



Transportation is strongly tied to land use. While the most significant role of transportation in land development is providing access, transportation facilities serve as a critical element of the built environment, creating both connections and barriers. For instance, a high-volume, four-lane highway may connect key areas of a community for vehicular travel, but safety concerns can deter pedestrians from getting to resources on the other side. Traffic congestion on a thoroughfare can also be a barrier, causing motorists to seek alternative routes through residential areas. An understanding of these relationships is critical to solving and even preventing transportation related problems such as congestion, higher energy consumption, impaired air quality, threats to public health and safety, and delayed or decreased access to services and employment.

Debate on the relationship between transportation and land use typically hinges on whether the transportation network should be planned to accommodate anticipated land uses and growth, or should the transportation network evolve organically to accommodate traffic generated by the location of land uses and subsequent growth patterns. Ideally, transportation networks should be planned to anticipate and accommodate future needs. However, funding for costly transportation infrastructure is limited, particularly at the local level, with resources focused on alleviating immediate problems such as congestion, road maintenance, and safety issues caused by increased traffic volume.

While roads comprise the majority of most transportation systems, they are not the only viable component. A transportation system is defined as any means used to move people and products.

Effective transportation systems are broad, multi-modal networks that include options for rail, air, shipping, public transit, cyclists, and pedestrians. The Transportation Element provides an analysis of transportation systems serving Newberry County including existing roads, planned or proposed major road improvements and new road construction, existing and proposed transit projects, and proposed and existing pedestrian and bicycle facilities and projects.

8.1. Road Network

According to the *2017-2022 South Carolina Statewide Transportation Improvement Program (STIP)*, projected demand for travel in the State will continue to rise due to economic growth, as well as increases in the number of resident drivers and driving activity. While travel volume is generally highest on the Interstates, federal and state highways, and many local roads also experience traffic congestion and road wear associated with increased motor vehicle travel. An examination of the local road network will enable Newberry County to work with regional partners to plan for transportation needs for the coming decade, particularly as they relate to future land use.

8.1.1. Local Road Funding

The “C Program” is a partnership between the South Carolina Department of Transportation (SCDOT) and counties to fund local transportation projects and improvements to State, county, and city roads. Program funds, known as C-Funds, are derived from a 3.99 cents per gallon user tax on gasoline sales. The tax is allocated to each of the 46 counties based on population, land area, and rural road mileage. As part of the program, each county has a *County Transportation Committee (CTC)*. Members of the Newberry County Transportation Committee are appointed by the County Legislative Delegation. The seven-member Newberry CTC is authorized to select and approve projects to be funded utilizing C-Funds.

C-Funds may be used for construction, improvements, or maintenance on the State highway system, local paving or improvements to county roads, street and traffic signs, and other road and bridge projects. Resurfacing, sidewalk construction, and drainage improvements may also be paid for with C-Funds. By law, counties must spend at least one-third of C-Fund allocations on construction, improvements, and maintenance related to the State highway system, with the remaining funds available for local transportation system projects. The FY 2022-2023 C-Fund forecasted apportionment for Newberry County is \$1,753,900 (SCDOT, 2022).

8.1.2. Road Network

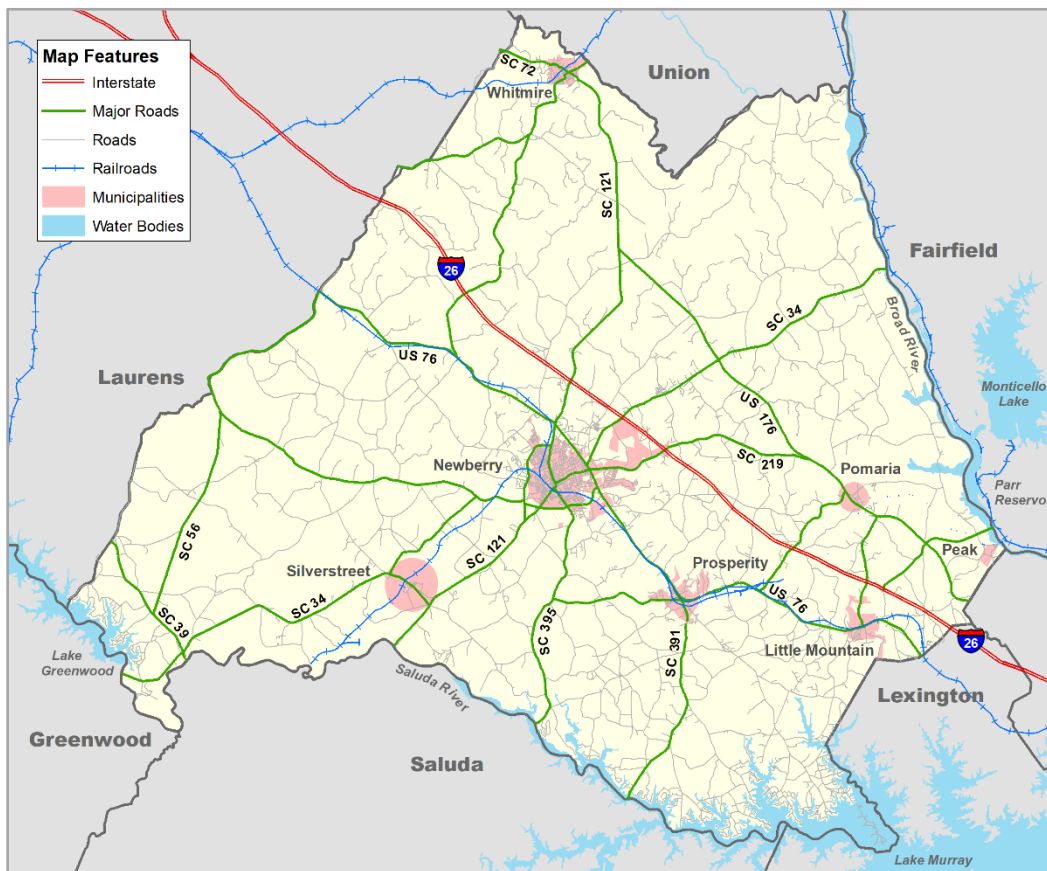
There are more than 1,400 miles of roads within Newberry County. The County owns and maintains 273 miles of road, of which more than two-thirds (188 miles) are unpaved. The State of South Carolina maintains nearly 862 miles of road in Newberry County, including 184.86 miles of primary roads (U.S. and S.C. highways), 649.28 miles of secondary routes, and 27.76 miles in the Interstate system. All the roads maintained by the State are paved roads. Although two County roadways, U.S. Highway 76 and Interstate 26, are included in the Federal highway system, they are maintained by the South Carolina Department of Transportation (SCDOT). Approximately 100 miles of gravel roads in the Sumter National Forest are owned and maintained by the USDA Forest

Service. The City of Newberry owns and maintains 15.3 miles of road, of which only 1.4 miles are unpaved.

The residents of Newberry County enjoy ease of access to the Interstate highway system. Interstate 26 runs through Newberry County and is accessed through six interchanges – Jalapa Road, S.C. Highway 121, S.C. Highway 34, S.C. Highway 219, S.C. Highway 773, and S.C. Highway 202. Access to I-20, I-77, and I-85 is less than 40, 45, and 65 miles away, respectively.

Several four-lane highways traverse the County. U.S. Highway 76 provides north/south access and S.C. Highways 34, 219 and 121 provide additional access to the Interstate and neighboring counties. Access to I-26 was enhanced by the widening of S.C. Highways 219 and 121 to five lanes from the City of Newberry to I-26. Map 8-1 illustrates the road and rail network in Newberry County.

Map 8-1. Road Network



8.1.3. Road Paving

Maintaining dirt roads can be costly, while the return on investment for paving can take a number of years. However, the paving of dirt roads provides many benefits to residents as well as local governments. Paving seals the road surface from rainfall, preventing erosion and protecting the base and sub-grade materials. It also eliminates dust, makes vehicular travel much smoother, and accommodates a wider range of vehicles such as tractor-trailers.

The life of a road, regardless of the surface, is affected by the number of vehicles and the weight of the vehicles using it. Generally, the more vehicles using a road, the faster it will deteriorate. For unpaved roads, heavy use can result in potholes, pronounced ruts, and wash boarding that require more frequent road maintenance including scraping and resurfacing.

Newberry County owns and maintains 188 miles of unpaved roads. Since July 2007, the County has accepted only roads paved to its specifications or roads for which a commercial bond, cash deposit, or letter of credit has been posted to cover the cost of finishing the paving of the road to its county road system standards. However, exceptions to this policy can be made for acceptance of a deed of easement or a fee simple dedication of a definite right-of-way for an older unpaved County Road – the use of which has been established through prescriptive easement or by imprecise delineation and dedication on a plat and/or deed that is more than 20 years old.

Limited funding is available through the County's annual C-Fund allocation for paving dirt roads in Newberry County. Paving requests may only be made for roads already included in the Newberry County Road maintenance system and are only granted if there is unanimous agreement by all affected property owners. All paving requests are made through application to the County Administrator's office, who forwards the application to the Public Works Director for verification, determination of required right of way, and possible drainage requirements. Public Works staff also develops a list of affected property owners, including contact information, and provides an official Petition of Intent to Grant Right-of-Way form. The property owner who initiates the paving request is responsible for securing rights-of-way and easements from all affected property owners. The County Attorney then executes and records the unanimous consent granting all necessary rights-of-way and easements and files the documents and the County-commissioned survey/plat with the Clerk of Court.

8.1.4. Road Naming and Addressing

Road naming requests from developers or interested parties in Newberry County must be submitted to the E-911 Administration Office – a division of the Newberry County Sheriff's Office – for approval. If a request for a new road name or a road name change affects multiple properties, then the proposed name must be approved by more than 50% of the property owners as indicated by signatures on a road naming petition. Petitions for changes to road names must be submitted to the Newberry County Planning Commission for review and approval. Road names must adhere to specific requirements that govern the name, length of the name, use of suffixes for dead end roads, and use of personal names. All road names are subject to final approval by the E-911 Coordinator. While the County regulates road naming for the purposes of optimum dispatching of emergency vehicles using the E-911 emergency system, the naming of a road per County standards does not imply acceptance of the road for county maintenance.

The E-911 Administration Office is charged with facilitating a continuous and uniform addressing system for use in the dispatching of emergency vehicles through the E-911 emergency system. The Office assigns addresses within the unincorporated area of Newberry County and the Towns of Little Mountain, Peak, and Silverstreet. The City of Newberry and the Towns of Pomaria,

Prosperity, and Whitmire assign addresses within their jurisdictions. A valid address must be issued before any permits or utility services are granted in Newberry County.

8.2. Functional Road Classifications

Streets and roads serve two primary functions – to provide mobility and facilitate access to land. Optimally, the transportation network balances these two functions. Mobility is the primary function on higher capacity roads such as Interstates, while the primary function of local roads is to provide residential access. Between these two extremes, the level of mobility and access vary depending on the function of the network.

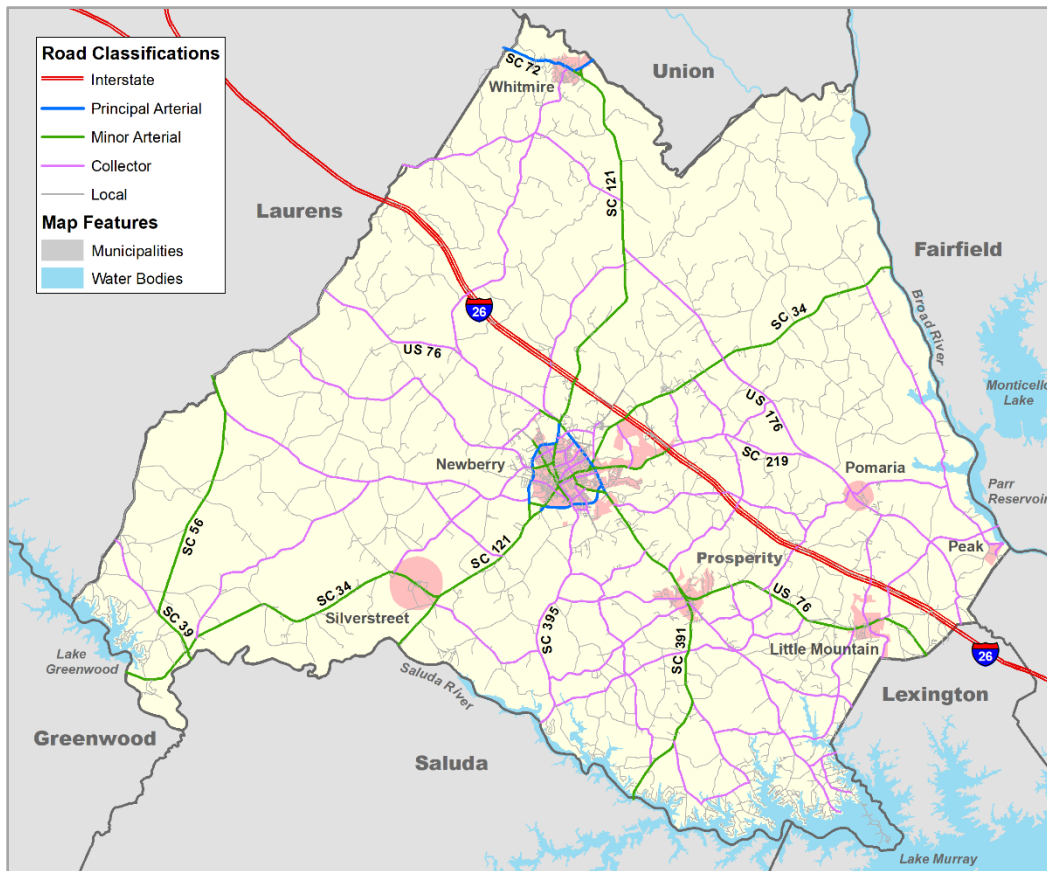
The Federal Highway Administration (FHWA) defines functional classification as the process by which streets and highways are grouped according to the character of service they are intended to provide. Transportation planners and engineers classify roads based on FHWA and state criteria that consider the type of road and traffic volume. Streets and highways are grouped in four categories: freeways, arterials, collectors, and local roads (Table 8-1). The *Functional Classification Map* for Newberry County roads is shown in Map 8-2.

Table 8-1. Functional Road Classifications Definitions

CLASSIFICATION	FUNCTIONAL PURPOSE
Interstates	<ul style="list-style-type: none"> Multi-lane divided roadways with no traffic signals to interrupt traffic flow
Arterials	<ul style="list-style-type: none"> Provide the highest level of service at the greatest speed for the longest uninterrupted distance <i>Major arterials</i> are connected networks of continuous routes that serve corridor movements and high percentage of area population <i>Minor arterials</i> form a network linking cities and larger towns as part of an integrated network, including arterials not classified as major and placing emphasis on land access
Collectors	<ul style="list-style-type: none"> Provide service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials, provides both access and traffic circulation within residential neighborhoods, commercial, and industrial areas <i>Major collectors</i> serve the more important travel corridors within a county <i>Minor collectors</i> penetrate neighborhoods, distributing trips from arterial roads and collecting traffic from local streets

Source: Federal Highway Administration, 2019

Map 8-2. Functional Road Classifications



Source: SCDOT Statewide Functional Classification, 2022

8.3. Traffic Counts

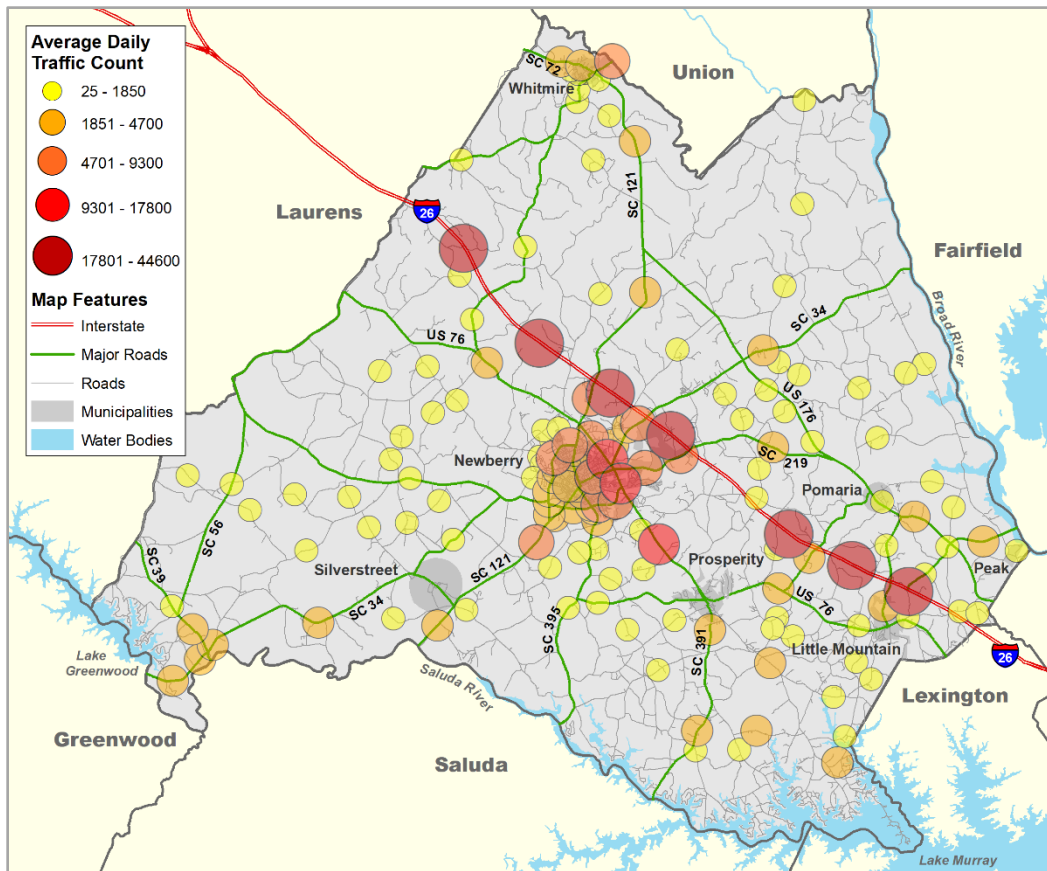
Recent SCDOT traffic counts for the most traveled road segments in Newberry County are detailed in Table 8-2 and illustrated in Map 8-3. The counts represent estimated 24-hour, two-way annual average daily traffic (AADT) and reflect seasonal and daily adjustments. As a major regional route that connects major metropolitan areas in Columbia, Charlotte, Greenville, and Atlanta, it is not surprising that segments of Interstate 26 are the most traveled routes in the County, with AADT counts that range from 42,600 to 44,600. Traffic counts on segments of U.S. Highway 76 are also comparatively high, ranging from 13,100 to 17,800 on the Highway's busiest segments. Segments of Main Street in Newberry and S.C. Highway 219 also posted high AADTs in 2021.

Table 8-2. Newberry County Road Segments with Highest Average Daily Traffic Count (AADT)

ROUTE	STATION	ROUTE LOCATION	AADT
I-26	2115	Jalapa Road to S.C. Highway 121	44,600
	2117	S.C. Highway 121 to S.C. Highway 34	44,600
	2123	S.C. Highway 773 to S.C. Highway 202	44,600
	2113	S.C. Highway 66 to Jalapa Road	44,500
	2125	S.C. Highway 202 to Columbia Avenue	44,300
	2121	S.C. Highway 219 to S.C. Highway 773	44,200
	2119	S.C. Highway 34 to S.C. Highway 219	43,200
U.S. Highway 76	107	S.C. Highway 34 to Adelaide Street	17,800
	105	Smith Street to S.C. Highway 34	15,600
	109	Adelaide Street to Bachman Chapel Road	13,100
Main Street	152	U.S. Highway 76 to Glenn Street	9,300
	115	Glenn Street to S.C. Highway 395	6,600
S.C. Hwy. 219	189	U.S. Highway 76 to Hillbrook Lane	9,300
	191	Hillbrook Lane to I- 26	9,000
U.S. Hwy. 76	103	S.C. Highway 121 to Smith Street	7,000
	111	Bachman Chapel Road to Lexington County Line	4,500
S.C. Hwy. 34	141	Glenn Street to U.S. Highway 76	6,900
	143	U.S. Highway 76 to I- 26	6,800
	139	S.C. Highway 395 to Glenn Street	6,000
	133	Deadfall Road to S.C. Highway 121	5,400
	137	S.C. Highway 34 Bypass to S.C. Highway 395	4,000
	135	S.C. Highway 121 to S.C. Highway 34 Bypass	3,600
S.C. Hwy. 121	179	S.C. Highway 395 to U.S. Highway 76	6,700
	181	U.S. Highway 76 to I- 26	6,100
	177	Bush River Road to S.C. Highway 395	5,900
	175	Drayton Street to Bush River Road	4,500
	171	S.C. Highway 34 Bypass to O'Neal Street	4,000
	173	O'Neal Street to Drayton Street	3,700
U.S. Hwy. 176	119	Union County Line to S.C. Highway 72	5,300
	121	S.C. Highway 72 to S.C. Highway 34	3,500
S.C. Hwy. 391	195	Saluda County Line to Bethel Church Road	4,600
	197	Bethel Church Road to U.S. Highway 76	4,600
S.C. Hwy. 395	209	Main Street to S.C. Highway 121	3,900
College Street	113	Calhoun Street to S.C. Highway 121	3,700
Mt. Bethel Garmany Road	325	S.C. Highway 34 to Lever Road	3,600
Evans Street	341	Evans Street to Glenn Street	3,600

Source: SCDOT, Average Daily Traffic Counts, 2021

Map 8-3. Average Daily Traffic Counts



Source: SCDOT, Average Daily Traffic Counts, 2021

8.3. Roadway Safety

Traffic collisions create billions of dollars in economic losses in South Carolina each year in the form of property damage, medical costs, and lost productivity. Data compiled by the Office of Highway Safety of the S.C. Department of Public Safety (SCDPS) indicates a traffic collision occurs in the State every 4.3 minutes, with an injury due to a traffic crash occurring every 16 minutes. Every 9.1 hours one or more persons die in South Carolina due to injuries sustained in a traffic crash (*S.C. Traffic Collision Fact Book, 2020*).

There are 40,995 registered vehicles in Newberry County (*S.C. Traffic Collision Fact Book, 2020*). Among South Carolina's 46 counties, Newberry County ranked 27th highest in number of traffic collisions and in the number of fatal collisions. However, the County ranked 7th lowest in collisions resulting in serious injury in 2020. While only 1.8% of crashes resulted in fatalities, injuries were reported in more than one in four collisions (25.9%) in the County.

There were 12 deaths as a result of traffic collisions in the County in 2020 – four on State primary roads, two on secondary roads, two on U.S. primary roads, and four on I-26 (Table 8-3). Collisions were prevalent on I-26 and State secondary roads in Newberry County, with high numbers also reported on U.S. highways and State primary roads. Data indicates collisions are more likely to

occur on the Interstate segment and on national highways and State primary roads in Newberry County than on such routes statewide.

Table 8-3. Collisions by Route Type

ROAD TYPE	TYPE OF COLLISION						TOTAL PERSONS	
	FATAL		INJURY		TOTAL COLLISIONS		FATALITIES	INJURIES
	#	%	#	%	#	%		
NEWBERRY COUNTY								
Interstate	4	33.3%	44	18.7%	291	32.1%	4	52
U.S. Primary	2	16.7%	38	16.2%	123	13.6%	2	55
S.C. Primary	4	33.3%	61	26.0%	173	19.1%	4	89
Secondary	2	16.7%	87	37.0%	293	32.3%	2	114
County	0	0.0%	5	2.1%	25	2.8%	0	6
Ramp	0	0.0%	0	0.0%	1	0.1%	0	0
Totals	12	100.0%	235	100.0%	906	100.0%	12	316
SOUTH CAROLINA								
Interstate	96	10.0%	2,580	7.8%	12,089	10.0%	109	3,813
U.S. Primary	260	27.0%	9,385	28.6%	31,971	26.4%	290	14,323
S.C. Primary	266	27.6%	7,940	24.2%	27,396	22.6%	294	11,758
Secondary	294	30.5%	10,244	31.2%	36,779	30.3%	320	14,475
County	41	4.3%	2,416	7.4%	11,527	9.5%	45	3,217
Ramp	7	0.7%	304	0.9%	1,473	1.2%	8	399
Totals	964	100.0%	32,869	100.0%	121,235	100.0%	1,066	47,985

Source: S.C. Department of Public Safety, South Carolina Traffic Collision Fact Book, 2020

8.4. Commuting Patterns

Nearly two-thirds of Newberry County workers aged 16 and over both live and work in the County, with a third commuting outside of the County to work (Table 8-4). Among those that live in a town or city, 10.8% also work in the same town or city – a lower percentage than statewide and nationwide at 16.8% and 32.4%, respectively.

Mean travel time to work for Newberry County workers is 25.7 minutes, slightly longer than the commute time for workers statewide at 25.1 minutes, but lower than commuters throughout the nation at 26.9 minutes (Table 8-4). Nearly one-third (30.4%) of Newberry County workers have a commute time of less than 15 minutes to work – a higher percentage than workers throughout South Carolina and the United States. One-in-four County workers have a commute of 30 to 59 minutes and nearly nine percent have a one-way drive of an hour or more to work.

Vehicles are the primary travel mode for most Newberry County residents. Only three percent of County workers bike or walk to work and none reported using public transportation. Among workers living in Newberry County, 86.7% drive solo to work, while 7.2% participate in carpools. Only 2.3% of the County workforce is home-based, which is much lower than the statewide percentage of 5.6% and the national rate of 7.3%.

Although necessitated by temporary closures during the pandemic, telework has become a popular post-pandemic option for a growing number of workers. A Pew Research Center survey conducted in 2022 revealed that more than half of U.S. workers with jobs that can be done from home have continued working from home all or most of the time (*Pew Research Center, February 2022*). Nearly a quarter of all professional jobs in North America are projected to be remote by the end of 2022, with remote opportunities increasing through 2023 (*Forbes.com, February 2022*). Although the pandemic shift to telework was more prevalent in larger urban areas and in states that mandated widespread closures, this trend allows workers the option of relocating to smaller communities such as Newberry County that offer a lower cost of living and other quality of life amenities. This projected post-pandemic shift is not reflected in the most recent Census ACS data provided in Tables 8-4, 8-5, and 8-6.

Table 8-4. Journey to Work

WORKERS 16 YEARS AND OLDER	NEWBERRY COUNTY	SOUTH CAROLINA	UNITED STATES
PLACE OF WORK			
Worked in Town or City of Residence*	10.8%	16.8%	32.4%
Worked in County of Residence	64.5%	70.5%	72.8%
Worked Outside County of Residence	33.7%	24.2%	23.6%
Worked Outside State of Residence	1.8%	5.4%	3.6%
MEANS OF TRANSPORTATION TO WORK			
Car, Truck or Van – Drove Alone	86.7%	81.5%	74.9%
Car, Truck or Van – Carpooled	7.2%	8.9%	8.9%
Public Transportation	0.0%	0.5%	4.6%
Walked	2.7%	1.9%	2.6%
Bicycle	0.3%	0.2%	0.5%
Other Means - Taxi, Motorcycle, etc.	0.8%	1.2%	1.3%
Worked at Home	2.3%	5.6%	7.3%
TRAVEL TIME TO WORK			
14 minutes or less	30.4%	25.2%	25.5%
15 - 29 minutes	34.6%	39.3%	36.1%
30 to 59 minutes	26.4%	29.1%	29.1%
60 or more minutes	8.6%	6.3%	9.3%
MEAN TRAVEL TIME TO WORK (MINUTES)	25.7	25.1	26.9

* For those living in a place (city or town)

Source: U.S. Census Bureau, 2016-2020 ACS

Geographic data on worker commuting patterns is provided in Table 8-5. Nearly 10,300 Newberry County workers live and work in the County. Of the 5,345 Newberry County residents who travel outside the County for work, nearly 31% commute to Richland County employers and 29.1% to Lexington County employers, followed by 16.3% of workers commuting to Laurens County. These outgoing commuters offer a potential labor pool for new and expanding industries and businesses as additional or better job opportunities are created closer to home.

Nearly 4,800 workers from surrounding counties and nearby states travel to employers in Newberry County. Lexington County residents lead the influx of in-commuters at 19.6%, followed by workers from Richland County at 17%, Laurens County at 14.1%, and Saluda County at 12.9%. Table 8-5 lists the top counties of origin for workers commuting into Newberry County, as well as the destination of local commuters.

Table 8-5. Top 10 Counties - Workers Commuting into and from Newberry County

COMMUTERS INTO COUNTY			COMMUTERS OUT OF COUNTY		
COUNTY	#	%	COUNTY	#	%
Lexington County	936	19.6%	Richland County	1,631	30.5%
Richland County	810	17.0%	Lexington County	1,553	29.1%
Laurens County	674	14.1%	Laurens County	873	16.3%
Saluda County	616	12.9%	Fairfield County	287	5.4%
Fairfield County	407	8.5%	Greenwood County	210	3.9%
Greenwood County	337	7.1%	Union County	180	3.4%
Union County	252	5.3%	Saluda County	146	2.7%
Chester County	208	4.4%	Greenville County	125	2.3%
Spartanburg County	165	3.5%	Spartanburg County	114	2.1%
Greenville County	116	2.4%	Kershaw County	38	0.7%
TOTAL ALL COMMUTING INTO COUNTY	4,764	--	TOTAL ALL COMMUTING OUT OF COUNTY	5,345	--

Source: U.S. Census Bureau, 2011-2015 American Community Survey

Estimates provided by the U.S. Census Bureau reveal that the population of Newberry County decreases by 2.4%, or 925 persons, during the daytime due to an outflow of workers to neighboring communities (Table 8-6). By comparison, the population of counties statewide decrease by an average of less than one percent during the daytime.

Table 8-6. Daytime Population

EMPLOYMENT-RESIDENCE RATIO FACTOR	NEWBERRY COUNTY	SOUTH CAROLINA
Total resident population	38,329	5,091,517
Total workers* working in area	16,428	2,266,968
Total workers* living in area	17,353	2,304,196
Estimated daytime population	37,404	5,054,289
Daytime population change due to commuting	-925	-37,228
% DAYTIME POPULATION CHANGE DUE TO COMMUTING	-2.4%	-0.7%
Workers* who lived and worked in same area	11,197	1,624,034
% Workers* who lived and worked in same area	64.5%	70.5%
EMPLOYMENT RESIDENCE (E-R) RATIO	0.95	0.98

* Workers aged 16 and older

Source: U.S. Census Bureau, 2016-2020 American Community Survey

The employment-residence (E-R) ratio is a measure of the total number of workers working in an area relative to the total number of workers living in a place. An E-R ratio of greater than 1.00 occurs when there are more persons (workers) working in an area than living there. The

employment-residence ratio for Newberry County is 0.95, indicating that the County is considered to be a net exporter of labor to other counties (Table 8-5). However, nearly 65% of workers aged 16 and older both live and work in Newberry County.

8.5. Transportation Planning

Planning for transportation projects in Newberry County is undertaken at the State, regional, and local levels. Much of the funding for transportation projects is requested by local governments and reviewed and prioritized through the Central Midlands Regional Council of Governments. These funds are included in the State Transportation Improvement Program and ultimately provided through Federal transportation programs. Administration of major, federally funded transportation projects in Newberry County is performed by the Central Midlands Regional Council of Governments.

Locally, Newberry County and its municipalities utilize “C Funds,” along with additional grant funds to construct and pave roads, make road improvements, maintain roads and bridges, and address related transportation needs. These programs and funding sources are explained in greater detail in the following sections and in the *Priority Investment Element*.

8.5.1. Statewide Transportation Planning

The *South Carolina Department of Transportation Reform Bill (Act 114)* is intended to encourage sound infrastructure investment decisions made within the context of the statewide planning process. Specifically, *Act 114* requires the SCDOT to establish a priority list of projects to be undertaken through the *Statewide Transportation Improvement Program (STIP)* and in consultation with metropolitan planning organizations using the following criteria:

- 1) Financial viability including a life-cycle analysis of estimated maintenance and repair costs over the expected life of the project;
- 2) Public safety;
- 3) Potential for economic development;
- 4) Traffic volume and congestion;
- 5) Truck traffic;
- 6) Pavement quality index;
- 7) Environmental impact;
- 8) Alternative transportation solutions; and
- 9) Consistency with local land use plans.

The 2021–2027 STIP is the State’s seven-year transportation improvement plan for all projects and program areas that receive federal funding, state, and local funding including paving, bridges, upgrades, freight, safety, congestion mitigation and air quality (CMAQ), transportation alternatives program (TAP), railroad crossings, planning, State Infrastructure Bank payments, preventative maintenance and operations, and public transportation. The STIP includes projects

for which funding has been approved and that are expected to be undertaken during the seven-year plan period.

Planning for sound infrastructure is also a primary goal of the *South Carolina Priority Investment Act of 2007*. The *Priority Investment Act* amends *Section 6-29-1130* of the *South Carolina Code of Laws* and requires that local government comprehensive plans include a separate *Transportation Element*. The Act requires that the Transportation Element be developed in coordination with the *Land Use Element* of the Plan to ensure transportation efficiency for existing and planned development. Comprehensive plans must also add a *Priority Investment Element* that includes an analysis of likely Federal, State, and local funds available for public infrastructure and facilities, including transportation systems. The Priority Investment Element recommends specific projects for investment over the next ten years. Projects are developed and coordinated with adjacent and relevant jurisdictions and agencies.

8.5.2. Regional Transportation Planning

The Central Midlands Council of Governments (CMCOG) is responsible for highway system and public mass transit planning in the Midlands Region of South Carolina. Transportation planning efforts are carried out under the guidance of the Federal *Fixing America's Surface Transportation Act*, or FAST. As the Metropolitan Planning Organization (MPO) for the Columbia urbanized area and the Rural Planning Organization (RPO) for the remainder of the Central Midlands Region, the CMCOG is responsible for the development of the multi-modal long range transportation plan (LRTP). The *Columbia Area Transportation Study (COATS)* attempts to ensure that proposed improvements to the transportation system enhance the movement of goods and people in an efficient and economic manner. The LRTP has a 25-year planning horizon, with the present plan extending to the year 2045. The LRTP must only include transportation projects and services that can be funded with the revenue forecasted to be available during the next 25 years.

As the designated Rural Planning Organization (RPO), the CMCOG is responsible for carrying out the rural transportation planning process for the Central Midlands region that includes Richland, Lexington, Newberry, and Fairfield counties. The primary responsibilities of all RPOs are to:

- Develop a *Long Range Transportation Plan (LRTP)* to provide the 25-year transportation vision for the rural area;
- Develop a *Transportation Improvement Program (TIP)*, which is the agreed-upon list of specific projects for which federal funds are anticipated; and
- Develop a *Rural Planning Work Program (RPWP)*, which incorporates in one document all transportation planning and directly supporting comprehensive planning activities that are to be undertaken in the rural areas in support of the goals, objectives, and actions established in the Long-Range Transportation Plan.

Development, review, and adoption of the CMCOG's RPO transportation plans and programs are accomplished through the following committees and staff.

- The *Central Midlands COG* hosts the RPO and includes a Board of Directors, Executive Committee, and Rural Transportation Committee. The COG's Board of Directors consists

of the elected and appointed officials representing local and State governments and other organizations/agencies in the Central Midlands Council of Governments Region and serves as the decision-making body for all urban and rural transportation plans and programs. The Board established the policies for the overall conduct of the CMCOG and is responsible for the adoption of plans and programs and approves study recommendations.

- The *Executive Committee* is comprised of CMCOG Board members and provides a forum for discussion and resolution of relevant issues and monitors technical activities including the development of the RPWP and the RTIP for recommendation to the CMCOG Board.
- The *Rural Transportation Committee* directs and considers for recommendation to the CMCOG Board all major studies and planning activities.
- *CMCOG staff* provide the professional and technical support for transportation planning and implementation. Staff has primary responsibility for technical activities including the bi-annual development of a draft RPWP and quadrennial development of a draft RTIP for recommendation to the Rural Planning Committee. Staff also recommends updates and amendments of all major studies and planning activities to the Rural Planning Committee for discussion and revision before their submittal to the CMCOG Board for final endorsement.

8.5.2.1. CMCOG 2045 Long Range Transportation Plan

The LRTP incorporates a performance-based planning process that sets goals and objectives for the transportation system, selects performance measures and sets targets for outcomes, gathers data and information to monitor and analyze trends, uses performance measures and data to make spending decisions, and monitors, analyzes, and reports decision outputs and performance outcomes.

Development of the *2045 Long Range Transportation Plan* introduced alternative opportunities for public input, adapting to limitations placed on in-person interactions during the COVID 19 pandemic. Input received from four virtual stakeholder “listening sessions” and a needs assessment survey revealed that the top transportation issues/concerns and priorities among Newberry County residents include maintaining existing roads, expanding public transportation options, expanding the bicycle and pedestrian network (more bicycle lanes and sidewalks), and widening and connecting existing roads

The 2045 Rural LRTP for the Midlands region was adopted in December 2021 with planned updates every five years to reflect changing conditions and new planning principles. A prioritized list of recommended projects in Newberry County in the 2045 LRTP is provided in Table 8-7. The projects were derived based on community input, transportation needs identified through the LRTP process, and the goals and objectives of the Plan.

Table 8-7. LRTP RPO Recommended Transportation Projects in Newberry County

PRIORITY	PROJECT NAME AND DESCRIPTION	ESTIMATED COST
RURAL WIDENING PROJECTS		
2	Kendall Road (S.C. Hwy. 121) (B) - <i>Drayton Street to Nance Street</i>	\$21 million
3	Kendal Road (S.C. 121) (A) - <i>Boundary Street to Drayton Street</i>	\$16 million
RURAL INTERSECTION PROJECTS		
1	Wilson Road and Winnsboro Road north	na
4	Wilson Road and Main Street	na
5	Main Street and Counts Sausage Road	na
6	Winnsboro Road and Mt. Bethel Garmany Road	na
8	Wilson Road (U.S. Hwy. 76) and Adelaide Street	na
10	Kendall Road and Nance Road	na
11	S.C. Hwy. 121 and S-56	na
13	Bob Lake Boulevard and Nance Road	na
14	Main Street and Kinard Street	na
16	Bob Lake Boulevard and Boundary Street	na
19	Wilson Road and Winnsboro Road south	na
21	Boundary Street and Kendall Road	na
23	Bob Lake Boulevard and Glenn Street	na
24	U.S. Hwy. 176 and New Hope Road	na
26	Winnsboro Road and S 462	na
27	S.C. Hwy. 391 and Bethel Church Road	na
28	Short Cut Road and Winnsboro Road (S.C. Hwy. 34)	na
30	U.S. Hwy. 76 and Mount Pilgrim Church Road	na
32	Sandy Hill Road and Stoney Hill Road	na
33	Main Street and Wheeland Road	na
34	S.C. Hwy. 395 and Hawkins Road	na
35	S.C. Hwy. 395 and Stoney Hill Road	na
39	Macedonia Church Road and Wheeland Road	na
40	Dennis Dairy Road and Hawkins Road	na
41	Stoney Hill Road and St. Lukes Church Road	na
42	St. Lukes Church Road and Counts Sausage Road	na

Source: 2045 Rural Long Range Transportation Plan, CMCOG, 2021

8.5.2.2. CMCOG 2020-2027 Rural Transportation Improvement Program

Rural Transportation Improvement Programs (TIPs) are included in the State Transportation Improvement Program (STIP) without modification once approved by the relevant Rural Planning Organization (CMCOG). The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) also make their required financial constraint and air quality findings prior to program adoption. Projects must be in the STIP before funding authorities, such as FTA, FHWA, or the South Carolina Department of Transportation (SCDOT) can obligate project funds.

The 2020-2027 Rural TIP (RTIP) for the Central Midlands region presents an eight-year program of transportation capital projects with estimates of transit capital and maintenance requirements. While the RTIP is usually approved triennially, the document may be amended throughout the year. The most recent RTIP was completed in September 2020. The 2020-2027 RTIP contains all FWHA and FTA transportation projects in the Central Midlands region that are expected to use Federal, State, and local funds within the next eight years. Proposed RTIP projects are subject to a systematic selection process that begins with an extensive screening process by CMCOG staff based on Federal and State criteria and RL RTP goals and objectives. The draft RTIP is then sent to the Rural Planning Committee for review, discussion, and recommendation to the CMCOG Board for final adoption. As with the LRTP, the RTIP must be financially constrained.

The RTIP may be amended during the three-year RTIP cycle. Major amendments that include significant changes to the cost, scope, and schedule of a project must be developed in accordance with Federal and State requirements and must be consistent with the Rural LRTP. Other minor amendments may be approved by the CMCOG Transportation Director and the SCDOT Office of Statewide Planning. Newberry County Rural TIP projects are listed in Table 8-8.

Table 8-8. CMCOG 2020-2027 Rural TIP Projects in Newberry County

PROJECT DESCRIPTION	BUDGETED FUNDS
INTERSECTION AND SAFETY IMPROVEMENTS	
S.C. Highway 34 at S.C. Highway 29	\$200,000 for preliminary engineering (FY2020), \$100,000 for ROW (FY2021), \$2 million for construction (FY2022)
INTERSTATE PROJECTS	
I-26 – S.C. Highway 202 to U.S. Highway 176 widening	\$165.868 million for construction (FY2020); \$165.868 for construction (FY2021)
I-26 – Interstate rehabilitation from mile marker 74 to 85	\$100 million for construction (FY2021)
Indian Creek Twin Bridges over I-26, part of I-26 interstate rehabilitation	\$925,000 for ROW and construction (FY2021)
Jalapa Road over I-26 – bridge jacking, part of I-26 interstate rehabilitation	\$925,000 for ROW and construction (FY2021)
Mt. Bethel Garmany Road over I-26 - bridge jacking, part of I-26 interstate rehabilitation	\$1 million for construction (FY2021)
Old Whitmire Highway over I-26 – bridge jacking, part of I-26 interstate rehabilitation	\$1 million for construction (FY2021)
S.C. Highway 121 over I-26 – bridge jacking, part of I-26 interstate rehabilitation	\$1.025 million for ROW and construction (FY2021)
BRIDGE FUNDS	
Belfast Road over Bush River	\$750,000 for preliminary engineering (FY2021), \$35,000 for ROW (FY2023), \$2.8 million for construction (FY2025)
Harris Street over Scott Creek	\$50,000 for ROW (FY2022), \$2.86 million for construction (2023)
CSX and Southern Railroad over Boundary Street	\$2.52 million for construction (FY2022)
Norfolk Southern Railroad over S.C. Highway 34	\$7.6157 million for construction (FY2022)

PROJECT DESCRIPTION	BUDGETED FUNDS
BRIDGE FUNDS	
S.C. Highway 72 over CSX Railroad	\$1 million for ROW (FY2021), \$11.529 million for construction (FY2022)
RECREATIONAL TRAILS PROGRAM	
Wise Street Park Walking Trail	\$40,000 for construction (FY2021)

Source: CMCOG, 2020-2027 Rural Transportation Improvement Program

8.5.2.3. CMCOG 2020-2021 Rural Planning Work Program

The *Rural Planning Work Program* (Rural PWP) integrates all transportation planning and directly supporting comprehensive planning activities in the non-urbanized area of the Central Midlands Region during the applicable 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. The Rural PWP is reviewed and updated annually to outline a framework and financial support plan for the work program. The 2020-2021 Rural Planning Work Program was adopted in June 2019.

Tasks included in the Rural PWP are generally regional in nature. These include program administration, support, and public participation, as well as short-range transportation planning activities such as data collection and analysis, project implementation, and GIS. Long range transportation planning tasks can include human service transportation coordination, Rural LRTP development and implementation, regional travel demand modeling, bike/pedestrian/greenway planning, rail/truck and transit planning, public participation plan, and development, administration, and maintenance of the Rural TIP.

8.6. South Carolina Gas Tax Trust Fund

In 2017, the South Carolina General Assembly increased the State gas tax by a total of 12 cents, phased in at an increase of two cents per year for six years. The funds are deposited into the Infrastructure Maintenance Trust Fund (IMTF). IMTF funds are restricted to repairing, maintaining, and improving the State's existing roads and bridges. This includes improving structurally deficient bridges, road resurfacing, and interstate widening. The SCDOT *Ten Year Statewide Plan* for the use of these funds includes 24 projects in Newberry County. The projects include widening Interstate 26 from exit 85 to exit 101, 18 bridge projects, three paving projects, and improvements of S.C. Highways 34 and 72 at their intersections with Norfolk Southern and CSX rail lines. Table 8-9 lists the SCDOT Pavement Improvement Program projects for 2022-2023 in Newberry County to be funded through the South Carolina Gas Tax Trust Fund.

Table 8-9. S.C. Pavement Improvement Program Project List – Newberry County

ROUTE	LENGTH (miles)	TREATMENT TYPE	YEAR (RANK)
MAJOR ROADS AND PRIMARIES			
S.C. Highway 773	1.99	Rehabilitation	2023 (1)
S.C. Highway 773	3.34	Reconstruction	2023 (2)
S.C. Highway 66	6.02	Reconstruction	2023 (3)
S.C. Highway 66	0.90	Reconstruction	2024 (1)
S.C. Highway 39	2.58	Reconstruction	2024 (2)
S.C. Highway 34	1.62	Rehabilitation	2024 (3)
S.C. Highway 121	6.02	Rehabilitation	2024 (4)
FARM TO MARKET SECONDARIES			
Seibert Road	2.78	Reconstruction	2023 (1)
Bethel Church Road	4.01	Rehabilitation	2023 (1)
Clara Brown Road	2.01	Reconstruction	2023 (3)
NEIGHBORHOOD STREETS			
New Hope Road	3.64	Reconstruction	2023 (1)

Source: SCDOT, 2022-2023 Statewide Paving Projects, October 2022

8.7. Other Transportation Funding Opportunities

Securing funding for needed transportation improvements is a top priority for South Carolina communities. Counties and municipalities must seek alternative funding resources for much needed transportation projects including road maintenance, paving, bridge repair, transit, sidewalks, greenbelts, connecting trails, and traffic mitigation. The following sections discuss options available to local governments in the Palmetto State.

8.7.1. SCDOT Transportation Alternative Program

Newberry County and its municipalities are eligible for transportation enhancement funding under the *Transportation Alternative Program* (TAP) administered by SCDOT. TAP projects are federally funded, community-based projects that provide opportunities for local governments to pursue non-traditional transportation related activities such as pedestrian and bicycle facilities and pedestrian streetscaping projects that might not otherwise be possible. Eligible applicants include local governments, regional transportation agencies, transit agencies, natural resource or public lands agencies, school districts, local education agencies or schools, tribal governments, and any other local or regional governmental entity with responsibility for oversight of transportation or regional trails.

The TAP grant program provides funding on a reimbursement basis as part of the Federal-aid Highway Program funded through the FAST initiative. Costs are eligible for reimbursement only after a project has been approved by the State Department of Transportation or a Metropolitan Planning Organization and the FHWA division office. Eligible project areas authorized in FAST for the Transportation Alternatives Program and the SCDOT Commission include pedestrian and bicycle facilities and streetscaping projects. Eligible costs include preliminary and final engineering

work such as project development, environmental work, cost estimates, construction plans, construction engineering, construction costs, and right-of-way acquisition. Utility relocations, construction engineering, and construction costs may also be eligible. TAP funds generally account for 80% of the total project cost, with local governments required to provide a 20% match.

Available SCDOT program funding is provided in two population-based divisions. Urbanized areas with a population of more than 200,000, also known as a Transportation Management Area (TMA), are eligible to compete for a share of more than \$2.999 million designated for urbanized areas of the State. Areas of the State with a population greater than 5,000 (other than urban areas) have a designated funding pool of more than \$1.83 million. The SCDOT has also designated \$2.6 million for areas with a population of less than 5,000. The County's towns, all with populations of 1,390 or less, are eligible in the third category.

Newberry County and the City of Newberry, with populations of 37,719 and 10,691, respectively, are currently eligible in the second category. Projects proposed by governmental bodies located in areas outside of Transportation Management Areas, such as Newberry County and its municipalities, are considered under the statewide program, with distribution of funds determined by the SCDOT Commission. Such projects are limited to a funding maximum of \$400,000.

8.7.2 Newberry County Capital Project Sales Tax (CPST)

As detailed in the *Community Facilities and Priority Investment* elements, *Section 4-37-30* of the *South Carolina Code of Laws* empowers counties to levy, by ordinance, a special sales and use tax as a source of revenue for highways, roads, streets, bridges, mass transit systems, greenbelts, and other transportation-related facilities including, but not limited to, drainage relating to highways, roads, streets, bridges, and other transportation-related projects. Under the legislation, counties that implement a one cent sales tax must share the proceeds with their municipalities using a formula based on population and must specify a period of time to collect a set amount of money for the identified projects (not to exceed 25 years or the length of payment for the specified projects).

The Newberry County Capital Project Sales Tax (CPST) Commission considers and prioritizes proposed capital improvement projects within the County and its municipalities that are to be funded by the one percent sales and use tax. Once the Commission has considered and prioritized the capital projects submitted, County Council enacts an ordinance setting forth the priority in which the net proceeds are to be extended, and then formulates a referendum question regarding the Commission's recommendations for inclusion on the ballot during the general election. Among the types of public facility projects that may be considered are highways, roads, streets, bridges, and public parking garages and related facilities. Recreational facilities such as trails may also be considered. However, as in the 2016 CPST referendum, the projects included in the 2022 Capital Project Sales Tax Referendum for Newberry County do not include any transportation projects.

8.8. Public Transportation

Affordable and reliable transportation is a necessity for all residents. However, the lower incomes and limited mobility experienced by many special needs populations can magnify the importance of affordable and reliable transit options to maintain employment, receive support services, and access health care and other needed support programs.

Public transit is provided in a number of ways in South Carolina communities. *Fixed-route transit service* uses passenger vehicles operating on predetermined routes and schedules. *Route deviation services* operate as conventional fixed-route services that allow deviation from the route alignment to serve destinations within a prescribed distance. Passengers call to request a pickup or inform the bus operator of the need to be taken off-route. A *demand response service* is a transit mode that includes passenger cars, vans, or small buses that operate in response to calls from passengers or their agents to the transit operator, who dispatches a vehicle to pick up passengers for transport to specific destinations. The vehicles generally do not operate over a fixed-route or on a fixed schedule and may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations.

The *COMET*, officially the Central Midlands Regional Transit Authority, is a regional transit authority that transports more than 2.4 million passengers annually using a fleet of more than 80 buses, vans, and trolleys. For a number of years, the regional bus system included a route along the I-26 corridor that connected the Newberry Campus of Piedmont Technical College and Downtown Newberry to Newberry County to Ballentine, Harbison, and Chapin, as well as locations and services in Downtown Columbia. However, the COMET Board of Directors discontinued the Newberry route in its present form in May 2023 due to low ridership. Although local leaders agree that there is a potential benefit of public transportation for area residents, it is recognized that more work is needed to develop a route which will be optimal for all. Plans include creating a workgroup to redesign the route between Columbia and Newberry and provide proposals on funding and ridership promotion.

The *Newberry County Council on Aging* provides on-demand transportation to their three Senior Centers and to non-emergency medical appointments for eligible County residents in need of the service. Requests for transportation to non-emergency medical appointments must be made three days in advance of the day the service is needed. The roundtrip fare for transportation to local destinations within Newberry County is \$2, with additional costs for longer trips. However, Medicaid eligible clients can use the service at no cost. Round trips to the senior centers are \$0.25.

8.9. Bicycle and Pedestrian

Well-designed systems of walkways and trails can provide residents with safe, inexpensive transportation alternatives to access jobs, education, and services. Alternative modes of travel can also help to improve air quality and reduce energy use. According to the 2020 American Community Survey, 463 County residents reported walking to work. Because cycling is grouped with other means of transportation such as taxis and motorcycles in the five-year ACS, it is unclear how many residents bike to work.

Because sidewalks are generally found in more urbanized settings, most of the sidewalks in the County are within municipalities. Sidewalks are not required in new subdivisions or developments in Newberry County or its municipalities, with the exception of the City of Newberry. The City of Newberry has an extensive network of sidewalks, with most concentrated in the Downtown and in established neighborhoods within the heart of the City. There are also a number of walking trails and bike routes throughout the community, with most located along the Greenway and in City parks. The City's Land Development regulations require sidewalks on at least one side of all minor streets and on both sides of collector streets and major thoroughfares.

Sidewalks in the Town of Little Mountain extend along both sides of Main Street (U.S. Highway 76), along Mill Street from Main Street to the Little Mountain School and Reunion Park, along the east side of Mountain Street from Main Street to Mt. Zion Church, and along the north side of Church Street from Pomaria Street approximately five blocks east. Sidewalks also extend along the north side of South Boundary Street and from South Boundary Street to Main Street on the east side of Depot Street.

The Town of Whitmire has an extensive network of sidewalks, with only Nance Street, Byrd Street and a small section of Broom Street near Byrd Street lacking sidewalk access. Sidewalks also extend along School Drive, Brown Street west to the railroad tracks, and Elm Street from Pearl Street to Elm Street Extension. The Town of Pomaria has sidewalks along Folk Street, Holloway Street, and Angella Street. In the Town of Peak, there is a section of sidewalk on River Street in front of the local pharmacy.

Sidewalks in the Town of Prosperity extend along both sides of Main Street to the Town limits on Macedonia Church Road at Rikard School Road. Sidewalks extend from Main Street, flanking Broad Street and then McNeary Street (U.S. Highway 391) on both sides, to the Town limits at Prosperity Cemetery. A sidewalk is also provided along the east side of U.S. Hwy 76 from the north Town limits to Grace Street. Additional sidewalks follow Church, Elm, and Brown streets.

SCDHEC promotes multiple benefits of cycling or walking to destinations. In addition to reducing or eliminating transportation costs, the health benefits include a reduced risk of cancer, diabetes, stroke, and heart attack, along with weight loss and control (*Benefits of Alternative Transportation, 2010*). The increasingly sedentary lifestyle of Americans is largely attributed to the fact that "walking and cycling have been replaced by automobile travel for all but the shortest distances" (*Journal of the American Medical Association, October 1999*).

As detailed in the *Natural Resources Element*, four sections of the *Palmetto Trail*, the State's largest bicycle and pedestrian project, are now open in Newberry County. The *Lynches Woods Passage* is a 4.9-mile trail located in the southeastern area of the City of Newberry behind the Sheriff's office (formerly Piedmont Technical College) on U.S. Highway 76. The *Peak to Pomaria Passage* is a 10.7-mile trail that extends from the Fairfield County line to the towns of Pomaria and Peak. The *Newberry Passage* is a 10.7-mile urban trail eleven-mile urban trail that travels along Wilson Road and Main Street, loops around the Square, then heads to College Street and on to Old Whitmire Highway, crossing I-26 before connecting to the nearby 36-mile *Enoree Passage* (with 14 miles in Newberry County) in the Sumter National Forest that links Newberry, Laurens, and Union counties.

The S.C. Departments of Transportation and Parks, Recreation and Tourism have jointly designated several bicycle touring routes along established roads, including one that passes through a portion of Newberry County. However, South Carolina's roads were not currently designed for bicycle touring and so may not include bike lanes. The *Central Route* passes through the center of the State and stretches 166 miles from Kings Mountain State Park at the North Carolina border to the Redcliffe State Historic Site near the Georgia border. In Newberry County, the route follows S.C. Highway 391 from the Saluda County line, then east along Ira Kinard, Houston, Bethel Church, Seibert, and Macedonia Church roads; east and then north along Dreher Island and other roads to the Town of Little Mountain; and east along S.C. Highway 213 just north of the Town of Peak and beyond to the Fairfield County line (*SCDOT/SCPRT Touring Routes, 2022*).

In an effort to address issues related to alternative modes of travel on a regional basis, the CMCOG Bicycle and Pedestrian Committee was formed by the Columbia Area Transportation Study (COATS) Committee. The Bicycle and Pedestrian Committee is a group of concerned citizens and organizations that support healthier and more livable communities through the creation of adequate walking and biking facilities. The Committee works with local governments to provide efficient bike and pedestrian services; educates the public on funding and policy; communicates alerts and updates on the status of projects, roads, and trails; and responds to regional air quality concerns by advocating for the alternative use of safe non-motorized transportation.

The CMCOG developed a *2006 Bike and Pedestrian Pathways Plan* for the Columbia Area Transportation Study (COATS) region that focused on urbanized areas of Richland and eastern Lexington. In 2017 the CMCOG completed a *West Metro Bike and Pedestrian Master Plan* for an area that included the communities of Cayce, West Columbia, and Springdale. The CMCOG is securing the assistance of a consultant to develop a series of bicycle and pedestrian master plans for additional towns and cities including the City of Newberry and the towns of Little Mountain, Prosperity, and Pomaria. The purpose of each project is to create a local pedestrian and bicycle master plan that will identify goals, improvement needs, and project priorities that will create a safe, accessible, and connected multi-modal transportation system within each community. The resulting plan will serve as a practical and detailed guide for community stakeholders to use in making strategic policy and project implementation decisions. Key objectives will include providing connectivity for bicycles and pedestrians by removing obstructions/barriers and enabling access; ensuring all community facilities and schools can be safely accessed using transportation mode alternatives; create safe, continuous, and clearly marked pedestrian facilities and bikeways between activity centers; and providing adequate facilities that support cycling and walking as means of alternative and active transportation. The resulting plan will identify multimodal transportation system solutions that meet the transportation challenges and are supportive of the character of the study area communities. Plan completion is anticipated in October 2023.

8.10. Airports

General aviation services are provided by the *Newberry County Airport*, located two miles north of the City of Newberry. Originally built in 1946, the County-owned Airport expanded its paved and

lighted runway to 4,000 feet by 75 feet in 2008. Available services include 100-octane fuel, tiedowns, and hanger space.

The *Columbia Metropolitan Airport (CAE)* is located less than an hour away and 45 miles to the southeast of Newberry County in Lexington County. Pre-pandemic numbers exceeded one million passengers and 1.18 million tons of cargo annually. As with airports nationwide, while the COVID 19 pandemic substantially reduced air travel, passenger numbers are steadily returning to pre-2020 levels. CAE served more than 437,000 passengers and shipped 1.16 million tons of cargo in 2021. The number of passengers increased by more than 37% from January through June 2022 from the previous year. The airport is served by four passenger carriers and five freight carriers and is the site of a United Parcel Service (UPS) southeast regional air cargo hub. Air operations are conducted on 8,600' x 150' and 8,000' x 150' runways. A 108-acre duty-free, quota-free Foreign-Trade Zone (FTZ 127) is also located at the airport. Both domestic and foreign goods can be brought to the FTZ for assembly, manufacture, display, storage, or processing without formal Customs entry.

Access to large cargo and commercial facilities is also available approximately one hour northwest at *Greenville-Spartanburg International Airport (GSP)*. GSP served 1.79 million passengers and shipped 96,800 tons of cargo in 2021 through seven passenger carriers and numerous freight carriers. GSP offers an average of 50 non-stop flights to 22 destinations and is the site of a 120,000 square foot FedEx facility. Air operations are conducted on an 11,001' x 150' runway. Recent expansion and renovation of the terminal increased capacity to 4 million passengers per year. Completion of a 110,000 square foot cargo facility in 2019 significantly increased the airport's ability to handle domestic and international freight.

8.11. Rail and Shipping

The movement of goods is critical to the economy at the local and state levels. Freight moving into and out of Newberry County and South Carolina is primarily carried by rail or truck and through the State's ports.

8.11.1. Railroads

Railroads played a vital role in the early development of Newberry County, providing transport of cotton crops produced by local farmers to markets in Columbia and Charleston for shipping abroad. The railroad also brought prosperity in the form of new businesses. The *Historical and Architectural Survey of Newberry County* notes that "rail development brought economic benefits to communities throughout the state, with many doubling or tripling in size just a few years after the railroad began operation." The County's first rail line was completed by the Greenville and Columbia Railroad Company in 1851, connecting the community to Columbia and southeast to the seaport of Charleston. The Laurens Railroad, completed in 1854, extended rail service westward to Greenville. The Columbia, Newberry & Laurens (CN&L) Railroad Company was constructed in 1885, making Newberry a hub for both the CN&L and Southern Railroads. Renewed rail construction in the post-Civil War years helped boost the economic recovery of Upstate South Carolina communities including Newberry County and its municipalities.

Rail service in Newberry County is provided by two Class I railroads operated by the CSX Corporation and Norfolk Southern (NS). NS lines connect the CMCOG region with Charlotte to the north, Atlanta and Macon to the west, and Savannah to the south. NS also operates regular service between Greer and the Port of Charleston which passes through the Midlands. CSX lines in the region connect to Savannah, Charleston, Spartanburg, and Raleigh-Durham, NC. As shown in Map 8-1, rail lines bisect the County, generally paralleling U.S. Highway 76.

8.11.2. Ports

The South Carolina Legislature established the *South Carolina Ports Authority (SCPA)* in 1942. SCPA facilities handled 2.55 million containers at seaport terminals in Charleston and Georgetown and at inland ports in Greer and Dillon in 2021, a 9.6% increase in volume from the previous year (SCPA, 2022). The inland ports set cargo records in 2021 with a combined 192,829 rail moves. The SCPA, the State of South Carolina, and other partners have invested more than \$2 billion in port-related infrastructure in recent years to increase cargo capacity and the capability of accommodating larger ships. Planned future investments totaling \$550 million will add a dual-served rail cargo yard and an inner harbor barge to swiftly move more cargo to rail carriers and between terminals.

Port service for the Newberry area is available less than three hours southeast, or 153 miles, through the Port of Charleston – one of the busiest container ports along the Southeast and Gulf coasts and the fastest growing major port in the nation. The Port consistently ranks among the top ten container ports nationwide and ranked 6th overall in dollar value of goods handled in 2020.

In 2021, SCPA opened the country's newest container terminal, the 286-acre Hugh H. Leatherman, Sr. Terminal, at the Port of Charleston. The terminal added 700,000 TEUs of cargo capacity. With four of the five contracts for channel deepening completed, SC Ports is home to the nation's deepest East Coast harbor at 52 feet. The channel provides access to its two largest terminals – the Wando Welch Terminal and the Leatherman Terminal. The deeper channel removes tidal restriction for large, fully laden vessels. Completion of the remaining contract is projected for Fall 2022 and will increase channel depth to 48 feet leading to the North Charleston Terminal.

South Carolina's first Inland Port opened in 2013 just over an hour north of Newberry County in Greer. Positioned along the Interstate 85 corridor between Charlotte and Atlanta, the Greer Inland Port extends the reach of the Port of Charleston through a rail connection for distribution of goods throughout the Southeast. Norfolk Southern serves the inland facility through its main rail line. Rail service maximizes tonnage moved per gallon of fuel for importers and exporters, increasing cost savings and lowering carbon footprints. The Port handled a record 160,234 rail moves in 2021, up 14% from 2020 (*Moultrie News, January 2022*). A \$28 million expansion to Greer Inland Port will expand terminal capacity by fifty percent, with completion anticipated in late 2023. The SCPA opened a second inland port in Dillon, served by CSX railroad, in April 2018. Inland Port Dillon, located on a 3,400-acre site within close proximity to I-95, recorded 29,412 rail moves in 2021. The Inland Ports have an additional benefit – access to empty containers – for regional shippers, who send trucks to Greer and Dillon for containers needed to move goods.

8.11.3. Trucking

Trucks transport 70% of all nationwide freight tonnage in the United States. Trucks transport goods to and from rail, water, and air transportation hubs and provide direct transport of goods and materials between destinations (*South Carolina Statewide Freight Plan, 2020*). Lower operating costs and a higher level of service customization make shipping by truck a cost effective alternative to shipping by rail or air. Truck movements in South Carolina comprised 81% of all shipping, totaling 375.1 million tons - valued at \$611.8 billion. Primary freight corridors include the State's five interstates, with major U.S. and State highways also accommodating significant freight flows.

Newberry County's strategic location along I-26 provides an attractive intermodal freight network access for existing and prospective industries. The Newberry County segment of Interstate 26 was used to transport between 10 and 25 million tons of freight in 2016 (*South Carolina Statewide Freight Plan, 2020*).

8.12. Goals, Objectives, and Implementation Strategies

The goals, objectives, and strategies for implementation (GOIS) table summarizes the actions that will be undertaken in the coming decade to achieve the Transportation element vision. Element goals are broad-based ideals that are intended to guide the future of the community, while an objective is a more specific elaboration of a goal that also provides direction. Together the goals and objectives outline the framework for the element and provide the basis for the more detailed and specific plan strategies. Each supporting implementation strategy includes a listing of the agencies that are accountable for the implementation of the strategy, as well as a time frame for completion.

GOALS/OBJECTIVES/STRATEGIES	ACCOUNTABLE AGENCY	TIMEFRAME
GOAL 8.1. Plan the location and development of transportation infrastructure to accommodate present and future needs		
OBJECTIVE 8.1.1. Strengthen coordination with municipalities, neighboring counties, and State agencies on transportation issues		
<i>STRATEGY 8.1.1.1.</i> Continue regional coordination through CMCOG and CMRTA, within municipalities and neighboring counties, and with other public and private agencies in matters related to transportation and transit planning and project prioritization.	Newberry County, Municipalities CMCOG, CMRTA, NCCOA	Ongoing
<i>STRATEGY 8.1.1.2.</i> Continue to acquire and allocate C-funds and leverage in-kind resources to maintain and enhance the County road network and supporting infrastructure.	Newberry County County Transportation Committee Municipalities	Annually
GOAL 8.2. Provide a safe, efficient, and accessible multi-modal transportation system		
OBJECTIVE 8.2.1. Provide a safe and efficient roadway network that supports land use goals		
<i>STRATEGY 8.2.1.1.</i> Continue participation in the CMCOG Rural Transportation Planning process.	Newberry County, Municipalities, CMCOG	Ongoing

GOALS/OBJECTIVES/STRATEGIES	ACCOUNTABLE AGENCY	TIMEFRAME
<i>STRATEGY 8.2.1.2.</i> Continue to actively seek funding and partnerships to improve and enhance roadways and corridors within the County.	Newberry County, Municipalities, CMCOG, SCDOT	Ongoing
<i>STRATEGY 8.2.1.3.</i> Maximize the connectivity of local, connector, and arterial components of the County's roadway network.	Newberry County, Municipalities, CMCOG, SCDOT	Ongoing
OBJECTIVE 8.2.2. Support local and regional transit options to increase mobility and accessibility for persons traveling into, within, and out of the County		
<i>STRATEGY 8.2.2.1.</i> Support public transportation options and partner with transit providers, including consideration of a redesigned COMET express route between Newberry and Columbia.	Newberry County, Municipalities, Transportation Providers, Service Agencies	2028
<i>STRATEGY 8.2.2.2.</i> Promote public awareness of transportation options to increase ridership.	Newberry County, Municipalities, Transportation Providers, Service Agencies	Ongoing
OBJECTIVE 8.2.3. Provide and maintain adequate and accessible walkways and bicycle paths in appropriate areas to encourage alternative travel by residents and visitors		
<i>STRATEGY 8.2.3.1.</i> Support the development of bicycle and pedestrian plans for the towns of Little Mountain, Prosperity, and Pomaria.	Newberry County, Municipalities, CMCOG Pedestrian and Bicycle Sub-committee	2024
<i>STRATEGY 8.2.3.2.</i> Encourage and promote the development of bicycle and pedestrian plans for additional areas in Newberry County.	Newberry County, Municipalities, CMCOG Pedestrian and Bicycle Sub-committee	Ongoing
<i>STRATEGY 8.2.3.3.</i> Work with municipalities to explore ways to extend, complete, and improve sidewalks as feasible.	Newberry County, Municipalities	Ongoing
<i>STRATEGY 8.2.3.4.</i> Work with community partners to provide signage to identify bike lanes and encourage safety measures.	Newberry County, Municipalities	2024
<i>STRATEGY 8.2.3.5.</i> Encourage and promote the inclusion of bike lanes in major road projects.	Newberry County, CMCOG, SCDOT	Ongoing
OBJECTIVE 8.2.4. Support and promote the Newberry County Airport		
<i>STRATEGY 8.2.4.1.</i> Support efforts to improve Airport infrastructure, facilities, and related amenities.	Newberry County, Newberry County Airport Commission	Ongoing
<i>STRATEGY 8.2.4.2.</i> Identify strategies to promote the Airport as a regional transportation option.	Newberry County, Newberry County Airport Commission	Ongoing
<i>STRATEGY 8.2.4.3.</i> Explore opportunities to expand Airport facilities and services to serve potential and future needs.	Newberry County, Newberry County Airport Commission, Current and Potential Airport Clientele	2028
GOAL.3. Preserve and enhance primary transportation gateways in Newberry County		
OBJECTIVE 8.3.1. Preserve and enhance the primary access routes to I-26 in the County		
<i>STRATEGY 8.3.1.1.</i> Explore the development of corridor studies to determine effective measures to protect and enhance major routes into the County from I-26.	Newberry County, Municipalities	2028

GOALS/OBJECTIVES/STRATEGIES	ACCOUNTABLE AGENCY	TIMEFRAME
<i>STRATEGY 8.3.1.2.</i> Support efforts to improve or add interstate interchanges in Newberry County.	Newberry County, Municipalities, CMCOG	Ongoing