECT NO:** 2B

**PROJECT TITLE:** Transportation Projects Implementation

**OBJECTIVE:**
To implement past and present transportation planning projects that will address the eight planning factors of SAFETEA-LU.

**METHODOLOGY:**

This task will address the implementation of transportation planning projects that the staff has either completed, annually implements, or will be completed in this fiscal year. Projects that will be implemented included:

- Regional Motor Freight Transportation Plan
- Regional Congestion Management Plan
- Human Services Transportation Coordination Plan
- FTA Sections 5316 & 5317 Program Management Plan
- 2035 Rural Long Range Transportation Plan
- Commuter Rail Feasibility Study
- CMCOG TransCad Travel Demand Model
- Bicycle and Pedestrian Pathways Plan
- Batesburg-Leesville/Columbia Transit Feasibility Study
- Camden-Columbia Alternative Analysis

**END PRODUCT:**
Implementation of transportation planning projects.

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PROJECT NO: 2C

PROJECT TITLE: Geographic Information System (GIS)

OBJECTIVE:
To manage the data and software requirements necessary for maintaining and using CMCOG GIS to support the CMCOG planning activities.

METHODOLOGY:
The CMCOG GIS department routinely utilizes GIS technology for transportation planning and analysis. These efforts include but are not limited to: GIS coordination with member governments; spatial database inventorying, management and administration; vehicle traffic count analysis; environmental screening; demographics and research; Environmental Justice/Title VI compliance; and travel demand modeling.

Anticipated activities include:

- Continue coordination with member agencies to ensure that the most recent data is being used;
- Ongoing GIS database management and QA/QC of all data layers;
- Continue updates and QA/QC of data layers generated in house (e.g., population and employment forecasts, traffic counts, project lists, etc.);
- Continued GIS support for various RPWP planning efforts
- Cartography/Graphic support for visualization, public involvement, and scenario planning;
- Continued update and refinement of regional travel demand model and all associated input and output data sources;
- Travel Demand modeling as needed for various RPWP planning efforts;
- GIS data and Travel Demand Modeling coordination with consultants as required for various RPWP planning efforts.
- Update and maintenance of GIS hardware and software components and associated Information Technology infrastructure and support as needed.

END PRODUCT:
Enhanced coordination between CMCOG and various federal, state, and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support CMCOG planning efforts and high quality cartographic products as required for various RPWP projects.

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RURAL PLANNING WORK PROGRAM

FY 2012 - 2013

3 — LONG-RANGE TRANSPORTATION PLANNING

3A — Human Service Coordination-Closing the Gaps

3B — Rural Long-Range Transportation Plan

3C — Rail, Truck and Transit Planning

3D — Environmental Mitigation

3E — Travel Demand Modeling

3F — Bike, Pedestrian and Greenway Planning

3G — Regional ITS Architecture

3H — Regional Congestion Management Plan

3I — CMCOG Regional Planning Initiatives
PROJECT NO: 3A

PROJECT TITLE: Human Service Coordination-Closing the Gaps

OBJECTIVE:
To develop an implementation plan that will enhance coordination in order to address the existing gaps in services that are currently being provided by the human service agencies.

METHODOLOGY:
The Central Midlands Council of Governments seeks the opportunity to develop a comprehensive transit development plan based upon its Human Services Transportation Coordination Plan that was completed in September 2007. The transit development plan will identify the transportation needs of individual with disabilities, the elderly, and individuals with low income for each county in the Central Midlands region. The plan will identify new strategies and strengthen the current infrastructure for meeting those local and regional needs in an economically feasible approach for funding and service implementation.
The strategy for this planning proposal is operationally defined as:

- Identification of the stakeholders involved;
- Assessment of available services including current public; private and non-profit providers;
- Assessment of transportation needs for the elderly, low-income and disabled individuals;
- Create a strategic plan and/or action plan to address the identified gaps between the existing services and the identified needs, as well as opportunities to achieve better service efficiency and;
- Create a prioritized list for implementation of actions based in resources, time and feasibility of identified action items.

The goals and objectives are reflective of the planning factors as defined in SAFETEA-LU. These planning factors guide current and future capital investments through the 2035 Long Range Transportation Plan (LRTP) and they outline planning initiatives through the annual Unified Planning Work Program (UPWP). These planning factors will identify strategies necessary to obtain the project goals.
The planning process includes work and discussion during advisory and/or technical committee meetings, facilitated workshops, structured interviews, and a survey. Our proposal requests $80,000 in funding is to complete the comprehensive transit development plan. The unmet needs will be grouped into common action items. Each action item will create a strategy and a timeframe by which it’s anticipated to be completed. The plan will be periodically updated at the end of each year to show progress and unanticipated changes to the plan. The proposed project will be successfully completed by June 30, 2012.

END PRODUCT:
A published implementation plan and administration of the Federal 5316 & 5317 formula programs.

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**PROJECT NO:** 3B

**PROJECT TITLE:** Rural Long Range Transportation Plan

**OBJECTIVE:**

To implement the 2035 Rural Long-Range Transportation Plan (RLRTP)

**METHODOLOGY:**

The Rural Long Range Transportation Plan is a long-range (20+ year) strategy and capital improvement program developed to guide the effective investment of public funds in multi-modal transportation facilities. The plan is updated every 5 years, and may be amended as a result of changes in projected Federal, State and local funding, major improvement studies, Congestion Management Process plans, interchange justification studies, and environmental impact studies. The plan provides the context from which the region's Rural Transportation Improvement Program (RTIP), a short-range capital improvement program for implementing highway, transit, and bikeway projects, is drawn.

CMCOG recently completed the development of its 2035 RLRTP in FY 10 and will continue implementation of this transportation tool to evaluate and enhance the regional transportation system.

**END PRODUCT:**

Implementation of the Rural Long Range Transportation Plan

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**PROJECT NO:** 3C

**PROJECT TITLE:** Rail, Truck and Transit Planning

**OBJECTIVE:**
To include multi-modal transportation planning in the Rural Planning Organization (RPO) process, in order effectively address rail, truck and transit transportation issues for moving people and freight, as appropriate.

**METHODOLOGY:**

*Regional Motor Freight Plan*
In order to retain and attract “new economy” businesses to the Central Midlands Region, the region must improve its freight transportation and logistic services. The just-in-time production schedules used by many freight companies place a premium on rapid and reliable transport and logistics systems.

The Central Midlands Council of Governments Regional Motor Freight Transportation Plan is intended to assess the current state of the region’s freight transportation and logistics systems, determine the needs of the systems’ principal users, develop a strategic vision to guide future policy development, and to recommend priority improvements to the system.

*Commuter Rail Feasibility Assessment*
CMCOG will assess the feasibility of establishing a commuter rail service through the following steps:
- Reviewing current and projected populations along the designated corridors
- Analyzing freight movement
- Investigating funding options and opportunities
- Investigating interest and support in establishing service

*Newberry/Columbia Alternative Analysis & Charlotte-Columbia Alternative Analysis*
An Alternatives Analysis study is a required planning step in the Federal Transit Administration’s (FTA) process for pursuing New Starts grant program funding for major transit system expansions. The studies will examine all of the transit options available to determine a locally preferred alternative for the Newberry to Columbia & Charlotte to Columbia Corridors. Conducting an Alternatives Analysis study is a critical step in taking a transit project from concept to reality. Investing in these planning processes will put CMCOG in position to compete for New Starts funding.

**END PRODUCT:**
An updated published Regional Motor Freight Plan. An assessment of high capacity transit options between Newberry, Charlotte, and Columbia. As well, the continued implementation of the Commuter Rail Plan.

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PROJECT NO: 3D

PROJECT TITLE: Environmental Mitigation, Agency Consultation, and Safety & Security

OBJECTIVE:
Transportation Related Land Use and Environmental Planning

METHODOLOGY:

This project is based on the recognition that the way we develop our cities, towns and suburbs has a tremendous impact on the costs and efficiency of all modes of transportation. Unplanned sprawl can have a number of effects on transportation and environmental quality, including increasing the average vehicle miles traveled, undermining efforts to provide mass transit, overburdening of roads and intersections, diminished air quality and water quality, and loss of green space. The activities involved in this project will seek to help our local governments develop and implement land use policies that support regional transportation and environmental objectives.

Proposed activities include:

• Preparing transportation elements for member local comprehensive plans. This will be done in coordination with overall comprehensive plan updates as well as plan amendments needed to comply with the SC Priority Investment Act, which introduces new standards for transportation and capital improvements planning.

• Development of policies, proposals and programs to mitigate the environmental impacts of transportation facilities, including green infrastructure planning (linking together major, protected green spaces into a regional system); watershed based planning; low impact development strategies; development of wetlands and stream mitigation banking opportunities, and promotion of trip-reduction strategies.

END PRODUCT:
Published comprehensive planning documents including the components listed above. Coordinate with local jurisdictions.

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PROJECT NO:  3E

PROJECT TITLE:  Regional Travel Demand Modeling

OBJECTIVE:
To continue the efforts of updating the current Transcad Travel Demand Modeling to match the same sophistication of the urban Transcad Travel Demand Model.

METHODOLOGY:

Travel Demand Modeling
Travel forecasting models are used to predict changes in travel patterns and the utilization of the transportation system in response to changes in regional development, demographics, and transportation supply. Modeling travel demand is a challenging task, but one that is required for rational planning and evaluation of transportation systems. CMCOG will continue to develop its 2035 Travel Demand Model and will continue implementation of it 2035 Travel Demand Model to evaluate and enhance the regional transportation system.

END PRODUCT:
Implementation of the travel demand model to evaluate and enhance the regional transportation system.

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PROJECT NO: 3F

PROJECT TITLE: Bike, Pedestrian, and Greenway Planning

OBJECTIVE:
To include multi-modal transportation planning in the Central Midlands Council of Governments (CMCOG) process, in order to effectively address pathways and greenways transportation issues. Activities under this task will also contribute to improved air quality in the CMCOG area.

METHODOLOGY:
Provide input and technical assistance from a multi-modal perspective to all CMCOG transportation projects in order that bicycle and pedestrian travel are given appropriate consideration in any given CMCOG project;

- Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;
- Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate;
- Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development; and

END PRODUCT:
Technical reports and memoranda will be developed in association with the maintenance and monitoring of non-motorized transportation activities.

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PROJECT NO: 3G

PROJECT TITLE: Regional ITS Architecture

OBJECTIVE: To explore and define transportation technologies that are used to communicate and disseminate information throughout the region.

METHODOLOGY:

The Regional ITS Architecture is a tool to help ITS project sponsors develop projects by providing a basic framework for how different ITS projects in the region fit together, encouraging stakeholder involvement in project planning, and promoting the use of common design and communication standards. A major goal is the integration of ITS projects so that data can be cost-effectively shared between projects. The Architecture is important because, per federal law, most ITS projects must demonstrate that they fit within the Architecture in order to receive federal funds.

The architecture will be an important new tool used by:

- CMCOG/COATS MPO to better reflect integration opportunities and operational needs into the transportation planning process.
- Operating agencies to recognize and plan for transportation integration opportunities in the region.
- Other organizations and individuals that use the transportation system in the CMCOG/COATS study area.

The regional ITS architecture will have a particular focus on those systems and interfaces that are likely to be implemented in the next ten years. The architecture covers the broad spectrum of Intelligent Transportation Systems, including Traffic Management, Transit Management, Traveler Information, Emergency Management, and Emergency/Incident Management over this time horizon.

END PRODUCT:

A published Regional ITS Architecture that satisfies the needs of the member agencies, State and regional agencies, and the requirements of the MPO.

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PROJECT NO: 3H

PROJECT TITLE: Congestion Management Process

OBJECTIVE:
To explore and update the 2008 CMP that will provide relief to the congested areas of the region.

METHODOLOGY:

The Congestion Management Process (CMP) The Congestion Management Process (CMP), which has evolved from what was previously known as the Congestion Management System (CMS), is a systematic approach, collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs) – urbanized areas with a population over 200,000, or any area where designation as a TMA has been requested. Although the CMP is not required in non-TMAs, the CMP represents the state-of-the-practice in addressing congestion, and should be considered in metropolitan areas that are facing current and future congestion challenges.

The COATS’s last complete CMP was the Regional Congestion Management Plan, completed in 2008, with a previous update completed in 2005.

Efforts to develop the next update, which is due in 2013, are underway.

All tasks and activities conducted as part of this project will ensure that the principles and procedures of Environmental Justice and Title VI receive the appropriate attention. Future fiscal allocations will be required to allow for continuation and completion of a new CMP.

END PRODUCT:

A published Regional Congestion Management Plan that satisfies the needs of the member agencies and the requirements of the MPO.

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**PROJECT NO:** 3I  
**PROJECT TITLE:** CMCOG Regional Planning Initiatives  
**OBJECTIVE:**
To allow the CMCOG to be actively involved in the many important regional planning initiatives that either currently exist or may begin over the program year

**METHODOLOGY:**
Numerous significant planning initiative either currently exist or may come to fruition over the coming program year. This project is to allow for the CMCOG to participate in these initiatives. Additionally, member agencies may request from the RPO specific planning analysis or related activities in regards to these initiatives via this task.

**END PRODUCT:**
Active CMCOG participation in important regional planning initiatives

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RURAL PLANNING WORK PROGRAM

FY 2012 - 2013

4 — RURAL TRANSPORTATION IMPROVEMENT PROGRAM

4A — RTIP Development and Maintenance
PROJECT NO: 4A

PROJECT TITLE: RTIP Development and Maintenance

OBJECTIVE:
Maintain and update the Rural Transportation Improvement Plan (RTIP). Activities for this project will also ensure that the RTIP is in compliance with all federal and state requirements.

METHODOLOGY:

The current RTIP will be maintained, and updated as necessary, in cooperation with the SCDOT, units of local government, and the CMRTA.

In addition, CMCOG will be developing a new biennial RTIP beginning in the Spring of odd-numbered years, with final adoption and distribution occurring in the following even-numbered year. In addition to dealing with typical RTIP update and development issues, this effort will also coincide with the STIP development, therefore, additional lead time will most likely be required to sort out schedules, responsibilities, and funding allocations. The RTIP update will also be affected by the guidance presented in the Federal Highway Legislation.

CMCOG will coordinate with the SCDOT Planning Office and Program Development to produce the recommended Annual Listing of Projects that will be included in the RTIP.

END PRODUCT:

A Rural Transportation Improvement Program that is maintained, kept up to date, and in compliance with all federal and state requirements.

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RURAL PLANNING WORK PROGRAM

FY 2012 - 2013

5 — OTHER ACTIVITIES

5A — Miscellaneous Activities and Special Technical Assistance
PROJECT NO: 5A

PROJECT TITLE: Miscellaneous Activities and Special Technical Assistance

OBJECTIVE:
This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual RPWP projects. Additionally, this task provides for special technical assistance to member governments, and other agencies and/or organizations as appropriate.

METHODOLOGY:

From time to time, miscellaneous projects are assigned to staff. Many are one-time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of CMCOG participation, and therefore do not warrant a separate RPWP project.

Tasks may include such activities as participation in various SCDOT statewide initiatives, and reviewing proposed Federal regulations.

This task also allows CMCOG to provide technical assistance to member governments and other agencies/organizations which was not foreseen or known during the preparation of the annual RPWP.

As this is an annual program, the funding identified in the 2012 - 2013 RPWP is subject to change. Since there may be new required initiatives for the COG to undertake, it is the intention of CMCOG to amend this document as needed and allocate funding to a specific project(s) as allowable.

Anticipated activities include:

- Monitoring SCDOT’s Transportation Enhancement Program
- Monitoring of the Federal Highway Legislation Reauthorization
- Member Government Comprehensive Assessments
- Implementing FTA and FHWA regulations

END PRODUCT:

Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.

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RURAL PLANNING WORK PROGRAM

FY 2012 - 2013

6 — BUDGET TABLES

TABLE 1 – SUMMARY BUDGET

TABLE 2 – SUMMARY BUDGET – FEDERAL ONLY

TABLE 3 – SAFETEA-LU TASK MATRIX
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*Funding shown in FTA Section 5339 for the Commuter Rail Feasibility Study will be expended over multiple years

**SCDOT 5316 & 5317 do not require a local match. These funds are 100% federal.

K:\My 8GB (F)\RPWP FY 2013\2012-2013 RPWP Budget Table 1
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*Funding shown in FTA Section 5339 for the Commuter Rail Feasibility Study will be expended over multiple years.

**SCDOT 5316 & 5317 do not require a local match. These funds are 100% federal.
### 2012 - 2013 RPWP TABLE 3 - SAFETEA-LU TASK MATRIX

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*Tracking the RPWP tasks will be addressed in two ways. Several tasks will be completed through the solicitation of consultants. These consultants will signify the meeting of a milestone or benchmark through the delivery of technical memos. These technical memos will be part of the contractual agreement with the consultant and will be used to track the development of that specific task. The other way tasks will be tracked is through the planning funds quarterly reports. CMCOG submits quarterly reports to SCDOT summarizing the progress of the various tasks that have been identified in the RPWP. These quarterly reports can be used by CMCOG and SCDOT to track the progress of each task and the overall performance of the RPWP.*
FY 2013 RPWP

APPROVED RPWP AMENDMENTS

FOR TRANSPORTATION PLANNING

IN THE

CENTRAL MIDLANDS REGION

Approved by the Board of Directors of the Central Midlands Council of Governments

This document was completed with the assistance of the Federal Highway Administration, Federal Transit Administration and the South Carolina Department of Transportation.