



DRAFT FY 2020 & 2021 RURAL PLANNING WORK PROGRAM

Abstract

The Rural Planning Work Program (RPWP) for Regional Transportation Planning is developed biennially and modified as needed by the Central Midlands Council of Governments (CMCOG) as the Rural Planning Organization. The RPWP serves as a guide for transportation and regional planning activities to be conducted over the course of specified fiscal years. Included in the RPWP are detailed descriptions of the transportation and regional planning tasks and a summary of the amount and source of State, Federal, and local funds to be used for planning activities.

Central Midlands Council of Governments
Rural Planning Organization
June 27, 2019

2020 & 2021

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
2020 & 2021 RURAL PLANNING WORK PROGRAM**

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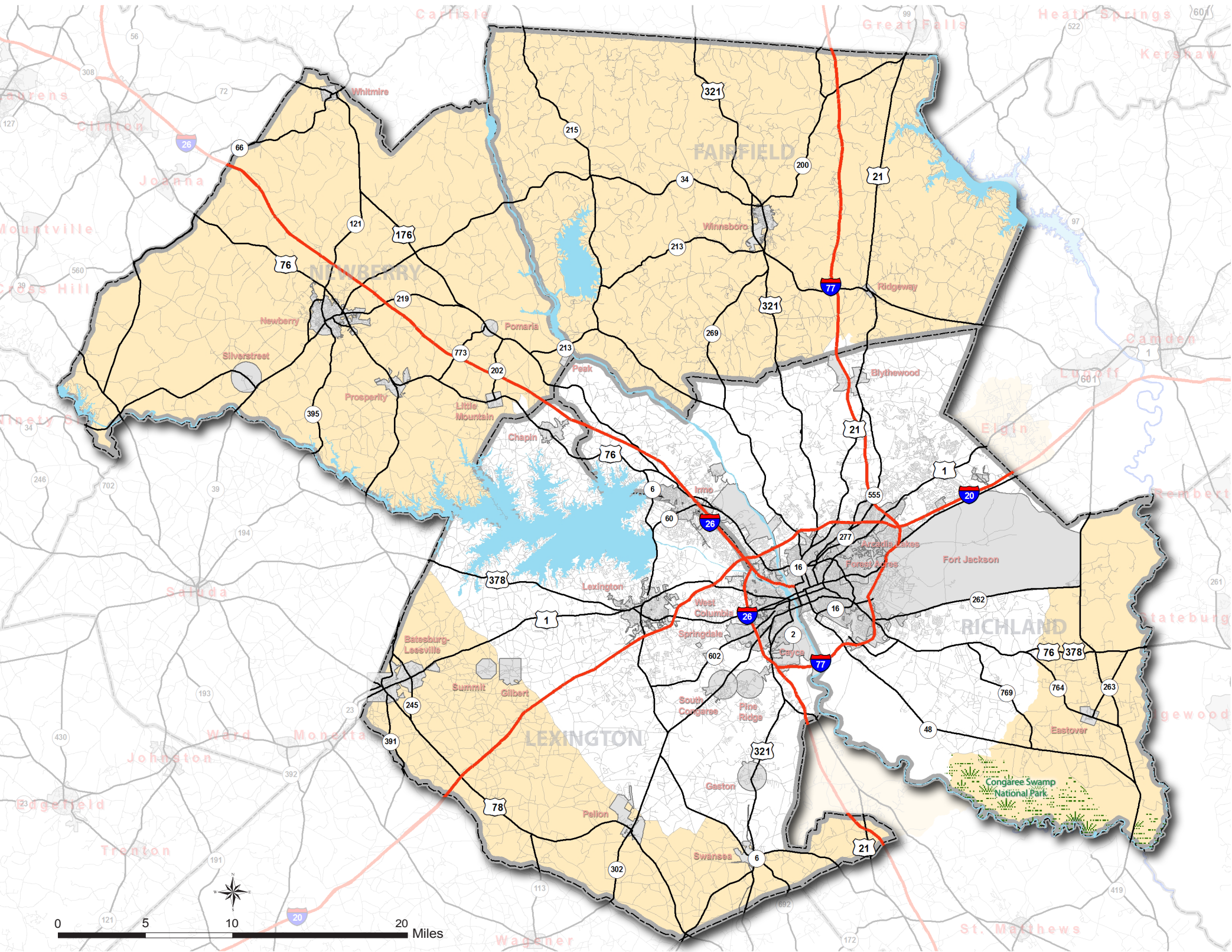
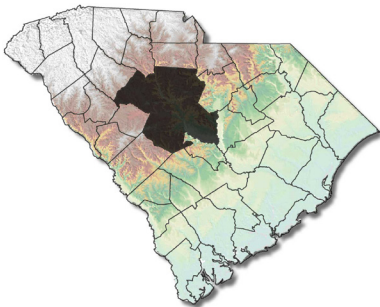


Figure 1

Central Midlands Council of Governments



Rural Planning Area



Central Midlands Council of Governments

Prepared on: May 16, 2013

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CENTRAL MIDLANDS COUNCIL OF GOVERNMENT RURAL PLANNING ORGANIZATION

2020 & 2021 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 2020 & 2021 fiscal years. 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 2020 & 2021 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 an as needed 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.

MPO PLANNING AREA EXPANSION DUE TO THE 2010 US CENSUS

On Tuesday, March 27, 2012, the US Census Bureau released their new 2010 Urbanized Areas. The release of these new urbanized areas denoted that per federal requirements, Metropolitan Planning Organizations (MPOs) such as the Columbia Area Transportation Study (COATS) will have to adjust their metropolitan planning area boundary to encompass the contiguous census designated urbanized area and the area projected to be urbanized over the next 20 years. Federal requirements also denoted that the COATS MPO may consider adjusting its Policy Committee composition to ensure that adequate representation for all necessary jurisdictions has been addressed.

The 2010 US Census produced a new census designated urbanized area that exceeded the existing COATS MPO Boundary in four (4) locations. The nearby municipalities in these expanded areas were the Town of Chapin in Newberry County, Town of Blythewood in Fairfield County, Town of Swansea in Lexington County, and the City of Camden in Kershaw County. Please be advised that the City of Camden was designated by the Census Bureau as an urban cluster and was not included as part of the census designated urbanized area for Columbia. The census designated urbanized area in Kershaw County stops at the Wateree River.

In review of the census definition for these expanded areas, each can be defined as a hop or a jump. The Census Bureau includes territory that is not contiguous with the urban core through "hops" and "jumps" to allow for the inclusion of densely settled areas proximate to the urban core. Hops must connect along a road segment less than 0.5 miles in length (excluding exempted territory). Jumps can connect along a road segment up to 2.5 miles in length (excluding exempted territory). The 2010 Census criteria does not allow hops after a jump.

Areas qualify for inclusion via a hop or a jump if the area's total population is greater than 1,000 persons or if the population density of the area and the hop/jump corridor is greater than 500 ppsm. These expanded areas meet one of these qualifications.

Agreeable expansions of the MPO planning areas occurred in Newberry, Fairfield, Kershaw, and Lexington Counties. These counties participated in the development of the new MPO planning areas and adopted the MPO resolution and new boundary. Census blocks were used to establish the areas that are expected to be urbanized in the next 20 years.

On March 28, 2013 the MPO Policy Committee approved the MPO Re-Designation Resolution and new MPO planning area.

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 FAST Act and National Highway System legislation for use in the non-urbanized area.

FAST ACT PLANNING FACTORS

The Metropolitan Planning Program under SAFETEA-LU provided funding for the integration of transportation planning processes in the Metropolitan Planning Organizations (MPOs) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code, section 134(f) (revised in SAFETEA-LU section 6001(h)) describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Under FAST Act these planning factors remain unchanged. The ten planning factors (for both metro and statewide planning) are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resilience and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

2018 & 2019 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 nineteen Policy Committee meetings and one 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;
- ✓ Worked with various municipalities and the media throughout 2018 & 2019 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.

2020 - 2021 RPWP Development

This task involved the creation and dissemination of the 2020 & 2021 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 a bi-annual RPWP, covering the period of July 1, 2019 through June 30, 2021. The Final Draft 2020 & 2021 RPWP is scheduled to be presented to the CMCOG Board on June 27th 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 for each County (Lexington, Newberry, Richland, & Fairfield)
- ✓ 2017 & 2018 Commercial Real Estate Reports
- ✓ 2017 & 2018 Multi-Family Rental and Condominium Surveys
- ✓ 2017 & 2018 Building Permits Reports
- ✓ 30-Year Population Estimations for Richland and Lexington Counties
- ✓ Tracking Annual Employment Estimations for Richland, Lexington, Newberry, & Fairfield 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;
- ✓ Created LMI and Transit Coordination Maps
- ✓ Provided maps that support CMRTA activities
- ✓ 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 RPWP 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.)

- ✓ Updated and analyzed CMRTA Bus Routes for the Service and Fair Equity Project
- ✓ Created Bike/Pedestrian Maps and Data
- ✓ Analyzed New Census Data

Travel Demand Model

The Central Midlands Council of Governments Travel Demand Model is a technical tool to assist in the development of the regional transportation plan and the policy decision making process. The travel demand model utilizes a traditional four-step trip-based model process consisting of trip generation, trip distribution, mode choice, and trip assignment to evaluate the current and future travel conditions for the RPO planning area. Major accomplishments under this effort are itemized below:

- ✓ Requests from consultants on regional projects
- ✓ Began Development of an RFP to update the 2045 LRTP
- ✓ Released the 2045 LRTP RFP for solicitation
- ✓ Received three (3) proposals for the 2045 LRTP Update
- ✓ Received approval from the CMCOG Executive Committee to negotiate a contract with WSP USA, Inc.
- ✓ Initiated 10-working day protest period
- ✓ Posted Award Notice on CMCOG website

Regional Freight Mobility Study

This study was 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 recommend priority improvements to the system. The major accomplishments include:

- This project is over 100% complete
- Conducted team coordination and CMCOG status calls
- Continued support of the project to general public and Technical Committee
- Consultant staff participated in the CMCOG Technical Committee on October 24th
- Coordinated with CMCOG and freight community members to establish a potential freight advisory committee
- Data compilation and analysis; development of project needs based on data analysis
- Development of draft project lists
- Coordinated to establish approach and understanding related to public engagement
- Coordinated with CDM Smith and SCDOT to open lines of communication for public comment sharing.

- Researched and compilation of local government comprehensive plan policies supportive of freight.
- Analysis of best practices in freight planning, peer review analysis and draft of best practices.
- Established draft outline of content for final plan and updated working draft to include finalized portions of the plan.
- Continued maintenance of project website and outreach to general public
- Coordinated with the freight community to establish a potential freight advisory committee
- Developed Draft Existing Conditions and Draft Economic Impact Executive Brochure
- Drafted and prepared final summary of public outreach for final plan document
- Finalized draft of prioritized freight needs project list and proposed policies and inclusion of projects and policies into final draft plan
- Developed draft project lists
- Finalization of Best Practices Technical Memorandum
- Inclusion of draft performance measures into draft final plan
- Submission of final drafts of Technical Memorandums and complete Freight Plan
- Finalization of Draft Land Use, Facility Infrastructure, and Regulatory Gap/Future Demand Technical Memorandum
- Completion of Draft Performance Measures identification and drafting of Technical Memorandum
- Initiation of Draft Performance Measures analysis and drafting of Technical Memorandum
- Presented the final report to the Technical Committee
- Began Final Project Closeout Activities
- Presented the final report to the CMCOG Board of Directors
- Presented the final report to the Transportation Subcommittee
- Continued Final Project Closeout Activities
- Completed final financial closeout

Public Participation Plan

The purpose of this project is to establish a process for communicating with and obtaining input from the public concerning agency programs, projects, and program funding. The strategies and tactics outlined in the plan guide the agency's public outreach and involvement efforts for highway projects; construction; smart growth, environmental, and planning efforts; growth forecasts; the Regional Transportation Plan; Regional Transportation Improvement Program; LEP Consultation; and other initiatives. The major accomplishments include:

- This project is over 90% complete
- Continued development of new policies for consideration
- Continued review of using social media as a public participation tool
- Began developing the final draft

- Continued discussions with stakeholders about the effectiveness of local outreach tools
- Preparing for public review
- Continued discussions with stakeholders about the effectiveness of local outreach tools
- Continued preparing final draft for public review

2045 Rural Long-Range Transportation Plan (RLRTP)

CMCOG has continued development of the 2045 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 begin the LRTP Update
- ✓ Provided GIS support and mapping support for various projects.
- ✓ Staff updated website content to the CMCOG website.
- ✓ Proposed Amendment(s) to the 2045 Long Range Transportation Plan include(s):
 - Annual TAP projects approved by the CMCOG Board
 - Addition of Saluda Greenway Feasibility Analysis
 - Addition of SCDOT's 2014 – 2016 Safety Performance Measures
 - Addition of SCDOT's 2015 – 2019 Safety Performance Measures
 - Addition of SCDOT's Pavement, Bridge, and System & Truck Travel Time Reliability Performance Measures
 - Addition of Transit Asset Performance Measures
- ✓ Amended LRTP to include SCDOT Safety Performance Measures
- ✓ Amended LRTP to include Performance Based Planning Section
- ✓ Began Development of an RFP to update the 2045 LRTP
- ✓ Development of an RFP to update the 2045 LRTP
- ✓ coordination with SCDOT on setting performance measures
- ✓ Released the 2045 LRTP RFP for solicitation
- ✓ Received three (3) proposals for the 2045 LRTP Update
- ✓ Received approval from the CMCOG Executive Committee to negotiate a contract with WSP USA, Inc.
- ✓ Initiated 10-working day protest period
- ✓ Posted Award Notice on CMCOG website

Chapin, Swansea, & Batesburg-Leesville Bike and Pedestrian Master Plan

The purpose of this plan is to perform a bike and pedestrian master plan for the communities of Chapin, Swansea, and Batesburg-Leesville. The plan will assess bike and pedestrian amenities in each community and enhance the connectivity between them. The major accomplishments include:

- ✓ This project is over 58% complete

- ✓ Staff has developed a scope of work
- ✓ Scope of work was submitted to SCDOT for review and approval
- ✓ Approved scope of work was advertised in SCBO and the STATE Newspaper
- ✓ A total of 4 proposals were received
- ✓ MPO assembled a review and selection team
- ✓ Interviewed all 4 consultant teams that submitted
- ✓ Checked the references for the selected consultant
- ✓ Received approval from the CMCOG Executive Committee to negotiate with the selected consultant
- ✓ Posted the Intent to Award Notice
- ✓ Informed the unsuccessful bidders of the selection and their opportunity to protest
- ✓ Notified the selected consultant of the award and requested acknowledgement
- ✓ Received acknowledgement to accept the award
- ✓ Began negotiations on a final scope of work
- ✓ Completed negotiations and finalized the scope of work
- ✓ Completed the protest period, no protest received
- ✓ Began negotiations of a contract
- ✓ Began discussions about a kick-off meeting
- ✓ Continued contract negotiation after changes were requested
- ✓ Prepared for and facilitated Project Kickoff meeting with CMCOG Staff and Town representatives.
- ✓ Coordinate with CMCOG and Town representatives to reschedule Workshop Week
- ✓ Developed and refined public participation plan.
- ✓ Developed outreach materials, including display boards and advertisement flyers.
- ✓ Finalized dates/venues for one-day workshops in each community.
- ✓ Finalized public outreach materials
- ✓ Developed base maps, input activities, online interactive maps, and surveys for workshop and open house events.
- ✓ Developed preliminary outline for master plan that includes specific sections for all three communities
- ✓ Begin review of existing plans and policies that have relevance to bicycle and pedestrian transportation in the study area.
- ✓ Initiated assembly of GIS database. Developed base map.
- ✓ Began localized demand analysis.
- ✓ Prepared, scheduled and facilitated stakeholder interviews in each municipality.
- ✓ Data collection and field review in each municipality.
- ✓ Prepared and facilitated open house public meetings in each municipality.
- ✓ Conducted analysis on existing conditions and connectivity for each community.
- ✓ Created a sidewalk inventory in GIS for each municipality.
- ✓ Developed preliminary network recommendations to be reviewed internally.
- ✓ Review public input feedback and comment for network development.
- ✓ Close online interactive map for public comment.
- ✓ Developed draft recommendations for each community.
- ✓ Created a sidewalk gap map for each Town.

- ✓ Conducted analysis for identifying key projects for the study area.
- ✓ Developed preliminary locations for priority projects in each community.
- ✓ Analyzed public input for network development.
- ✓ Developed public outreach summary content for final plan.
- ✓ Schedule steering committee meeting for January 15, 2019.
- ✓ Refined network maps for each community.
- ✓ Developed master plan outline with individual town sections.
- ✓ Initiated research for implementation plan content.
- ✓ Began photo renderings of each priority project.
- ✓ Drafted concept sketches to refine bicycle and pedestrian connectivity and safety for each project.
- ✓ Updated plan content and began writing for final plan deliverable.

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

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.

Rural Transportation Improvement Program

This project's purpose was to maintain and update the Rural Transportation Improvement Program (RTIP) for 2016-2022. 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 2018
 - ✓ Section 5310 funding requests for FY 2018
 - ✓ Section 5307 funding requests for FY 2018

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 RPWP Tasks. Over the past year, staff participated in numerous minor efforts under this task to further the needs of both CMCOG and its member agencies. Over the past year the following has occurred:

- ✓ Staff provided technical assistance to the member governments
- ✓ Staff tracked SC Legislative bills and funding for COG and local governments
- ✓ Staff updated STIP 2017-2022 with Revisions 23, 24, 25
- ✓ Staff created Traffic Count Linear Regression Results to 2050 for COATS / CMCOG
- ✓ Staff attended SCDOT, COG, MPO webinar on Federal Performance Targets for Safety 2019 follow up (1-9-2019)
- ✓ Staff attended webinar on Shared Micromobility [bike & scooters] Playbook (1-28-2019)
- ✓ Staff attended PSAP Webinar - Standard GUPS (2-7-2019)
- ✓ Staff attended public hearing Smith Rocky Greenway [for RC 1 cent sales tax] (2-13-2019, 2-21-2019)
- ✓ Staff attended MPO/COG training meeting at SCDOT (3-5-2019)
- ✓ Staff attended public hearing on Swansea Bicycle and Pedestrian Master Plan (3-7-2019)
- ✓ Staff attended SCDOT, COG, MPO webinar on Federal Performance Targets for Safety 2019 follow up (3-28-2019)
- ✓ Staff updated files and maps with 2018 Traffic Counts
- ✓ Staff updated STIP 2017-2022 with Revisions 20-21, 22
- ✓ Staff attended public meetings for Chapin, Swansea, Batesburg-Leesville Bike and Pedestrian Master plan (10-4-2018)
- ✓ Staff reviewed and evaluated Video Production Services proposals for CMRTA (10-16-2018)
- ✓ Staff attended CTPP PSAP Update on Small Geography Delineation Criteria & PSAP Participation Webinar (10-24-2018)
- ✓ Staff reviewed and evaluated proposals for Human Services Coordination Plan (11-29-2018)
- ✓ Staff reviewed and evaluated proposals for Regional Long-Range Transportation Plan (RLRTP), congestion Management Plan (CMP) and Regional Travel Demand Model (TDM) (Nov 2018)
- ✓ Staff attended National Coalition on Truck Parking Annual Meeting Web Conference (12-6-2018)
- ✓ Staff monitored Ozone levels for region and review new proposed regulations
- ✓ Staff updated STIP 2017-2022 with Revisions 18,19
- ✓ Staff updated TIP & RTIP projects books
- ✓ Staff attended TAM Plans for Small and Medium Providers –Webinar (7-11-2018)
- ✓ Staff attended SC Transportation Safety Planning workshop (7-25-2018)
- ✓ Staff attended Carolina Crossroads Draft Environmental Impact Statement Public Hearing (8-23-2018)
- ✓ Staff attended Critical Urban and Critical Rural Freight Corridors Guidance & Designation Process–Webinar (8-29-2018)
- ✓ Staff attended Section 5310 application workshop (9-10-2018)
- ✓ Staff started Traffic Count Linear Regression Results to 2050 for COATS / CMCOG

SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The 2020 & 2021 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 2020 & 2021 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

Please note that the FY 2020 & 2021 budget and work product delivery is illustrative until approved by SCDOT.

2020 & 2021 RURAL PLANNING WORK PROGRAM OVERVIEW

The 2020 & 2021 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 2018 & 2019 RPWP tasks

Goal #2: To commence and complete new 2020 & 2021 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 2018 - 2019 RPWP will be continued:

- Human Services Transportation Coordination Plan
- Long Range Transportation Plan Update
- Travel Demand Model Update
- Congestion Management Plan Update

Goal #2

Goal #2 will be achieved by completing the following new 2020 & 2021 tasks:

- Short Range Transit Plan, Origin, Destination, & Demographic Survey, and Comprehensive Operational Analysis
- Regional Bike Share Plan

Goal #3

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

- | | |
|--|---|
| ➤ General Administration | ➤ Geographic Information Systems |
| ➤ Professional Services | ➤ Rail, Truck and Transit Planning |
| ➤ Public Participation | ➤ RTIP Development and Maintenance |
| ➤ RPWP Maintenance and Development | ➤ Miscellaneous Activities & Special Technical Assistance |
| ➤ Data Collection, Compilation and/or Analysis | |
| ➤ Rural LRTP | |

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.

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RURAL PLANNING WORK PROGRAM

FY 2020 & 2021

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: <ul style="list-style-type: none"> ➤ 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. | | | |
| Project Sponsor/Participating Agencies: | | Funding Sources: | |
| Sponsor: CMCOG Participating Agencies: CMCOG, Other agencies as appropriate | | FY 2020 | |
| | | PL FUNDS | \$ 2,000.00 |
| | | LOCAL | \$ 500.00 |
| | | TOTAL | \$ 2,500.00 |
| | | FY 2021 | |
| | | PL FUNDS | \$ 0.00 |
| | | LOCAL | \$ 0.00 |
| | | TOTAL | \$ 0.00 |

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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: <ul style="list-style-type: none"> ➤ Developing the Chapin, Swansea, & Batesburg-Leesville Bike and Pedestrian Master Plan (currently being conducted by Toole Design Group); ➤ Developing the Human Services Transportation Coordination Plan (currently being conducted by RLS & Associates); ➤ Coordinate with CMRTA to conduct Short Range Transit Plan, Origin, Destination, and Demographics Survey, and a Comprehensive Operational Analysis; ➤ Implement Transportation Planning Activities as prescribed by law; and ➤ Other skills that may be necessary to support the RPWP but may be currently absent at the staff level. <p>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.</p> | | | | | | | | | | | | | | |
| END PRODUCT: Technical and Professional services to the staff in support of the various planning activities outlined in the RPWP. | | | | | | | | | | | | | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | | | | | | | | | | | | | |
| Sponsor: CMCOG Participating Agencies: CMCOG, CMCOG Member Governments, Other agencies as appropriate | FY 2020 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">PL FUNDS</td> <td style="text-align: right;">\$ 2,000.00</td> </tr> <tr> <td>LOCAL</td> <td style="text-align: right;">\$ 500.00</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$ 2,500.00</td> </tr> </table> | PL FUNDS | \$ 2,000.00 | LOCAL | \$ 500.00 | TOTAL | \$ 2,500.00 | FY 2021 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">PL FUNDS</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>LOCAL</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$ 0.00</td> </tr> </table> | PL FUNDS | \$ 0.00 | LOCAL | \$ 0.00 | TOTAL | \$ 0.00 |
| PL FUNDS | \$ 2,000.00 | | | | | | | | | | | | | |
| LOCAL | \$ 500.00 | | | | | | | | | | | | | |
| TOTAL | \$ 2,500.00 | | | | | | | | | | | | | |
| PL FUNDS | \$ 0.00 | | | | | | | | | | | | | |
| LOCAL | \$ 0.00 | | | | | | | | | | | | | |
| TOTAL | \$ 0.00 | | | | | | | | | | | | | |

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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: <ul style="list-style-type: none"> ➤ Brochures, flyers and maps; ➤ Study reports and technical memoranda; ➤ Public information meetings/workshops and conferences; ➤ Media releases, press articles, and paid advertisement/features; ➤ CMCOG website (www.centralmidlands.org). Public participation opportunities (public input) include: <ul style="list-style-type: none"> ➤ Public meetings/workshops; ➤ Task Forces, focus groups; ➤ Surveys, questionnaires, comment cards, etc. CMCOG will document the attendance and public comments received to evaluate 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. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: CMCOG Participating Agencies: CMCOG, CMCOG Member Governments, Other agencies as appropriate | FY 2020 PL FUNDS \$ 2,000.00 LOCAL \$ 500.00 TOTAL \$ 2,500.00 | FY 2021 PL FUNDS \$ 0.00 LOCAL \$ 0.00 TOTAL \$ 0.00 |

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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 2020 & 2021 RPWP. In addition, this task will allow for the development of the 2022 & 2023 RPWP during the 2020 & 2021 program years. 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 2020 & 2021 RPWP as necessary and appropriate and the development of the 2022 & 2023 RPWP. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: CMCOG Participating Agencies: CMCOG, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 |
| | PL FUNDS \$ 2,000.00 | PL FUNDS \$ 0.00 |
| | LOCAL \$ 500.00 | LOCAL \$ 0.00 |
| | TOTAL \$ 2,500.00 | TOTAL \$ 0.00 |

RURAL PLANNING WORK PROGRAM

FY 2020 & 2021

2 — SHORT-RANGE TRANSPORTATION PLANNING

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

2B — Transportation Projects Implementation

2C — Geographic Information System (GIS)

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|---|--|---------------------------|
| 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: <ul style="list-style-type: none"> ➤ <u>Vehicle Data Collection:</u> 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 RPO area. ➤ <u>Building Permits:</u> 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. ➤ <u>Population Projections:</u> 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. ➤ <u>2010 Census & Annual American Community Survey (ACS):</u> a) Participate as a Regional Census data affiliate agency. b) Obtain and review data from Census Bureau to support transportation planning. c) Review and update Traffic Analysis Zone (TAZ) boundaries. d) Prepare analyses of data released by Census Bureau (publish on website, maps and agency 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. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: COATS, CMCOG Participating Agencies: CMCOG, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 |
| | PL FUNDS \$ 5,000.00 | PL FUNDS \$ 0.00 |
| | LOCAL \$ 1,250.00 | LOCAL \$ 0.00 |
| | TOTAL \$ 6,250.00 | TOTAL \$ 0.00 |

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| PROJECT NO: | 2A - CONTINUED | |
| 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). | | |
| PURPOSE: The Central Midlands Council of Governments and the COATS MPO produces three surveys/reports that monitor the growth and development of residential and commercial trends and activities that assists the COG and MPO in planning for current and future transportation needs. These surveys/reports are in concert with the following FAST Act planning factors: <ul style="list-style-type: none"> Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns. Enhance the integration of connectivity of the transportation system, across and between modes, people, and freight. Promote efficient system management and operation <p>Neither CMCOG nor COATS MPO dictate land use decisions within the Central Midlands and COATS planning areas. These decisions often have a major impact on traffic flows and congestion issues within our transportation network. In order to plan, review, and potentially mitigate this transportation issues, these surveys/reports are used to:</p> <ul style="list-style-type: none"> Identify where current residential and commercial growth is occurring Identify potential corridors that may be impacted by continuing growth and development Identify the density and types of development that may be conducive to other modes of transportation other than single occupancy vehicles Assists in improving the coordination between land use and transportation Supports our CMP by allowing us to consider other types of transportation improvements before consideration is given to capacity expansion Identify potential census tracts where high traffic generators are located Identify employment sectors Provides current and forecasted demographics variables and input for long and short range transportation modeling purposes | | |
| | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 |
| | PL FUNDS \$ 0.00 | PL FUNDS \$ 0.00 |
| | LOCAL \$ 0.00 | LOCAL \$ 0.00 |
| | TOTAL \$ 0.00 | TOTAL \$ 0.00 |

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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 MAP-21. | | |
| 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: <ul style="list-style-type: none"> ➤ Regional Freight Mobility Plan ➤ Human Services Transportation Coordination Plan ➤ 2045 Rural Long Range Transportation Plan ➤ CMCOG TransCad Travel Demand Model ➤ Chapin, Batesburg-Leesville, and Swansea Bike and Pedestrian Master Plan ➤ Regional Growth and Development Plan ➤ Public Participation Plan <p style="margin-top: 20px;">** Please be advised that the CMCOG will navigate the SCDOT LPA process prior to initiating any work that involves the hiring of a contractor or consultant. **</p> | | |
| END PRODUCT: Implementation of transportation planning projects. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 |
| | PL FUNDS \$ 3,000.00 | PL FUNDS \$ 0.00 |
| | LOCAL \$ 750.00 | LOCAL \$ 0.00 |
| | TOTAL \$ 3,750.00 | TOTAL \$ 0.00 |

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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: <ul style="list-style-type: none"> ➤ 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. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: CMCOG Participating Agencies: CMCOG, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 |
| | PL FUNDS \$ 3,000.00 | PL FUNDS \$ 0.00 |
| | LOCAL \$ 750.00 | LOCAL \$ 0.00 |
| | TOTAL \$ 3,750.00 | TOTAL \$ 0.00 |

RURAL PLANNING WORK PROGRAM

FY 2020 & 2021

3 — LONG-RANGE TRANSPORTATION PLANNING

3A — Human Service Coordination-Update

3B — Rural Long-Range Transportation Plan

3C — Rail, Truck and Transit Planning

3D — Transit Focus Areas

3E — Regional Travel Demand Modeling

3F — Regional Transit ITS Architecture

3G — Bike, Pedestrian, & Greenway Planning

3H — CMCOG Regional Planning Initiatives

3I — CMCOG RPO Resiliency Study

3J — Public Participation Plan

3K — Section 5307 Planning Projects

3L — Congestion Management Plan

3M — Regional Growth and Development Planning

**** Please be advised that the CMCOG will navigate the SCDOT LPA process prior to initiating any work that involves the hiring of a contractor or consultant****

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|---|--|----------|-------------|----------|--------------|-------|--------------|--------------|----------------------|--|----------|---------|----------|---------|-------|---------|--------------|----------------|
| PROJECT NO: | 3A | | | | | | | | | | | | | | | | | |
| PROJECT TITLE: | Human Service Transportation Coordination-Update | | | | | | | | | | | | | | | | | |
| OBJECTIVE: To develop an implementation plan that will enhance coordination in order to address the existing gaps in services that are currently been provided by the human service agencies. | | | | | | | | | | | | | | | | | | |
| METHODOLOGY: <p>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 October 2014. 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:</p> <ul style="list-style-type: none"> Assessing and documenting transportation needs of the Central Midlands region for individuals with disabilities, older adults, and persons with limited incomes; Inventory available services and identify areas of redundancy and gaps in service; Identify and document restrictions on eligibility for funding; Identify and document short- and long-range strategies to address the identified gaps in service, including mobility management strategies; Identify and document technological resources currently available and appropriate for coordination of transportation services; Identify and document coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and Document and prioritize implementation strategies to increase coordination of transportation services. <p>As part of the quarterly reporting to FTA, CMCOG will track the progress of this project. Quarterly reports will be submitted in July, October, January, and April.</p> | | | | | | | | | | | | | | | | | | |
| END PRODUCT: An updated Human Services Transportation Coordination Plan. | | | | | | | | | | | | | | | | | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | | | | | | | | | | | | | | | | | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">PL FUNDS</td> <td style="width: 50%; text-align: right;">\$ 3,500.00</td> </tr> <tr> <td>FTA 5307</td> <td style="text-align: right;">\$198,000.00</td> </tr> <tr> <td>LOCAL</td> <td style="text-align: right;">\$ 50,375.00</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$ 251,875.00</td> </tr> </table> | PL FUNDS | \$ 3,500.00 | FTA 5307 | \$198,000.00 | LOCAL | \$ 50,375.00 | TOTAL | \$ 251,875.00 | FY 2021 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">PL FUNDS</td> <td style="width: 50%; text-align: right;">\$ 0.00</td> </tr> <tr> <td>FTA 5307</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>LOCAL</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$ 0.00</td> </tr> </table> | PL FUNDS | \$ 0.00 | FTA 5307 | \$ 0.00 | LOCAL | \$ 0.00 | TOTAL | \$ 0.00 |
| PL FUNDS | \$ 3,500.00 | | | | | | | | | | | | | | | | | |
| FTA 5307 | \$198,000.00 | | | | | | | | | | | | | | | | | |
| LOCAL | \$ 50,375.00 | | | | | | | | | | | | | | | | | |
| TOTAL | \$ 251,875.00 | | | | | | | | | | | | | | | | | |
| PL FUNDS | \$ 0.00 | | | | | | | | | | | | | | | | | |
| FTA 5307 | \$ 0.00 | | | | | | | | | | | | | | | | | |
| LOCAL | \$ 0.00 | | | | | | | | | | | | | | | | | |
| TOTAL | \$ 0.00 | | | | | | | | | | | | | | | | | |

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| PROJECT NO: | 3B | |
| PROJECT TITLE: | Rural Long Range Transportation Plan | |
| OBJECTIVE: | | |
| To continue implementation of the 2040 Long Range Transportation Plan (LRTP) and begin development of the 2045 LRTP | | |
| METHODOLOGY: | | |
| <p>The 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 Transportation Improvement Program (TIP), a short-range capital improvement program for implementing highway, transit, and bikeway projects.</p> <p>CMCOG will continue its implementation of the 2035 Long Range Transportation Plan. CMCOG will begin the process of updated the LRTP to the horizon year of 2045. This update will include all requires of the FAST Act as well as any requirements as identified by SCDOT.</p> <p>The 2045 LRTP for the CMCOG Planning Area will set investment priorities for the multimodal transportation system that connects people to places where they live, work, play, and efficiently moves goods from, to and through the region.</p> <p>The plan is updated every five years in coordination with the state, transit providers, local public agencies, freight interests, and public and private community organizations, it will:</p> <ul style="list-style-type: none"> Assess current regional transportation system performance Forecast future demand for regional mobility Estimate reasonably available funding Track progress towards system performance targets | | |
| END PRODUCT: | | |
| Implementation of the 2035 Long Range Transportation Plan. Development of the 2045 LRTP. | | |
| Project Sponsor/Participating Agencies: | | Funding Sources: |
| Sponsor: CMCOG Participating Agencies: CMCOG, CMCOG Member Governments, Other agencies as appropriate | | FY 2020 |
| | | PL FUNDS \$ 8,000.00 LOCAL \$ 2,000.00 TOTAL \$ 10,000.00 |
| | | FY 2021 |
| | | PL FUNDS \$ 0.00 LOCAL \$ 0.00 TOTAL \$ 0.00 |

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| PROJECT NO: | 3C | |
| PROJECT TITLE: | Rail, Truck and Transit Planning | |
| OBJECTIVE: To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order effectively address rail, truck and transit transportation issues for moving people and freight, as appropriate. | | |
| METHODOLOGY: <u><i>Commuter Rail Feasibility Assessment</i></u> CMCOG will assess the feasibility of establishing a commuter rail service through the following steps: <ul style="list-style-type: none"> ❖ Reviewing current and projected populations along the designated corridors ❖ Analyzing freight movement ❖ Investigating funding options and opportunities ❖ Investigating interest and support in establishing service <u><i>Charlotte-Columbia Alternative Analysis</i></u> – CMCOG will engage to interest of Amtrak to establish a passenger rail connector between the City of Columbia and the City of Charlotte. This connector may require a feasibility study and an engineering study to determine the type of improvements that will be needed to establish passenger rail service between Columbia and Charlotte. | | |
| END PRODUCT: A published Charlotte-Columbia Alternative Analysis. A published updated Regional Commuter Rail Plan. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 PL FUNDS \$ 8,500.00 <u>LOCAL</u> \$ 2,125.00 TOTAL \$ 10,625.00 | FY 2021 PL FUNDS \$ 0.00 <u>LOCAL</u> \$ 0.00 TOTAL \$ 0.00 |

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| PROJECT NO: | 3D | |
| PROJECT TITLE: | Transit Focus Areas – UPWP & RPWP | |
| OBJECTIVE: | | |
| <p>Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) should be that of a facilitator of regional collaboration, cooperation, and coordination as applicable.</p> | | |
| METHODOLOGY: | | |
| <p>SCDOT shall maintain the administrative and oversight functions of all applicable Federal Transit Administration (FTA) programs administered by SCDOT (e.g., 5310, 5311). The following are focus areas related to transit initiatives that are established to enhance regional public and specialized transit efficiency and effectiveness:</p> <ol style="list-style-type: none"> 1. Assist SCDOT in improving communication and cooperation among regional transportation providers; 2. Assist public and human service agencies in assessing gaps and barriers in transportation delivery for general public and disadvantaged groups in the region; 3. Assist in regional transportation planning efforts including the assessment of mobility needs, economic development related to multimodal planning, and identification of other partnership and funding resources 4. Assist in regional advocacy of public and human service transportation services; 5. Facilitate and foster the opportunity for stakeholder meetings related to coordination of transit services (e.g., Study Teams, Coordination Council and public meetings); 6. Facilitate coordination of local human service transportation funding requests: <ol style="list-style-type: none"> a. Assisting SCDOT in the dissemination of announcements and application packages within the region of responsibility; accepting completed applications; and prioritizing projects; b. COGS: submitting to SCDOT Office of Public Transit a prioritized list of recommended projects for final review and funding recommendations; <ul style="list-style-type: none"> • SCDOT will enter into contract agreements directly with the subrecipients as approved by the Commission • <i>The SCDOT Office of Public Transit is responsible for reviewing regional priority list and, making final recommendation on award.</i> • <i>Each year, SCDOT will determine the appropriate funding level for COGs for administrative purposes.</i> 7. Submitting a UPWP or RPWP as required to SCDOT for review and approval prior to disbursement of planning or administrative funds; and periodic evaluation and update of the regional coordination or transit plan, and provide input to SCDOT for updating regional and statewide coordination. | | |
| END PRODUCT: | | |
| Published comprehensive planning documents including the components listed above. Coordinate with local jurisdictions. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 |
| | PL FUNDS \$ 5,000.00 | PL FUNDS \$ 0.00 |
| | LOCAL \$ 1,250.00 | LOCAL \$ 0.00 |
| | TOTAL \$ 6,250.00 | TOTAL \$ 0.00 |

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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: <u>Travel Demand Modeling</u> 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. The CMCOG completed the development of its 2035 TransCad Travel Demand Model in FY 08 and will continue implementation of this transportation tool to evaluate and enhance the regional transportation system. Activities shall include: <ul style="list-style-type: none"> • External Station Survey • Updated Population Data • Interim Planning Years • Developing Performance Measures • Development of a TAZ Database • Updated Employment Data • 2045 Horizon Year Hiring an on-call consultant and/or coordinating with SCDOT, the CMCOG Travel Demand Model is expected to be completed in FY 2020. | | |
| END PRODUCT: Implementation of the travel demand model to evaluate and enhance the regional transportation system. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: CMCOG Participating Agencies: CMCOG, COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 PL FUNDS \$ 5,000.00 LOCAL \$ 1,250.00 TOTAL \$ 6,250.00 | FY 2021 PL FUNDS \$ 0.00 LOCAL \$ 0.00 TOTAL \$ 0.00 |

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| PROJECT NO: | 3F | |
| PROJECT TITLE: | Regional Transit ITS Architecture | |
| OBJECTIVE: To explore and define transportation technologies that are used to communicate and disseminate information throughout the region. | | |
| METHODOLOGY: A regional ITS architecture shall be developed to guide the development of ITS projects and programs and be consistent with ITS strategies and projects contained in applicable transportation plans. The National ITS Architecture shall be used as a resource in the development of the regional ITS architecture. The regional ITS architecture shall be on a scale commensurate with the scope of ITS investment in the region. Provision should be made to include participation from the following agencies, as appropriate, in the development of the regional ITS architecture: highway agencies; public safety agencies (e.g., police, fire, emergency/medical); transit agencies; federal lands agencies; state motor carrier agencies; and other operating agencies necessary to fully address regional ITS integration. <ul style="list-style-type: none"> a. Any region that is currently implementing ITS projects shall have a regional ITS architecture. b. All other regions not currently implementing ITS projects shall have a regional ITS architecture within four years of the first ITS project for that region advancing to final design. c. The regional ITS architecture shall include, at a minimum, the following: <ul style="list-style-type: none"> 1. A description of the region; 2. Identification of participating agencies and other stakeholders; 3. An operational concept that identifies the roles and responsibilities of participating agencies and stakeholders in the operation and implementation of the systems included in the regional ITS architecture; 4. Any agreements (existing or new) required for operations, including at a minimum those affecting integration of ITS projects; interoperability of different ITS technologies, utilization of ITS-related standards, and the operation of the projects identified in the regional ITS architecture; 5. Interface requirements and information exchanges with planned and existing systems and subsystems (for example, subsystems and architecture flows as defined in the National ITS Architecture); 6. Identification of ITS standards supporting regional and national interoperability; 7. The sequence of projects required for implementation of the regional ITS architecture. | | |
| END PRODUCT: A published Regional Transit ITS Architecture that satisfies the needs of the member agencies, State and regional agencies, and the requirements of CMCOG and the MPO. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 |
| | PL FUNDS \$ 3,000.00 | PL FUNDS \$ 0.00 |
| | LOCAL \$ 750.00 | LOCAL \$ 0.00 |
| | TOTAL \$ 3,750.00 | TOTAL \$ 0.00 |

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| PROJECT NO: | 3G | | | | | | | | | | | | | | | | | |
| PROJECT TITLE: | Bike, Pedestrian, and Greenway Planning | | | | | | | | | | | | | | | | | |
| OBJECTIVE: To include multi-modal transportation planning in the Rural Planning Organization (RPO) process, in order to effectively address pathways and greenways transportation issues. Activities under this task will also contribute to improved air quality in the RPO area. | | | | | | | | | | | | | | | | | | |
| METHODOLOGY: Provide input and technical assistance from a multi-modal perspective to all COATS transportation projects in order that bicycle and pedestrian travel are given appropriate consideration in any given COATS project; <ul style="list-style-type: none"> • 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 • Work with communities to develop bike and pedestrian master plans. <ul style="list-style-type: none"> ▪ Regional Bikeshare Plan | | | | | | | | | | | | | | | | | | |
| END PRODUCT: Development of Bike and Pedestrian Plans for local governments. Development of Bike and Pedestrian Policies for comprehensive plans. Coordination of bike and pedestrian planning activities. | | | | | | | | | | | | | | | | | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | | | | | | | | | | | | | | | | | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black;">FHWA/FTA Consolidated</td> <td style="text-align: right; border-bottom: 1px solid black;">\$ 3,000.00</td> </tr> <tr> <td style="border-bottom: 1px solid black;">FTA (Section 5307)</td> <td style="text-align: right; border-bottom: 1px solid black;">\$ 0.00</td> </tr> <tr> <td style="border-bottom: 1px solid black;">LOCAL</td> <td style="text-align: right; border-bottom: 1px solid black;">\$ 750.00</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$ 3,750.00</td> </tr> </table> | FHWA/FTA Consolidated | \$ 3,000.00 | FTA (Section 5307) | \$ 0.00 | LOCAL | \$ 750.00 | TOTAL | \$ 3,750.00 | FY 2021 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black;">FHWA/FTA Consolidated</td> <td style="text-align: right; border-bottom: 1px solid black;">\$ 0.00</td> </tr> <tr> <td style="border-bottom: 1px solid black;">FTA (Section 5307)</td> <td style="text-align: right; border-bottom: 1px solid black;">\$ 0.00</td> </tr> <tr> <td style="border-bottom: 1px solid black;">LOCAL</td> <td style="text-align: right; border-bottom: 1px solid black;">\$ 0.00</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$ 0.00</td> </tr> </table> | FHWA/FTA Consolidated | \$ 0.00 | FTA (Section 5307) | \$ 0.00 | LOCAL | \$ 0.00 | TOTAL | \$ 0.00 |
| FHWA/FTA Consolidated | \$ 3,000.00 | | | | | | | | | | | | | | | | | |
| FTA (Section 5307) | \$ 0.00 | | | | | | | | | | | | | | | | | |
| LOCAL | \$ 750.00 | | | | | | | | | | | | | | | | | |
| TOTAL | \$ 3,750.00 | | | | | | | | | | | | | | | | | |
| FHWA/FTA Consolidated | \$ 0.00 | | | | | | | | | | | | | | | | | |
| FTA (Section 5307) | \$ 0.00 | | | | | | | | | | | | | | | | | |
| LOCAL | \$ 0.00 | | | | | | | | | | | | | | | | | |
| TOTAL | \$ 0.00 | | | | | | | | | | | | | | | | | |

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| PROJECT NO: | 3H | |
| 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 | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 PL FUNDS \$ 3,000.00 <u>LOCAL</u> \$ 750.00 TOTAL \$ 3,750.00 | FY 2021 PL FUNDS \$ 0.00 <u>LOCAL</u> \$ 0.00 TOTAL \$ 0.00 |

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| PROJECT NO: | 3I | |
| PROJECT TITLE: | CMCOG RPO Resiliency Study | |
| OBJECTIVE: | | |
| Development of a resiliency analysis for the CMCOG RPO Transportation Network | | |
| METHODOLOGY: | | |
| <p>Resilience is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions</p> <p>Due to the growing number, and associated impact, of natural disasters, increased attention and funding is being directed at improving resiliency in the transportation sector. The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure. In addition, it newly requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters. In to address this new requirement and develop transportation-sector specific resiliency best practices and strategies, the CMCOG RPO in partnership with its member governments will conduct a Regional Resiliency Study</p> <p>This study will use the FHWA's Vulnerability Assessment Scoring Tool (VAST) methodology and will including consideration of exposure, sensitivity, adaptive capacity, economic impact, and risk. Resiliency recommendations will be developed based on vulnerability assessment results.</p> <p>Vulnerability assessment results will also be used to prioritize funding for transportation projects and will inform future versions of the long range transportation plan.</p> | | |
| END PRODUCT: | | |
| A resiliency study that identifies best practices and improvement in the CMCOG region. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 |
| | FHWA/FTA Consolidated \$ 3,000.00 | FHWA/FTA Consolidated \$ 0.00 |
| | FTA (Section 5307) \$ 0.00 | FTA (Section 5307) \$ 0.00 |
| | LOCAL \$ 750.00 | LOCAL \$ 0.00 |
| | TOTAL \$ 3,750.00 | TOTAL \$ 0.00 |

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| PROJECT NO: | 3J | | | | | | | | | | | | | | | | | | |
| PROJECT TITLE: | Public Participation Plan | | | | | | | | | | | | | | | | | | |
| OBJECTIVE: | | | | | | | | | | | | | | | | | | | |
| Update of the Regional Public Participation Plan | | | | | | | | | | | | | | | | | | | |
| METHODOLOGY: | | | | | | | | | | | | | | | | | | | |
| <p>The purpose of the Public Participation Plan (PPP) is to outline methods for encouraging the involvement of citizens, affected organizations and other interested parties in the development of transportation plans and projects. Methods for encouraging involvement include providing access to plans, programs and their supporting materials, and opportunities to comment as the plan and program develops. The implementation of public participation activities is designed to meet the requirements under federal regulation. CMCOG and the COATS MPO is in the process of updating our Public Participation Plan.</p> | | | | | | | | | | | | | | | | | | | |
| END PRODUCT: | | | | | | | | | | | | | | | | | | | |
| Published the PPP for the Central Midlands region. | | | | | | | | | | | | | | | | | | | |
| Project Sponsor/Participating Agencies: | | Funding Sources: | | | | | | | | | | | | | | | | | |
| <p>Sponsor: COATS, CMCOG</p> <p>Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate</p> | | <p>FY 2020</p> <table style="margin: auto;"> <tr><td>FHWA/FTA Consolidated</td><td>\$ 3,000.00</td></tr> <tr><td>FTA (Section 5307)</td><td>\$ 0.00</td></tr> <tr><td><u>LOCAL</u></td><td><u>\$ 750.00</u></td></tr> <tr><td>TOTAL</td><td>\$ 3,750.00</td></tr> </table> | FHWA/FTA Consolidated | \$ 3,000.00 | FTA (Section 5307) | \$ 0.00 | <u>LOCAL</u> | <u>\$ 750.00</u> | TOTAL | \$ 3,750.00 | <p>FY 2021</p> <table style="margin: auto;"> <tr><td>FHWA/FTA Consolidated</td><td>\$ 0.00</td></tr> <tr><td>FTA (Section 5307)</td><td>\$ 0.00</td></tr> <tr><td><u>LOCAL</u></td><td><u>\$ 0.00</u></td></tr> <tr><td>TOTAL</td><td>\$ 0.00</td></tr> </table> | FHWA/FTA Consolidated | \$ 0.00 | FTA (Section 5307) | \$ 0.00 | <u>LOCAL</u> | <u>\$ 0.00</u> | TOTAL | \$ 0.00 |
| FHWA/FTA Consolidated | \$ 3,000.00 | | | | | | | | | | | | | | | | | | |
| FTA (Section 5307) | \$ 0.00 | | | | | | | | | | | | | | | | | | |
| <u>LOCAL</u> | <u>\$ 750.00</u> | | | | | | | | | | | | | | | | | | |
| TOTAL | \$ 3,750.00 | | | | | | | | | | | | | | | | | | |
| FHWA/FTA Consolidated | \$ 0.00 | | | | | | | | | | | | | | | | | | |
| FTA (Section 5307) | \$ 0.00 | | | | | | | | | | | | | | | | | | |
| <u>LOCAL</u> | <u>\$ 0.00</u> | | | | | | | | | | | | | | | | | | |
| TOTAL | \$ 0.00 | | | | | | | | | | | | | | | | | | |

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| PROJECT NO: | 3K | |
| PROJECT TITLE: | Section 5307 Planning Projects | |
| OBJECTIVE: The develop programs, policies, and procedure that will enhance the use of federal funds to support the implementation of transit projects. | | |
| METHODOLOGY: Short Range Transit Study, Origin, Destination, and Demographic Survey, and Comprehensive Operational Analysis <p>The COMET is proposing the development of a Short Range Transit Plan (SRTP), origin, destination and demographic survey and a Comprehensive Operational Analysis (COA) of The COMET's transit system in order to improve the efficiency of transit service provided within The COMET service area of Richland and Lexington Counties, address future anticipated land use development and transportation investments, and enhance connectivity to other bus services. The COA will develop ridership information, market analysis, visioning, service and network design, service design guidelines, performance measures and alternatives. This information will then be used to prepare a ten-year SRTP. The SRTP and COA will specifically address how The COMET's transit system will operate within The COMET service area evaluating limited expansion outside The COMET service area to destinations that benefit The COMET passengers. Overall, the analysis will culminate in recommendations for transit service revisions that would address future population growth and transit demand, transit-dependent needs, connectivity to regional transit service, and anticipated financial revenue and transit investment opportunities, thus creating a world class urban transit system for The COMET.</p> | | |
| END PRODUCT: Completed studies and analysis for a people mover, Short Range Transit Study, Origin, Destination, and Demographic Survey, and Comprehensive Operational Analysis. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 FHWA/FTA Consolidated \$ 2,000.00 FTA (Section 5307) \$ 280,000.00 <u>LOCAL \$ 70,500.00</u> TOTAL \$352,500.00 | FY 2021 FHWA/FTA Consolidated \$ 0.00 FTA (Section 5307) \$ 0.00 <u>LOCAL \$ 0.00</u> TOTAL \$ 0.00 |

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| PROJECT NO: | 3L | | | |
| PROJECT TITLE: | Congestion Management Plan | | | |
| OBJECTIVE: To develop a congestion management plan that meets federal requirements for MPOs with population greater than 200,000. | | | | |
| METHODOLOGY: <p>A congestion management process (CMP) is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs. A CMP is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process; however, Federal regulations are not prescriptive regarding the methods and approaches that must be used to implement a CMP.</p> <p>The CMP and planning for operations are frequently combined in metropolitan regions. The strategies that come from a CMP are often M&O strategies. The CMP uses an objectives-driven, performance-based approach to planning for congestion management. Through the use of congestion management objectives and performance measures, the CMP provides a mechanism for ensuring that investment decisions are made with a clear focus on desired outcomes. This approach involves screening strategies using objective criteria and relying on system performance data, analysis, and evaluation.</p> <p>The COATS MPO is obligated to have a Congestion Management Process to meet the recent federal requirement under 23 CFR 500.109 and 450.320. COATS has developed and utilized a CMP program that is incorporated by reference in the Long Range Transportation Plan (LRTP). This 2020 CMP is an update to the 2015 COATS MPO CMP based on emerging transportation planning practices as required under the Moving Ahead for Progress in the 21st Century Act (MAP-21) along with the Fixing America's Surface Transportation Act (FAST).</p> <p>CMCOG planning area will be included in the CMP as well.</p> | | | | |
| END PRODUCT: Published Congestion Management Plan. | | | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | | | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 | | |
| | FHWA/FTA Consolidated | \$ 3,000.00 | FHWA/FTA Consolidated | \$ 0.00 |
| | FTA (Section 5307) | \$ 0.00 | FTA (Section 5307) | \$ 0.00 |
| | <u>LOCAL</u> | <u>\$ 750.00</u> | <u>LOCAL</u> | <u>\$ 0.00</u> |
| | TOTAL | \$ 3,750.00 | TOTAL | \$ 0.00 |

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| PROJECT NO: | 3M | |
| PROJECT TITLE: | Regional Growth and Development Planning | |
| OBJECTIVE: | | |
| Development of a regional growth and development plan through scenario planning | | |
| METHODOLOGY: | | |
| <p>Scenario planning is an analytical tool that can help transportation professionals prepare for what lies ahead. Scenario planning provides a framework for developing a shared vision for the future by analyzing various forces (e.g., health, transportation, economic, environmental, land use, etc.) that affect growth. Scenario planning, which can be done at the statewide level or for metropolitan regions, tests various future alternatives that meet state and community needs. A defining characteristic of successful public sector scenario planning is that it actively involves the public, the business community, and elected officials on a broad scale, educating them about growth trends and trade-offs, and incorporating their values and feedback into future plans.</p> <p>Staff will develop a Regional Growth and Development Plan which would involve an evaluation of the relationship between land use, transportation, water and sewer infrastructure, economic development and environmental mitigation to better plan for regional growth and development throughout the regional transportation network. The study will include:</p> <ul style="list-style-type: none"> • Regional growth and development scenarios; • Transportation, water, and sewer infrastructure needs; • Economic development; and • Environmental mitigation measures to include incorporation of low impact development/green infrastructure concepts | | |
| END PRODUCT: | | |
| A Regional Growth and Development Plan. | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: COATS, CMCOG Participating Agencies: COATS, CMCOG Member Governments, Other agencies as appropriate | FY 2020 | FY 2021 |
| | FHWA/FTA Consolidated \$ 5,000.00 | FHWA/FTA Consolidated \$ 0.00 |
| | FTA (Section 5307) \$ 0.00 | FTA (Section 5307) \$ 0.00 |
| | LOCAL \$ 1,250.00 | LOCAL \$ 0.00 |
| | TOTAL \$ 6,250.00 | TOTAL \$ 0.00 |

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RURAL PLANNING WORK PROGRAM

FY 2020 & 2021

4 — RURAL TRANSPORTATION IMPROVEMENT PROGRAM

4A — RTIP Development and Maintenance

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| 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: <p>The current TIP will be maintained, and updated as necessary, in cooperation with the SCDOT, units of local government, and the CMRTA.</p> <p>In addition, CMCOG will be developing a new triennial TIP during the same timeframe as SCDOT. In addition to dealing with typical TIP 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 TIP update will also be affected by the guidance presented in the Federal Highway Legislation.</p> <p>CMCOG will coordinate with the SCDOT Planning Office and Program Development to produce the required Annual Listing of Projects.</p> | | |
| END PRODUCT: <p>A Rural Transportation Improvement Program that is maintained, kept up to date, and in compliance with all federal and state requirements.</p> | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | |
| Sponsor: CMCOG Participating Agencies: CMCOG, CMCOG Member Governments, Other agencies as appropriate | FY 2020 PL FUNDS \$ 6,000.00 <u>LOCAL \$ 1,500.00</u> TOTAL \$ 7,500.00 | FY 2021 PL FUNDS \$ 0.00 <u>LOCAL \$ 0.00</u> TOTAL \$ 0.00 |

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RURAL PLANNING WORK PROGRAM

FY 2020 & 2021

5 — OTHER ACTIVITIES

5A — Miscellaneous Activities and Special Technical Assistance

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| PROJECT NO: | 5A | | | | | | | | | | | | | |
| PROJECT TITLE: | Miscellaneous Activities and Special Technical Assistance | | | | | | | | | | | | | |
| OBJECTIVE: <p>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.</p> | | | | | | | | | | | | | | |
| METHODOLOGY: <p>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.</p> <p>Tasks may include such activities as participation in various SCDOT statewide initiatives, and reviewing proposed Federal regulations.</p> <p>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.</p> <p>As this is an bi-annual program, the funding identified in the 2020 & 2021 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.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> ➤ COG Certification Review ➤ Monitoring of the Federal Highway Legislation Reauthorization ➤ Member Government Comprehensive Assessments ➤ Implementing FTA and FHWA regulations | | | | | | | | | | | | | | |
| END PRODUCT: <p>Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.</p> | | | | | | | | | | | | | | |
| Project Sponsor/Participating Agencies: | Funding Sources: | | | | | | | | | | | | | |
| Sponsor: CMCOG Participating Agencies: CMCOG, CMCOG Member Governments, Other agencies as appropriate | FY 2020 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">PL FUNDS</td> <td style="text-align: right;">\$ 2,000.00</td> </tr> <tr> <td>LOCAL</td> <td style="text-align: right;">\$ 500.00</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$ 2,500.00</td> </tr> </table> | PL FUNDS | \$ 2,000.00 | LOCAL | \$ 500.00 | TOTAL | \$ 2,500.00 | FY 2021 <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">PL FUNDS</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>LOCAL</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$ 0.00</td> </tr> </table> | PL FUNDS | \$ 0.00 | LOCAL | \$ 0.00 | TOTAL | \$ 0.00 |
| PL FUNDS | \$ 2,000.00 | | | | | | | | | | | | | |
| LOCAL | \$ 500.00 | | | | | | | | | | | | | |
| TOTAL | \$ 2,500.00 | | | | | | | | | | | | | |
| PL FUNDS | \$ 0.00 | | | | | | | | | | | | | |
| LOCAL | \$ 0.00 | | | | | | | | | | | | | |
| TOTAL | \$ 0.00 | | | | | | | | | | | | | |

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RURAL PLANNING WORK PROGRAM

FY 2020 & 2021

6 — BUDGET TABLES

TABLE 1 – SUMMARY BUDGET

TABLE 2 – SUMMARY BUDGET – FEDERAL ONLY

TABLE 3 – FAST ACT TASK MATRIX

| 2020 & 2021 RPWP TABLE 1 - SUMMARY BUDGET | | | | | | | | | | |
|---|--------|---|-----------------|-------------------------|---------------|------------------------------|-----------------|---------------------------------|-------------------|---------------|
| TASK | | | FUNDING SOURCES | | | | | | | |
| ID | SUB-ID | Category | FHWA-PL | CMCOG Match for FHWA-PL | 5307 | CMCOG Match for Section 5307 | SCDOT 5303/5304 | CMCOG Match for SCDOT 5303/5304 | CMCOG Total Match | Total |
| 1 | | Program Administration and Support | | | | | | | | |
| 1A | | General Administration | \$ 2,000.00 | \$ 500.00 | | | | | \$ 500.00 | \$ 2,500.00 |
| 1B | | Professional Services | \$ 2,000.00 | \$ 500.00 | | | | | \$ 500.00 | \$ 2,500.00 |
| 1C | | Public Participation | \$ 2,000.00 | \$ 500.00 | | | | | \$ 500.00 | \$ 2,500.00 |
| 1D | | RPWP Maintenance and Development | \$ 2,000.00 | \$ 500.00 | | | | | \$ 500.00 | \$ 2,500.00 |
| Total | | | \$ 8,000.00 | \$ 2,000.00 | \$ - | | | | \$ 2,000.00 | \$ 10,000.00 |
| 2 | | Short-Range Transportation Planning | | | | | | | | |
| 2A | | Data Collection, Compilation, and/or Analysis | \$ 5,000.00 | \$ 1,250.00 | | | | | \$ 1,250.00 | \$ 6,250.00 |
| 2B | | Transportation Projects Implementation | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| 2C | | Geographic Information System (GIS) | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| Total | | | \$ 11,000.00 | \$ 2,750.00 | \$ - | | | | \$ 2,750.00 | \$ 13,750.00 |
| 3 | | Long-Range Transportation Planning | | | | | | | | |
| 3A | | Human Service Coordination Plan-Update | \$ 3,500.00 | \$ 875.00 | \$ 198,000.00 | \$ 49,500.00 | \$ - | \$ - | \$ 50,375.00 | \$ 251,875.00 |
| 3B | | Rural Long-Range Transportation Plan | \$ 8,000.00 | \$ 2,000.00 | | | | | \$ 2,000.00 | \$ 10,000.00 |
| 3C | | Rail, Truck and Transit Planning | \$ 2,500.00 | \$ 625.00 | | | | | \$ 625.00 | \$ 3,125.00 |
| | 3C-1 | Commuter Rail Feasibility Study | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| | 3C-2 | Charlotte/Columbia Alternative Analysis | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| 3D | | Transit Focus Areas - UPWP & RPWP | \$ 5,000.00 | \$ 1,250.00 | | | | | \$ 1,250.00 | \$ 6,250.00 |
| 3E | | Regional Travel Demand Modeling | \$ 5,000.00 | \$ 1,250.00 | | | | | \$ 1,250.00 | \$ 6,250.00 |
| 3F | | Regional Transit ITS Architecture | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| 3G | | Bike, Pedestrian, and Greenway Planning | \$ 3,000.00 | \$ 750.00 | \$ - | \$ - | | | \$ 750.00 | \$ 3,750.00 |
| | 3G-1 | Regional Bike Share Plan | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| 3H | | CMCOG Regional Planning Initiatives | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| 3I | | CMCOG RPO Resiliency Study | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| 3J | | Public Participation Plan | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| 3K | | Section 5307 Planning Projects | \$ 2,000.00 | \$ 500.00 | \$ 280,000.00 | \$ 70,000.00 | | | \$ 70,500.00 | \$ 352,500.00 |
| 3L | | Congestion Management Plan | \$ 3,000.00 | \$ 750.00 | | | | | \$ 750.00 | \$ 3,750.00 |
| 3M | | Regional Growth and Development Plan | \$ 5,000.00 | \$ 1,250.00 | | | | | \$ 1,250.00 | \$ 6,250.00 |
| Total | | | \$ 58,000.00 | \$ 14,500.00 | \$ 478,000.00 | \$ 119,500.00 | \$ - | \$ - | \$ 134,000.00 | \$ 670,000.00 |
| 4 | | Transportation Improvement Program (TIP) | | | | | | | | |
| 4A | | TIP Development and Maintenance | \$ 6,000.00 | \$ 1,500.00 | | | | | \$ 1,500.00 | \$ 7,500.00 |
| Total | | | \$ 6,000.00 | \$ 1,500.00 | \$ - | \$ - | \$ - | \$ - | \$ 1,500.00 | \$ 7,500.00 |
| 5 | | Other Activities | | | | | | | | |
| 5A | | Miscellaneous Activities and Special Technical Assistance | \$ 2,000.00 | \$ 500.00 | | | | | \$ 500.00 | \$ 2,500.00 |
| Total | | | \$ 2,000.00 | \$ 500.00 | \$ - | \$ - | \$ - | \$ - | \$ 500.00 | \$ 2,500.00 |
| Grand Total | | | \$ 85,000.00 | \$ 21,250.00 | \$ 478,000.00 | \$ 119,500.00 | \$ - | \$ - | \$ 140,750.00 | \$ 703,750.00 |

| 2020 & 2021 RPWP TABLE 2 - SUMMARY BUDGET - FEDERAL PROGRAMS | | | | | | | | | | | |
|--|--------|---|--------------|------|---------------|----------|----------|-----------------|---------------|-------------------|---------------|
| TASK | | | BUDGET | | | | | | | | |
| ID | SUB-ID | Category | FHWA-PL | TBA | 5307 | FTA 5316 | FTA 5317 | SCDOT 5303/5304 | TOTAL FEDERAL | Total Local Match | Total |
| 1 | | Program Administration and Support | | | | | | | | | |
| 1A | | General Administration | \$ 2,000.00 | | | | | | \$ 2,000.00 | \$ 500.00 | \$ 2,500.00 |
| 1B | | Professional Services | \$ 2,000.00 | | | | | | \$ 2,000.00 | \$ 500.00 | \$ 2,500.00 |
| 1C | | Public Participation | \$ 2,000.00 | | | | | | \$ 2,000.00 | \$ 500.00 | \$ 2,500.00 |
| 1D | | RPWP Maintenance and Development | \$ 2,000.00 | | | | | | \$ 2,000.00 | \$ 500.00 | \$ 2,500.00 |
| Total | | | \$ 8,000.00 | | \$ - | | | | \$ 8,000.00 | \$ 2,000.00 | \$ 10,000.00 |
| 2 | | Short-Range Transportation Planning | | | | | | | | | |
| 2A | | Data Collection, Compilation, and/or Analysis | \$ 5,000.00 | | | | | | \$ 5,000.00 | \$ 1,250.00 | \$ 6,250.00 |
| 2B | | Transportation Projects Implementation | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| 2C | | Geographic Information System (GIS) | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| Total | | | \$ 11,000.00 | | \$ - | | | | \$ 11,000.00 | \$ 2,750.00 | \$ 13,750.00 |
| 3 | | Long-Range Transportation Planning | | | | | | | | | |
| 3A | | Human Service Coordination Plan Update | \$ 3,500.00 | | \$ 198,000.00 | | | | \$ 201,500.00 | \$ 30,375.00 | \$ 231,875.00 |
| 3B | | Rural Long-Range Transportation Plan | \$ 8,000.00 | | | | | | \$ 8,000.00 | \$ 2,000.00 | \$ 10,000.00 |
| 3C | | Rail, Truck and Transit Planning | \$ 2,500.00 | | | | | | \$ 2,500.00 | \$ 625.00 | \$ 3,125.00 |
| | 3C-1 | Commuter Rail Feasibility Study | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| | 3C-2 | Charlotte Columbia Alternative Analysis | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| 3D | | Transit Focus Areas - UPWP & RPWP | \$ 5,000.00 | | | | | | \$ 5,000.00 | \$ 1,250.00 | \$ 6,250.00 |
| 3E | | Regional Travel Demand Modeling | \$ 5,000.00 | | | | | | \$ 5,000.00 | \$ 1,250.00 | \$ 6,250.00 |
| 3F | | Regional Transit ITS Architecture | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| 3G | | Bike, Pedestrian, and Greenway Planning | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| | 3G-1 | Regional Bike Share Plan | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| 3H | | CMCOG Regional Planning Initiatives | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| 3I | | CMCOG RPO Realiency Study | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| 3J | | Public Participation Plan | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| 3K | | Section 5307 Planning Projects | \$ 2,000.00 | | \$ 280,000.00 | | | | \$ 282,000.00 | \$ 70,500.00 | \$ 352,500.00 |
| 3L | | Congestion Management Plan | \$ 3,000.00 | | | | | | \$ 3,000.00 | \$ 750.00 | \$ 3,750.00 |
| 3M | | Regional Growth and Development Plan | \$ 5,000.00 | | | | | | \$ 5,000.00 | \$ 1,250.00 | \$ 6,250.00 |
| Total | | | \$ 58,000.00 | \$ - | \$ 478,000.00 | \$ - | \$ - | \$ - | \$ 536,000.00 | \$ 134,000.00 | \$ 670,000.00 |
| 4 | | Transportation Improvement Program (TIP) | | | | | | | | | |
| 4A | | TIP Development and Maintenance | \$ 6,000.00 | | | | | | \$ 6,000.00 | \$ 1,500.00 | \$ 7,500.00 |
| Total | | | \$ 6,000.00 | | \$ - | \$ - | \$ - | \$ - | \$ 6,000.00 | \$ 1,500.00 | \$ 7,500.00 |
| 5 | | Other Activities | | | | | | | | | |
| 5A | | Miscellaneous Activities and Special Technical Assistance | \$ 2,000.00 | | | | | | \$ 2,000.00 | \$ 500.00 | \$ 2,500.00 |
| Total | | | \$ 2,000.00 | | \$ - | \$ - | \$ - | \$ - | \$ 2,000.00 | \$ 500.00 | \$ 2,500.00 |
| Grand Total | | | \$ 85,000.00 | \$ - | \$ 478,000.00 | \$ - | \$ - | \$ - | \$ 563,000.00 | \$ 140,750.00 | \$ 703,750.00 |

| 2020 & 2021 RPWP TABLE 3 - FAST ACT TASK MATRIX | | | | | | | | | | | | | | |
|---|--------|---|--------------------|--------|----------|----------------------------|---|------------------------------|---------------------------------|---------------------|----------------------|---------------------------|---------------------|--|
| PLANNING FACTORS | | | | | | | | | | | | | | |
| ID | SUB-ID | Category | Economic Viability | Safety | Security | Accessibility and Mobility | Environment, Energy, Conservation, Economic Development | Integration and Connectivity | System Management and Operation | System Preservation | Estimated Start Date | Estimated Completion Date | Tracking Schedule | |
| 1 | | Program Administration and Support | | | | | | | | | | | | |
| 1A | | General Administration | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 1B | | Professional Services | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 1C | | Public Participation | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 1D | | RPWP Maintenance and Development | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 2 | | Short Range Transportation Planning | | | | | | | | | | | | |
| 2A | | Data Collection, Compilation, and/or Analysis | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 2B | | Transportation Projects Implementation | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 2C | | Geographic Information System (GIS) | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 3 | | Long Range Transportation Planning | | | | | | | | | | | | |
| 3A | | Human Service Coordination Plan-Update | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2020 | Technical Memos | |
| 3B | | Rural Long-Range Transportation Plan | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Sep-2020 | Technical Memos | |
| 3C | | Rail, Truck and Transit Planning | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| | 3C-1 | Commuter Rail Feasibility Study | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | Technical Memos | |
| | 3C-2 | Charlotte/Columbia Alternative Analysis | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | Technical Memos | |
| 3D | | Transit Focus Areas - UPWP & RPWP | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 3E | | Regional Travel Demand Modeling | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Sep-2020 | Technical Memos | |
| 3F | | Regional Transit ITS Architecture | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | Technical Memos | |
| 3G | | Bike, Pedestrian, and Greenway Planning | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| | 3G-1 | Regional Bike Share Plan | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2020 | Technical Memos | |
| 3H | | CMCOG Regional Planning Initiatives | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 3I | | CMCOG RPO Resiliency Study | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Dec-2020 | Technical Memos | |
| 3J | | Public Participation Plan | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 3K | | Section 5307 Planning Projects | X | X | X | X | X | X | X | X | 1-Jul-19 | 31-Aug-2020 | Technical Memos | |
| 3L | | Congestion Management Plan | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Sep-2020 | Technical Memos | |
| 3M | | Regional Growth and Development Plan | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | Technical Memos | |
| 4 | | Rural Transportation Improvement Program (RTIP) | | | | | | | | | | | | |
| 4A | | RTIP Development and Maintenance | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |
| 5 | | Other Activities | | | | | | | | | | | | |
| 5A | | Miscellaneous Activities and Special Technical Assistance | X | X | X | X | X | X | X | X | 1-Jul-19 | 30-Jun-2021 | PL Quarterly Report | |

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FY 2020 & 2021 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.

