

# **THE CHARLESTON AREA TRANSPORTATION STUDY (CHATS) POLICY COMMITTEE**

The Metropolitan Planning Organization (MPO) for the Berkeley-Charleston-Dorchester Region announces availability of the following document(s) for public review:

- 1. CHATS FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
- 2. CHATS 2040 LONG-RANGE TRANSPORTATION PLAN (LRTP)**
- 3. FY 2024–FY 2025 CHATS UNIFIED PLANNING WORK PROGRAM (UPWP)**

These documents are available for public review and comment  
from **January 8, 2024 to January 29, 2024**  
Monday-Friday between the hours of **9:00 am to 5:00 pm**  
at the  
Berkeley-Charleston-Dorchester Council of Governments  
5790 Casper Padgett Way, North Charleston, SC  
843-529-0400  
Or at <http://www.bcdkog.com>

Contact Person: Sarah Cox

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**CHATS FINANCIAL STATEMENT** (Cost in Thousands)

PIN #	GUIDESHARE PROJECTS	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
P0023349	Berlin Myers Pkwy - Phase III SC 165 to US 17A	9,968 8,420 - -	1,600 PE	7,533 C 3,032 C 53,076 AC 10,000 C 20,000 C	13,269 ACC	13,269 ACC	13,269 ACC	13,269 ACC		\$62,209 \$3,032 \$1,000 \$35,000 \$30,000		\$149,629	CHATS Guideshare CRRSAA Funds CHATS Guideshare Dorchester Co. Sales Tax SC Transportation Infrastructure Bank
P032003	US 78 - Phase 3 (West of Old Orangeburg Rd to Berlin Myers Pkwy) US 78 - Phase 3A* West of Old Orangeburg Rd (CHATS boundary) to North Maple St	1,300 1,300 - -			884 PE 12,500 R 2,850 R	550 PE	274 PE 33,555 C 4,557 C			\$1,708 \$46,055 \$2,850 \$4,557		\$57,770	SCDOT Federal Match Program Dorchester Co. Sales Tax Dorchester Co. Sales Tax SC Transportation Infrastructure Bank CHATS Guideshare
P032003	US 78 - Phase 3B* North Maple St to Berlin Myers Pkwy  *Project sub-phases 3A and 3B are not independent projects but reference the single US 78 Phase 3 project evaluated and approved under NEPA	750 - -				700 PE 400 PE	20,600 R		11,200 C	\$700 \$400 \$20,600 \$11,200	\$11,500	\$45,150	Dorchester Co. Sales Tax SC Transportation Infrastructure Bank Dorchester Co. Sales Tax Dorchester Co. Sales Tax
0039390 0039390RD01	Clements Ferry Rd - Phase I I-526 to Jack Primus Rd Context- Sensitive capacity improvement	285 21,215 23,170										\$44,670	BERKELEY COUNTY - LOCALLY FUNDED TRANSPORTATION SALES TAX PROJECT CHATS Guideshare
P029503	Clements Ferry Rd - Phase II  (Jack Primus to SC 41)	2,000 48,750 -	14,781 ACC		3,219 ACC					\$18,000		\$68,750	CHATS Guideshare Berkeley Co. Sales Tax STBG
0037000	Folly Rd at Camp Rd Intersection Improvements Eugene Gibbs St and Rivers Point Row on Folly Rd and from W. Madison Ave to Oyster Point Row on Camp Rd	3,884 11,565 2,890										\$18,339	Charleston Co. Sales Tax CHATS Guideshare SCDOT Federal Match Program - 50%
P030612	Billy Swails Boulevard Phase 4B Six Mile to Hamlin Rd	40 10			3,408 R 852 R		7,486 C 3,394 C			\$15,140		\$15,190	CHATS Guideshare Town of Mt Pleasant CHATS Guideshare Town of Mt Pleasant
P039975	Congestion Management	239 21	14 PL 3 PL	43 PL 11 PL	120 PL 30 PL	31 PL 8 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$282 \$71		\$613	STBG Local Match
P039977	Long Range Plan	376 73	8 PL 2 PL	30 PL 8 PL	200 PL 50 PL	95 PL 24 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$407 \$102		\$958	STBG Local Match
LRTP #1	Montague Ave (Capacity) International Blvd to I-26 Interchange	-				40 PL	1,440 PE	11,098 C		\$12,578		\$12,578	CHATS Guideshare
LRTP #3	North Rhett Ave (Capacity) I-526 Interchange to Yeamans Hall Rd	-				60 PL				\$60		\$60	CHATS Guideshare
LRTP #4	US-17A / North Main Street (Corridor Study) I-26 Interchange to Berlin G. Myers Pkwy	-				200 PL	4,000 C			\$4,200		\$4,200	CHATS Guideshare
LRTP #5	US-17 @ Long Point Rd (Intersection Improvement)	-				35 PL	450 PE	1,000 R	3,000 C	\$4,485		\$4,485	CHATS Guideshare
LRTP #6	US-17 @ Anna Knapp Blvd (Intersection Improvement)	-		25 PL		600 PE	1,000 R	4,000 C		\$5,625		\$5,625	CHATS Guideshare
LRTP #7	US-17A/S Main Street (Access Management) Carolina St to US-78	-				60 PL	4,000 C			\$4,060		\$4,060	CHATS Guideshare

PIN #	GUIDESHARE PROJECTS	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
P037307	Regional Transit Framework Plan Maintenance & Implementation	294 74		3 PL 1 PL	50 PL 12 PL	48 PL 12 PL	48 PL 12 PL	25 PL 6 PL	25 PL 6 PL	\$199 \$49		\$616	STBG Local Match
P039979	Regional Bike/Ped Plan Maintenance & Implementation	-	25 PL 6 PL	39 PL 10 PL	25 PL 6 PL	36 PL 9 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$199 \$49		\$248	STBG Local Match
-	Regional Freight Plan for CHATS	441 110			50 PL 12 PL	50 PL 12 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$174 \$43		\$768	CHATS Guideshare Match
P037428	Bike/Pedestrian & Safety	-	26 PL 6 PL	17 PL 4 PL	30 PL 8 PL	44 PL 11 PL	30 PL 8 PL	30 PL 8 PL	30 PL 8 PL	\$207 \$54		\$260	CHATS Guideshare Match
P037427	Regional Intelligent Transportation System (ITS) Plan	-	300 PL 76 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	\$600 \$154		\$754	CHATS Guideshare Match
	Transit Related Improvements (LRTP set aside)	-				5,000	2,500	2,500	2,500	\$12,500		\$12,500	CHATS Guideshare
P037429	Corridor Study US 52 (Between Goose Creek and Moncks Corner)	750 188										\$938	CHATS Guideshare Match
-	Complete Streets Funding	2,350				5,876	1,000	1,000	1,000	\$8,876		\$11,226	STBG
0040031	Coleman Blvd Revitalization (Complete Streets)	10,238 2,500										\$12,738	Town of Mt Pleasant STBG
P027883	Moncks Corner Signal Improvements (Complete Streets)	120 -	930 C							\$930		\$1,050	STBG STBG
P028937 P030592	Daniel Island Area Improvements - St. Thomas Island/Clements Ferry TAP (Beresford Creek Crossing boardwalk and trail construction)	-				200 C				\$200		\$200	STBG
-	Folly Rd Complete Streets Project	-			687 R	1,693 C 1,500 C				\$687 \$3,193		\$3,880	Local Funds - Charleston County Sales Tax Local Funds - Ch. Co. TST, City of Charleston & TJI STBG
	Maybank Highway Complete Streets/Safety Improvement project	-				2,024 C 506 C				\$2,024 \$506		\$2,530	STBG Charleston County CTC
P040707	Transportation Modeling/Simulation System Improvements	-	250 PL 63 PL			300 PL 76 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	\$701 \$176		\$877	STBG Match
-	ITS System Implementation	-				4,440 C	1,000 C	1,000 C	1,000 C	\$7,440		\$7,440	CHATS Guideshare
	Dorchester Rd Signal Improvement/TSP Pilot Project (Old Trolley Rd to US 78/Rivers Ave)				410 PE								CHATS Guideshare
	Peninsula Signal Re-time (City of Charleston traffic signal improvement project)					650 C							
Amendment 1/29/2024	L RTP #2 Greenridge & Rivers Ave. (Segment Improvements from Otranto Rd to Greenridge Dr)	-				250 PL	450 PE	300 R	922 C	\$1,922		\$1,922	CHATS Guideshare
	Ashley River Crossing Bike and Pedestrian Bridge	-		3,100 PE 3,950 C 100 C 3,000 C 25,000 C	400 PE 21,875 C 12,500 AC	12,500 ACC				\$3,500 \$3,950 \$100 \$3,000 \$25,000 \$34,375 \$14,000		\$83,925	Local Funding - City of Charleston Local Funding - City of Charleston Local Funding - MUSC Local Funding - Charleston County CTC USDOT 2019 BUILD Grant STBG - TAP Flex + 20% Local Match STBG - TAP Flex + 20% Local Match CHATS Guideshare
-	Regional Park and Ride Development Project	-		14,000 C		6,150 C 250 PE 100 R	1,000 C	1,000 C	1,000 C	\$9,150 \$250 \$100		\$9,500	CHATS Guideshare - FTA Flex Funding* CHATS Guideshare - FTA Flex Funding* CHATS Guideshare - FTA Flex Funding*
-	Transit System Stop and Shelter Design Manual	150 38										\$188	CHATS Guideshare - FTA Flex Funding* Match
-	Tricounty Link/CARTA Computer Aided Dispatch & Automatic Vehicle Locator (CAD/AVL)	1,300										\$1,300	CHATS Guideshare - FTA Flex Funding*
-	Regional Van Pool Program	1,500										\$1,500	CHATS Guideshare - FTA Flex Funding*
	<b>Guideshare Project Costs</b>	<b>\$65,184</b>	18,089	24,818	22,814	50,879	35,014	35,486	9,741	196,841		<b>196,841</b>	
	<b>Debt Service</b>		3,990	922	922	-	-	-	-	5,835			
	<b>*CRRSAA Debt Service Retirement</b>			(1,845)						(1,845)			
	<b>Advanced Payback</b>												
	<b>Guideshare Project Costs Subtotal</b>	<b>22,080</b>	<b>23,895</b>	<b>23,737</b>	<b>50,879</b>	<b>35,014</b>	<b>35,486</b>	<b>9,741</b>	<b>200,832</b>				
Correction 12/29/2023	<b>Projected</b>		19,026	21,727	24,428	28,972	33,516	33,516	33,516	194,700			
	<b>Annual Guideshare Allocation</b>		50,884	47,830	48,693	49,384	27,477	25,979	24,009	50,884			
	<b>Carryover Available</b>			3,032						3,032			
	<b>*CRRSAA Funds</b>												
	<b>Bond Proceeds</b>												
Correction 12/29/2023	<b>Advancement Amount</b>		69,910	72,589	73,121	78,356	60,993	59,495	57,524	248,615			
	<b>Guideshare Allocation Subtotal</b>		47,830	48,693	49,384	27,477	25,979	24,009	47,783	47,783			
	<b>BALANCE</b>												

\* Total FY 2021 CRRSAA funds allocated to CHATS \$4,876,369. CHATS approved use of \$1.845 M to retire debt from SCDOT's 27 in 7 Bonding Program and balance of \$3.032 M applied to Berlin G. Myers Phase 3.



PIN #	PROJECTS EXEMPT FROM GUIDESHARE CONTINUED	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
	I-526 & I-26 - TDM Strategy Implementation Carpool/Rideshare/Vanpool Program Telecommuting/Compressed WW/Flex/Stag Time	300										\$300	NHPP/STBG
P029171	Education, Promotion, Marketing	300	45 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	\$345	\$450	\$1,095	((\$50K from 2022-2030, and \$60K from 2031-2035))
P028057	US 17 Access Management	700										\$700	
P028928	Improve Signal Timing @ 6 Interchanges	3,000										\$3,000	
P029812	I-26 Corridor Management Plan (Jedburg Road/Exit 196 to US 17/Exit 221)	1,750										\$1,750	NHPP/STBG
	Edisto Island National Scenic Byway - Turnouts & Water Access	269										\$269	FHWA NATIONAL SCENIC BYWAY
	Edisto Island National Scenic Byway - Bicycle Facilities	635										\$635	FHWA NATIONAL SCENIC BYWAY
FOSU 10(1), 900(1)	Fort Moultrie Visitor Center Resurface Entrance Rd & Parking Area	564										\$564	PARK ROADS & PARKWAYS
SC FH 204(1)	Steed Creek Rd (S-1032/S-133) (US 17 to Berkeley Co. Line) Resurfacing & Safety Improvements	3,244										\$3,244	PUBLIC LANDS HIGHWAY- FOREST HIGHWAY ARRA FUNDS - \$244,000
	Wando Welch Terminal Rehabilitation Project	10,840										\$10,840	USDOT 2014 TIGER Grant
	Airport Connector Road	2,321	3,710 PE	4,032 PE 6,277 R 2,687 R	853 PE 5,976 R	157 PE	79 PE			\$8,831 \$6,277 \$8,663 \$33,337 \$2,978 \$20,215 \$137,645		\$220,267	Charleston County Revenue Bond Charleston County Revenue Bond SC Department of Commerce SC Department of Commerce Charleston Co. Sales Tax OAF - Other Allocated Funds (HIP) NHPP
	Lowcountry Lowline (City of Charleston)				7,000 PL 1,750 PL					\$8,750		\$8,750	USDOT 2022 RAISE Grant Local Funds - City of Charleston
Amendment 1/29/2024	Safe Streets & Roads for All (SS4A) Grant (FY 2023) BCDCOG Comprehensive Safety Action Plan					363 PL 91 PL				\$453		\$453	USDOT 2023 SS4A Grant Local Funds
<b>PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL</b>		<b>23,924</b>	<b>\$3,755</b>	<b>\$13,046</b>	<b>\$13,879</b>	<b>\$57,100</b>	<b>\$34,540</b>	<b>\$34,461</b>	<b>\$50</b>	<b>\$156,831</b>	<b>450</b>	<b>242,664</b>	
<b>PROJECTS EXEMPT FROM GUIDESHARE TOTAL</b>		<b>337,888</b>	<b>\$43,664</b>	<b>\$23,086</b>	<b>\$134,585</b>	<b>\$258,455</b>	<b>\$188,948</b>	<b>\$128,961</b>	<b>\$42,370</b>	<b>\$820,068</b>	<b>3,330,203</b>	<b>4,484,465</b>	

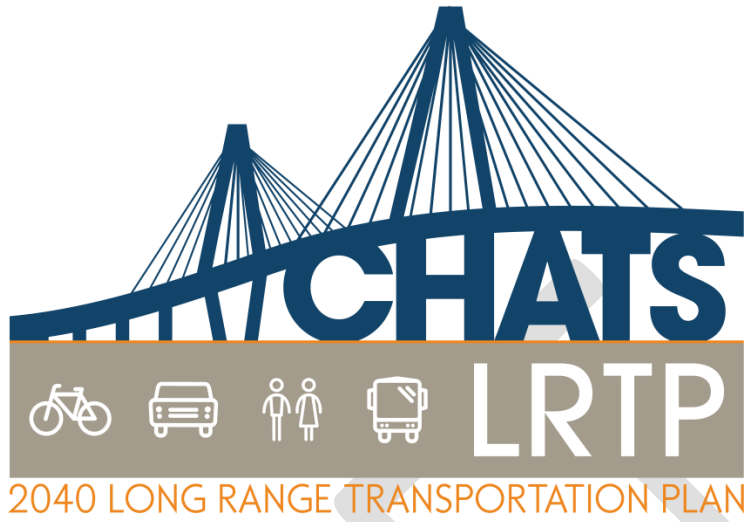
<sup>1</sup> AC (Advanced Construction) reflects the use of state funds to initiate a project.  
<sup>2</sup> AC Conversion (Advanced Construction Conversion) reflects the conversion of state funds to federal funds.

PIN #	LOCALLY FUNDED PROJECTS	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
	Nexton Pkwy, Sheep Island Interchange (I-26), I-26 Widening (Inclusive of Nexton Pkwy from N. Maple to Nexton Elementary)	21,500 8,320 54,000 5,700										89,520	SC Transportation Infrastructure Bank SC Ports Authority BC TST Local Funding
	US 17 Septima Clark Pkwy (End of I-26 to Ashley River Bridges)	10,000 15,000 12,500 118,800										\$156,300	USDOT TIGER PROGRAM - LOCAL MATCH CITY OF CHARLESTON SCDOT FEDERAL MATCH PROGRAM INNOVATIVE FUNDING
0039389RD01	Henry Brown Blvd Extension - Phase I Liberty Hall Rd to Red Bank Rd System Capacity Improvement	5,974 350 15,500 21,150										\$42,974	FEDERAL EARMARK BERKELEY COUNTY LOCALLY FUNDED TRANSP. SALES TAX
	Henry Brown Blvd Extension - Phase II Liberty Hall Rd to US 52 Context Sensitive Capacity Improvement	2,000 -										\$2,000	BERKELEY COUNTY LOCALLY FUNDED TRANSPORTATION SALES TAX PROJECT
	Mark Clark Expressway Completion US 17 to James Island Connector Context Sensitive New Alignment Facility	12,000 37,671 -			49,329 C					\$49,329		\$99,000	SC Transportation Infrastructure Bank SC Transportation Infrastructure Bank
	Palmetto Commerce Interchange	4,508 -	1,000 PE 2,500 R	2,345 PE 10,111 C 3,089 C	2,345 PE 13,200 C	2,345 PE 6,600 C				\$8,035 \$12,611 \$22,889		\$48,043	Charleston County Revenue Bonds Charleston County Revenue Bonds Charleston Co. Transpo Sales Tax
	Palmetto Commerce Parkway Phase III	2,433 1,986 -	925 PE	3,473 PE 8,014 R 500 C	2,000 PE 5,669 R 19,331 R 500 C	1,000 PE 29,169 R 831 R 4,169 C 7,831 C				\$6,398 \$13,683 \$500 \$20,331 \$29,669 \$831 \$4,169 \$8,231 \$5,000 \$69,500	5,750	\$168,481	Charleston County Revenue Bonds Charleston County Revenue Bonds Charleston County Revenue Bonds SC Department of Commerce SC Department of Commerce SCANA Grant SCANA Grant Charleston Co. Transpo Sales Tax Charleston Co. Transpo Sales Tax Charleston Co. Transpo Sales Tax
	Maybank Hwy Improvement Phase I, II & III	15,000										\$15,000	Charleston Co. Sales Tax
	US 52 @ US 176 Intersection Improvement	307	350 P	1,480 PE	3,063 R					\$4,893		\$5,200	Berkeley Co. Sales Tax
P028111	SC 41 (US17 to Wando River Bridge)	2,000 2,582	660 PE	3,366 PE	\$3,000 PE	\$7,220 PE \$2,600 R	\$182 PE \$8,000 R	\$8,000 R \$81,447 C	\$3,000 R	\$14,428 \$21,600 \$81,447	\$3,000	\$125,057	Berkeley Co. Sales Tax Charleston Co. Sales Tax Charleston Co. Sales Tax Charleston Co. Sales Tax
	LCRT (Lowcountry Rapid Transit) <sup>A</sup>	21,853		23,735 PE 3,215 R		\$131,197 C				\$154,932 \$3,215		\$180,000	Charleston Co. Sales Tax Charleston Co. Sales Tax
<b>LOCALLY FUNDED PROGRAM TOTAL</b>		<b>383,826</b>	<b>5,435</b>	<b>59,328</b>	<b>98,437</b>	<b>192,962</b>	<b>37,082</b>	<b>123,947</b>	<b>14,500</b>	<b>531,691</b>	<b>8,750</b>	<b>931,575</b>	

<sup>A</sup> Local funds programmed reflect maximum Charleston County TST contribution of \$180 million. Project cost estimate of \$360 million developed in I-26/ALT AA Study, will be refined and updated as the project advances through NEPA and Design process. Project intends to apply to the FTA's Capital Grant Program (CIG) to secure additional federal funds to construct.



PIN #	TRANSPORTATION ALTERNATIVES	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
5	JOHNNIE DODDS BLVD - PEDESTRIAN ACCESS (TOWN OF MT. PLEASANT) FY '05	112										\$140	STBG
0040345RD01	EAGLE-CHANDLER BRIDGE CREEK TRAIL (PHASES I & II) (DORCHESTER COUNTY) FY '06 & '08	28										\$347	Local Match
		278											STBG
4	Sidewalk Project Phase IV - Old Fort Rd (Dorchester County) FY '07	69										879	STBG
	OLD FORT DRIVE HIKER/BIKER (Dorchester County) From Wal-Mart driveway to Commencement Blvd. along Old Fort Dr. - FY '10	176										911	Local Match
	OLD FORT DRIVE HIKER/BIKER (Dorchester County) From Wal-Mart driveway to Commencement Blvd. along Old Fort Dr. - FY '10	729										949	STBG
	Sawmill Branch Canal Trail Ext. (Dorchester County/Town of Summerville) Along Old Trolley Rd. and Dorchester Rd. (FY 11 & 12 + Carryover)	182										483	Local Match
	HANAHAN COMPREHENSIVE TRAIL - PHASE I (City of Hanahan) Along Sweetgrass Boulevard - FY '12	706										97	STBG
		243											Local Match
P030592	ST. THOMAS ISLAND/CLEMENTS FERRY PEDESTRIAN CONNECTOR PHASE I	386										400	STBG
P028937	From Beresford Creek Dock on St. Thomas Island Dr to the	97				400 C				\$400		1,057	Local Match
	DORCHESTER ROAD SIDEWALK INFILL (City of North Charleston) From Maryland Dr. to Foxwood Dr. along Dorchester Rd. - FY '13	109				148 C				\$148		500	STBG
		400											Local Match
P032505	Boulder Bluff Pedestrian Safety Phase I	100										783	STBG
	Intersection of Amy Dr & Eather Dr to Stephanie Dr (Goose Creek)	196										979	Local Match
	Tanner Plantation/Foster Creek Trail Phase III	517		216 C						\$216		1,127	STBG
	Williams Ln on Foster Creek Rd to Archibald Dr (Hanahan)	129		265 C						\$265		3,477	Local Match
	Clements Ferry Rd Multi-Use Path	750										634	STBG
	I-526 to Jack Primus Rd (Berkeley County)	2,727										158	Local Match
P037492	Shem Creek Bridge Bike Lane Additions	158		202 C						\$202		1,044	STBG
	SC 703 (Mt Pleasant)	775		50 C						\$50		200	Local Match
	Camp Rd Multi-Use Path Connection	200		199 C						\$199		363	STBG
	To James Island County Park (Charleston County)	91		43 C						\$43		25	Local Match
	WA Greenway - WA Bikeway Connector	100										454	STBG
	Wappo Rd - Connect Bikeway & Greenway (Charleston)	25										100	Local Match
	Palmetto Islands County Park Marsh Boardwalks	25										\$125	SC RTP 2015-2016
	Stono River County Park Access & Amenities Project	100										\$125	Local Match
		25										\$125	SCRTP 2018
	Rifle Range Road Trailhead Project	100										\$125	Local Match
		25										\$125	SCRTP 2019
	Old Towne Creek County Park Trails Project	100										\$125	Local Match
		25										\$100	SCRTP 2020
	Summerville Preserve					\$100 C				\$100		\$537	Local Match
	Trail System - Phase 1 (Town of Summerville)					\$437 C				\$437		\$291	SCRTP 2022
	Hamlin Trails					\$100 C				\$100		\$191	Local Match
	Rifle Range Rd (Rifle Range Trail to US-17/Rifle Range Rd Connector) (Town of Mt. Pleasant)					\$191 C				\$191		\$157	SCRTP 2023
	Sullivan's Island Beachfront Nature Trail					\$100 C				\$100		\$57	Local Match
						\$57 C				\$57			
<b>TRANSPORTATION ALTERNATIVES SUBTOTAL</b>		<b>\$7,936</b>		<b>\$617</b>	<b>\$200</b>	<b>\$500</b>				<b>\$917</b>		<b>\$15,049</b>	
<b>TIP GRAND TOTAL (includes Debt Service)</b>		<b>\$1,819,290</b>	<b>\$75,165</b>	<b>\$255,313</b>	<b>\$367,077</b>	<b>\$567,741</b>	<b>\$319,145</b>	<b>\$296,133</b>	<b>\$85,617</b>	<b>\$1,905,323</b>	<b>\$3,350,453</b>	<b>\$6,589,379</b>	



**2040 CHATS LONG RANGE TRANSPORTATION PLAN  
AMENDMENT #10 (DRAFT)**

Amendment: January 29, 2024



**A. CHAPTER 6 – IMPLEMENTATION AND FUNDING**

**MEASURING PERFORMANCE**

Federal regulations maintained under the Infrastructure Investment and Jobs Act (IIJA) also known as the “Bipartisan Infrastructure Law” (BIL) (Pub. L. 117-58, November 15, 2021), require state departments of transportation to establish and report annual safety performance targets. Per federal rules and SCDOT Planning Procedure Agreement PL-2017-01, MPOs and COGs are also required to formally adopt either the State’s safety targets or evaluate and set regionally specific targets for highways. As such, the CHATS MPO is amending the CHATS 2040 Long Range Transportation Plan (LRTP) to include the annual highway safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2024 performance period.

CARTA and TriCounty Link (TCL), the local recipient and sub-recipient of public transit funds, are also federally required to establish annual transit related safety targets and report on the agencies’ progress toward achieving set targets. Public transportation providers are further directed to share such information with MPOs and states so all plans and performance reports are coordinated. CARTA and TCL have and will continue to share this data with the CHATS MPO to facilitate its performance-based planning process. The CHATS MPO is amending the CHATS 2040 LRTP to include the transit safety targets set and reported by CARTA and TCL for the 2024 performance period.

**Highway Performance**

Through the federal rule-making process, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act, and maintained under BIL/IIJA. The following table describes the national goal areas, performance areas, and measures associated with Highway Performance.

**Table 6-9: National Goal Areas and Performance Measures (Highways)**

National Goal Area	Performance Area	Performance Measures
<p><b>Safety:</b> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</p>	Injuries and Fatalities	<ul style="list-style-type: none"> <li>- Number of Fatalities</li> <li>- Fatality rate (per 100 million VMT)</li> <li>- Number of serious injuries</li> <li>- Serious injury rate (per 100 million VMT)</li> <li>- Number of non-motorized fatalities and non-motorized serious injuries</li> </ul>
<p><b>Infrastructure Condition:</b> To maintain the highway infrastructure asset system in a state of goods repair.</p>	Pavement Condition	<ul style="list-style-type: none"> <li>- Percent of pavements on the Interstate System in Good Condition</li> <li>- Percent of pavements on the Interstate System in Poor Condition</li> <li>- Percent of pavements on the non-Interstate System in Good Condition</li> <li>- Percent of pavements on the non-Interstate System in Poor Condition</li> </ul>
	Bridge Condition	<ul style="list-style-type: none"> <li>- Percent of NHS bridges classified as in Good Condition</li> <li>- Percent of NHS bridges classified as in Poor Condition</li> </ul>

<p><b>System Reliability:</b> To improve the efficiency of the surface transportation system.</p>	Performance of the National Highway System	<ul style="list-style-type: none"> <li>- Percent of person miles traveled on the Interstate System that are reliable</li> <li>- Percent of person miles traveled on the non-Interstate NHS that are reliable</li> </ul>
<p><b>Freight Movement and Economic Vitality:</b> To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</p>	Freight Movement on the Interstate System	<ul style="list-style-type: none"> <li>- Truck Travel Time Reliability</li> </ul>
<p><b>Congestion Reduction:</b> To achieve a significant reduction in congestion on the Nation Highway System.</p>	Traffic Congestion	<ul style="list-style-type: none"> <li>- Annual hours of peak-hour excessive delay per capita</li> <li>- Percent of non-single-occupant vehicle traffic</li> </ul>
<p><b>Environmental Sustainability:</b> To enhance the performance of the transportation system while protecting and enhancing the natural environment.</p>	On-Road Mobile Source Emissions*	<ul style="list-style-type: none"> <li>- Total emissions reduction*</li> </ul>

Note - \*This measure only applies to non-attainment or maintenance areas over a prescribed population threshold. This measure does not apply to the CHATS planning area

**Highway Safety**

For the 2024 performance period, the CHATS MPO accepts and supports the State of South Carolina's DOT safety targets for all five highway safety performance measures presented in Table 6-9a.

**Table 6-9a: SCDOT and CHATS Safety Measures Baseline (2018-2022) and State Safety Targets (2024)**

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2018-2022) Average	1,079.6	1.9	2,802	4.93	457
<b>State Targets (2020-2024) Approved</b>	<b>1,079</b>	<b>1.87</b>	<b>2,549</b>	<b>4.41</b>	<b>454.8</b>
CHATS Baseline (2018-2022) Average	93.6	1.59	353.4	5.99	81.2

Note - \*Rate per 100 million vehicle miles traveled

This means CHATS will:

- Address areas of concern for fatalities or serious injuries within the metropolitan planning area through coordination with SCDOT and incorporation of safety considerations on all projects;
- Integrate safety goals, objectives, performance measures, and targets into the planning process; and
- Include the anticipated effect toward achieving the targets noted above within the TIP, effectively linking investment priorities to safety target achievement.

## Transit Performance

Recipients and sub-recipients of public transit funds—which can include states, local authorities, and public transportation operators—are required to establish performance targets for safety and to report on their progress toward achieving set targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated. Table 6-10 identifies performance measures outlined in the National Public Safety Transportation Plan, released by the Federal Transit Administration (FTA).

**Table 6-10: National Goal Areas and Performance Measures (Transit)**

National Goal Area	Transit Performance Area or Asset Category	Performance Measures
<b>Safety</b>	Fatalities	Total number of reportable fatalities and rate per total vehicle revenue miles by mode
	Injuries	Total number of reportable injuries and rate per total vehicle revenue miles by mode
	Safety Events	Total number of reportable events and rate per total vehicle revenue miles by mode
	System Reliability	Mean distance between major mechanical failures by mode
<b>Infrastructure Condition (State of Good Repair: Transit Asset Management)</b>	Equipment	Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
	Rolling Stock	Percent of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Facilities	Percent of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirement Model scale

### Transit Safety

The Charleston Area Regional Transportation Authority (CARTA) and TriCounty Link (TCL), as required by the federal Public Transportation Agency Safety Plan (PTASP) final rule issued on June 19, 2018, has each developed a PTASP including processes and procedures implementing a Safety Management Systems (SMS) for the respective local transit agencies. The CARTA Board of Directors certified the agency’s Safety Plan on June 17, 2020, and adopted its annual Plan update on September 30, 2023. The BCDCOG Board of Directors certified TriCounty Link’s Safety Plan, and adopted its annual Plan update on August 28, 2023. Included in Table 6-10b below, are the agencies’ targets and summary of performance for the 2023 period, and the targets set for the performance period 2024. Each agency will continue to report on progress and update targets on an annual basis, and coordinate with the CHATS MPO to ensure that the goals, objectives, measures and targets set in the PTASP are integrated into the MPO’s planning processes.

**Table 6-10a: CARTA Transit Safety Performance (2023) and Safety Targets (2024)**

Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Injuries (Total)	Injuries Rate*	Safety Events (Total)	Safety Events Rate*	System Reliability**
All Bus Service (2019 Baseline)	0	0	6	2.02	50	16.72	18,000
All Bus Service (2021 Actual Performance)	0	0	2	1.1	54	28.9	26,840
All Bus Service (2022 Target)	0	0	5	1.4	30	8.6	25,000
All Bus Service (2022 Actual Performance)	0	0	20	5.7	54	15.5	31,024
All Bus Service (2023 Target)	0	0	5	1.47	30	8.86	20,000
All Bus Service (2023 Actual Performance)	0	0	6	1.77	12	3.54	25,823
<b>All Bus Service (2024 Target)</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1.47</b>	<b>10</b>	<b>2.95</b>	<b>30,000</b>

Note - \*Rate per 1,000,000 vehicle revenue miles; \*\*Average distance between major mechanical failures

**Table 6-10b: TCL Transit Safety Performance (2023) and Safety Targets (2024)**

Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Injuries (Total)	Injuries Rate*	Safety Events (Total)	Safety Events Rate*	System Reliability**
All Bus Service (2019 Baseline)	0	0	5	5.35	10	10.7	25,000
All Bus Service (2021 Actual Performance)	0	0	2	4.1	8	16.5	92,432
All Bus Service (2022 Target)	0	0	5	0.7	10	1.4	60,000
All Bus Service (2022 Actual Performance)	0	0	2	0.28	9	1.3	71,321
All Bus Service (2023 Target)	0	0	3	0.45	9	1.3	60,000
All Bus Service (2023 Actual Performance)	0	0	1	0.15	5	0.75	71,321
<b>All Bus Service (2024 Target)</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.42</b>	<b>5</b>	<b>0.75</b>	<b>65,000</b>

Note - \*Rate per 100,000 vehicle revenue miles (VRM); \*\*Average distance (VRM) between major mechanical failures

For the 2024 performance period the CHATS MPO accepts and supports the safety performance measures and targets set in the CARTA and TCL PTASPs. The MPO will continue to work with both transit service providers to achieve these targets.

**APPENDIX A: ADOPTION AND APPROVAL RESOLUTION**

DRAFT

**APPENDIX B: CHATS STUDY TEAM/POLICY COMMITTEE MEETING MINUTES**

DRAFT

**APPENDIX C: CARTA Public Transportation Agency Safety Plan (PTASP) 2024 Performance Targets**

DRAFT



Charleston Area Regional Transportation Authority

MEMORANDUM

TO: Sarah Cox, Transportation Planner, BCDCOG / CHATS MPO  
FROM: Jeff Hughes, Chief Safety Officer, BCDCOG  
DATE: November 6, 2023  
SUBJECT: Public Transportation Agency Safety Plan Performance Targets  
CC: Kathryn Basha, Planning Director, BCDCOG / CHATS MPO; file

The National Public Transportation Safety Plan Rule, which defines the four performance measures for which transit agencies and MPOs have to set targets. The PTASP final rule has an effective date of July 19, 2019, and applies to transit agencies that are recipients and sub-recipients of FTA Section 5307 funding. Applicable transit operators are required to develop a PTASP including processes and procedures implementing a Safety Management Systems (SMS). The CARTA Board of Directors revised its annual Safety Plan certification on September 20, 2023. Included below are the 2024 targets for the four safety measures, which is updated annually hereafter.

FTA's PTASP regulation, 49 CFR Part 673, requires the state or transit agency that drafted the Agency Safety Plan to make its safety performance targets available to states and MPOs to aid in the planning process and to coordinate with states and MPOs in the selection of state and MPO safety performance targets. The MPO is responsible for integrating performance measures from PTASP into their planning processes in accordance with 23 CFR §450.306(d)(4) that states "an MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other state transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program..." The regulation lists nine plans that are among those the MPO must integrate into its planning process (23 CFR § 450.306(d)(4)(i)-(viii)), & the PTASP is one of them.

FY 2024 Safety Performance Targets CARTA							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
All Bus Services	0	0/1,000,000 VRM	5	1.47/1,000,000 VRM	10	2.95/1,000,000 VRM	30,000 VRM



FY 2023 Safety Performance CARTA								
	Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
Target	All Bus Services	0	0/1,000,000 VRM	5	1.47/1,000,000 VRM	30	8.86/1,000,000 VRM	20,000 VRM
Actual	All Bus Services	0	0/1,000,000 VRM	6	1.77/1,000,000 VRM	12	3.54/1,000,000 VRM	25,823 VRM

CARTA established the goal to make transit safer for all customers, employees, and the local community through policy development, hazard investigation, data collection, risk analysis, effective oversight programs, and information sharing. Staff will continue to work toward improving processes to ensure the safety of its customers, employees, and the public with the goal of exceeding the performance measures established in the PTASP. CARTA aims to support a robust safety culture, and achieve the highest level of safety performance, meeting all established safety standards with a commitment to safety from the Board of Directors, to the executive leadership team to the frontline employee.

In summary, there were a total of **3,382,747 VRM**, 131 mechanical failures, 6 total injuries, and 12 total safety events. To note, there has been a sharp decline in injuries as defined by the FTA.

Please feel free to contact me with any questions or for further information. We appreciate the coordinated effort with our member jurisdictions, the CHATS MPO, and SCDOT to improve safety for transit access and transit facilities.

**\*NOTE-** The targets have been converted to the FTA standard of vehicle revenue miles (**VRM**) versus passenger trips, which explains the difference in performance data calculations from previous year.

**Target SPT injuries (6)/ by annual VRM (3,382,747) X 1,000,000 =1.77 per 1,000,000 VRM**

**Target SPT safety events (12)/ by annual VRM (3,382,747) X 1,000,000=3.54 per 1,000,000 VRM**

**Actual SPT system reliability 3,382,747/131= 25,823**

**APPENDIX D: TriCounty Link Public Transportation Agency Safety Plan (PTASP) 2024 Performance Targets**

DRAFT

MEMORANDUM

TO: Sarah Cox, Transportation Planner, BCDCOG / CHATS MPO  
 FROM: Jeff Hughes, Chief Safety Officer, BCDCOG  
 DATE: November 14, 2023  
 SUBJECT: Public Transportation Agency Safety Plan Performance Targets  
 CC: Kathryn Basha, Planning Director, BCDCOG / CHATS MPO; file

The Public Transportation Agency Safety Plan (PTASP) final rule was issued on June 19, 2018. The issuance of this final rule serves as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule, which defines the four performance measures for which transit agencies and MPOs have to set targets. The PTASP final rule has an effective date of July 19, 2019, and applies to transit agencies that are recipients and sub-recipients of FTA Section 5307 funding. Applicable transit operators are required to develop a PTASP including processes and procedures implementing a Safety Management Systems (SMS). The RTMA Board of Directors revised its annual Safety Plan certification on August 28, 2023. Included below are the 2023 targets for the four safety measures, which is updated annually hereafter. In addition, the performance data shifted to the

FTA's PTASP regulation, 49 CFR Part 673, requires the state or transit agency that drafted the Agency Safety Plan to make its safety performance targets available to states and MPOs to aid in the planning process and to coordinate with states and MPOs in the selection of state and MPO safety performance targets. The MPO is responsible for integrating performance measures from PTASP into their planning processes in accordance with 23 CFR §450.306(d)(4) that states "an MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other state transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program..." The regulation lists nine plans that are among those the MPO must integrate into its planning process (23 CFR § 450.306(d)(4)(i)-(viii)), & the PTASP is one of them.

2024 Safety Performance Targets (SPT) RTMA							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
All Bus Services	0	0/100,000 VRM	2	.42/100,000 VRM	5	.75/100,000 VRM	65,000 VRM

2023 Safety Performance Targets (SPT) RTMA								
	Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
Target	All Bus Services	0	0/100,000 VRM	3	.45/100,000 VRM	9	1.3/100,000 VRM	60,000 VRM
Actual	All Bus Services	0	0/100,000 VRM	1	.15/100,000 VRM	5	.75/100,000 VRM	71,321 VRM

RTMA established the goal to make transit safer for all customers, employees, and the local community through policy development, hazard investigation, data collection, risk analysis, effective oversight programs, and information sharing. Staff will continue to work toward improving processes to ensure the safety of its customers, employees, and the public with the goal of exceeding the performance measures established in the PTASP. RTMA aims to support a robust safety culture, and achieve the highest level of safety performance, meeting all established safety standards with a commitment to safety from the Board of Directors, to the executive leadership team to the frontline employee.

In summary, there were a total of **668,049 VRM**, 0 mechanical failures, 1 total injury, and 5 total safety events.

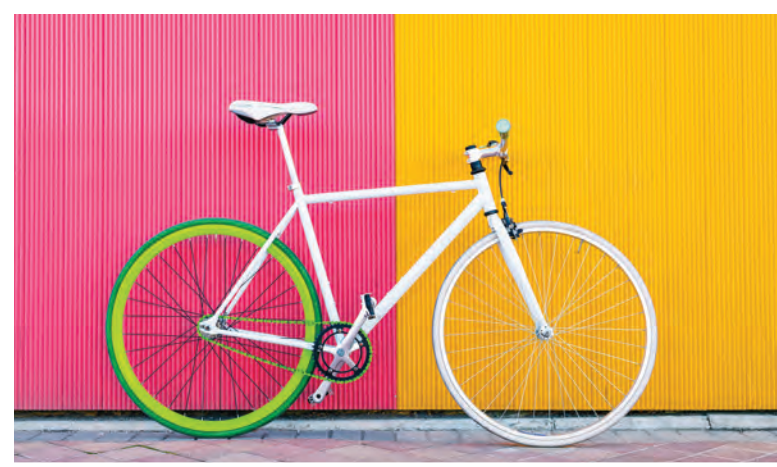
Please feel free to contact me with any questions or for further information. We appreciate the coordinated effort with our member jurisdictions, the CHATS MPO, and SCDOT to improve safety for transit access and transit facilities.

**\*NOTE-** The targets have been converted to the FTA standard of vehicle revenue miles (**VRM**) versus passenger trips, which explains the difference in performance data calculations from previous year.

**Target SPT injuries (5)/ by annual expected VRM (668,049) X 100,000 =.70 per 100,000 VRM**

**Target SPT safety events (10)/ by annual expected VRM (668,049) X 100,000=1.4**

**Actual SPT system reliability 668,049/1= 71,321**



# CHATS

CHARLESTON AREA  
TRANSPORTATION STUDY



**ADOPTED MAY 15, 2023**  
**Amendment #1 (Draft)**

# UNIFIED PLANNING WORK PROGRAM

Fiscal Years | **2024 & 2025**

Funds for this planning work program provided by:

- Federal Highway Administration
- Federal Transit Administration
- SC Department of Transportation
- Berkeley-Charleston-Dorchester Council of Governments and Member Governments



**Table of Contents**

Resolution of Adoption  
 Introduction..... i  
 Organization & Management..... i  
 Map of CHATS Study Area..... iii  
 Transportation Planning Framework ..... iv  
 CHATS Planning Work Program Overview ..... vii  
 Previous Planning Work Program Major  
 Accomplishments.....ix

**Section 1.0 Program Administration**

1.1-CHATS Administration..... 2  
 1.2-Transportation Improvement Program Development... 4  
 1.3-Transportation Alternatives Program Activities..... 6  
 1.4-Technical Assistance ..... 8

**Section 2.0: Surveillance/Data Collection**

2.1-Land Use / Socio-economic Data Monitoring.....11  
 2.2-Transportation System Surveillance ..... 14  
 2.3-Census Cooperation..... 15  
 2.4-Air Quality Monitoring.....16

**Section 3.0: Congestion Management**

3.1-Congestion Management Efforts.....19  
 3.2-Intermodal Management.....21  
 3.3-Transit Service Planning/Management.....24  
 3.4-Complete Streets.....29

**Section 4.0: Long Range Transportation Planning**

4.1-Plan Review and Development.....32  
 4.2-Simulation of the Transportation System.....34  
 4.3-Special Studies / Project Analysis.....37  
 4.4-Regional Land Use Planning.....39

**Section 5.0: Public Participation**

5.1-Public Participation, Education, and Involvement.....42

**Appendices**

A: Transportation Glossary.....45  
 B: FHWA-FTA 2021 Planning Emphasis Areas.....50  
 C: Fiscal Year 2024 Project Timeline/Milestones.....53  
 D: Budget Summary.....54

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“The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 or Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”

**RESOLUTION CERTIFYING THE  
CHARLESTON AREA TRANSPORTATION STUDY'S TRANSPORTATION PLANNING PROCESS  
FY2024 & FY2025**

**WHEREAS**, the CHATS Policy Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607, as amended;

**WHEREAS**, the CHATS Policy Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));

**WHEREAS**, the CHATS Policy Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

**WHEREAS**, the CHATS Policy Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

**WHEREAS**, the CHATS Policy Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations;

**WHEREAS**, the CHATS Metropolitan Transportation Improvement Program is a subset of the currently conforming 2040 Long-Range Transportation Plan;

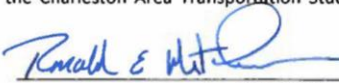
**WHEREAS**, the CHATS Long Range Transportation Plan has a planning horizon year of 2040, and meets all the requirements for an adequate Transportation Plan,

**NOW THEREFORE**, be it resolved that the CHATS Metropolitan Planning Organization's Transportation Policy Committee certifies the transportation planning process for the Charleston-North Charleston Metropolitan Planning Organization on this the 15<sup>th</sup> day of May 2023.

**READ AND ADOPTED** the 15<sup>th</sup> day of MAY 2023.

  
Herb Sass, Chairman

Certified true and correct copy of a resolution adopted by the Charleston Area Transportation Study Policy Committee on 5/15/23.

  
Ronald E. Mitchum

Executive Director  
Title

5/15/23 Date

## INTRODUCTION

The Charleston Area Transportation Study (CHATS) was initiated in 1965 as a joint effort of the Charleston County Planning Board, the South Carolina State Highway Department, and the Federal Highway Administration. The original purpose of the CHATS Study, completed in 1968, was to determine future highway needs and delineate a transportation network designed to satisfy expected travel demands. Increased awareness of the interdependence of other elements of the transportation system and changing federal requirements have necessitated broadening the scope of CHATS to include planning for transit, bicycle, and pedestrian facilities as well as highways and freight mobility in coordination with aviation and port agencies in the Charleston area.

In 1973, the Berkeley-Charleston-Dorchester (BCD) Regional Planning Council (now the Council of Governments) was assigned responsibility for conducting the CHATS program. A Policy Committee, established to oversee the activities of the CHATS program, was designated as the Metropolitan Planning Organization (MPO) in 1977. The then State Department of Highways and Public Transportation (currently SCDOT) and the Berkeley-Charleston-Dorchester Council of Governments were concurrently designated to staff the MPO. As the MPO, CHATS is responsible for all local decisions pertaining to the region's urban transportation planning program. Elected and appointed officials from all local governments and each mode of transportation are represented on the CHATS Policy Committee. In this manner, the Policy Committee acts as a forum for cooperation and decision-making that engages the elected officials of each local government.

The Unified Planning Work Program (UPWP) for CHATS is developed biannually, with an interim annual update, to outline all major transportation planning and related activities within the CHATS planning area anticipated for the upcoming two-year fiscal period. While it is the mission of CHATS to complete work planned within a program year, task elements may span multiple

fiscal years and therefore are carried forward into subsequent Unified Planning Work Programs until completion.

It is important to note that federal financial support to implement the work program is received through a consolidated planning grant from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), with state funding from the South Carolina Department of Transportation (SCDOT), and local funding assistance from the member jurisdictions.

## ORGANIZATION & MANAGEMENT

The CHATS planning process is guided by a Policy Committee designated as the Metropolitan Planning Organization (MPO) by the Governor of South Carolina for the Charleston Urbanized Area and those portions of Berkeley, Charleston, and Dorchester counties that are expected to be urbanized by the year 2040. Within the CHATS planning area, there are fourteen separate municipalities, three county governments, and a population of approximately 800,000 persons.

The CHATS Policy Committee is made up of 50 voting members. The committee chair is determined through a biannual rotation among members representing each of the three counties.

The CHATS Study Team provides technical expertise to the Policy Committee by evaluating and providing feedback on the planning process, transportation plans, programs and projects, and making recommendations to the Policy Committee regarding matters of region-wide significance. The CHATS Study Team includes staff from each of the counties and municipalities within the CHATS boundary, as well as SCDOT, FHWA, Charleston Area Regional Transportation Authority (CARTA), South Carolina Ports Authority (SCPA), Joint Base Charleston (JBC), school districts, and utility providers.

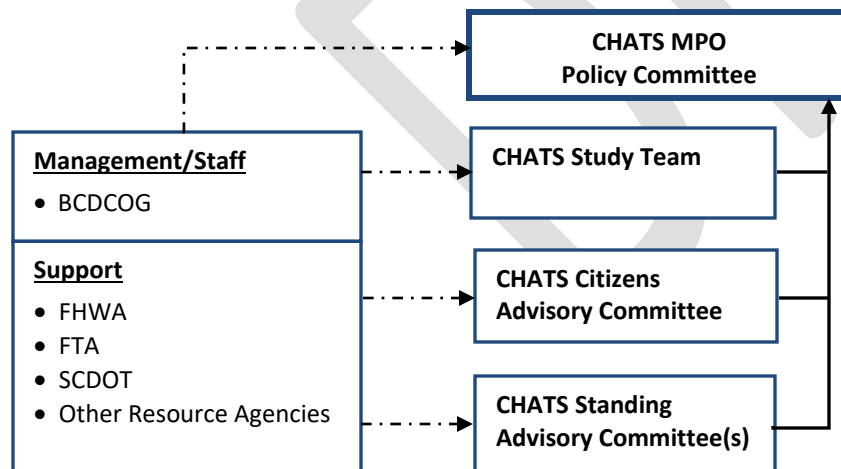
The Policy Committee may also appoint a CHATS Citizens Advisory Committee from a particular area within the CHATS planning area to provide guidance on local issues as the need



arises and/or appoint a CHATS Standing Advisory Committee to provide in-depth guidance on more targeted issues such as freight, transportation alternatives, safety, etc.

Implementation of the program is a joint effort of the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), SCDOT, and various member agencies or governments within the CHATS planning area. Administration of the transportation planning program is the responsibility of BCDCOG. This agency is responsible for coordinating, developing, and preparing all required CHATS plans and programs for submission to the Policy Committee after Study Team analysis and an appropriate citizen input process, as applicable. Technical support is provided by SCDOT's Office of Planning and Office of Public Transit and oversight of the entire CHATS process is provided by FHWA in cooperation with FTA.

Additional coordination is maintained with the South Carolina Ports Authority, the Charleston County Aviation Authority, and transit operators. Through this collaborative process, not only can overlapping responsibilities and duplication of effort be minimized, but the regionalized coordinated effort can effectuate a safe, efficient transportation system for citizens, employees and visitors, and the movement of goods in the region. The CHATS MPO governance and management/staffing structure are as follows:



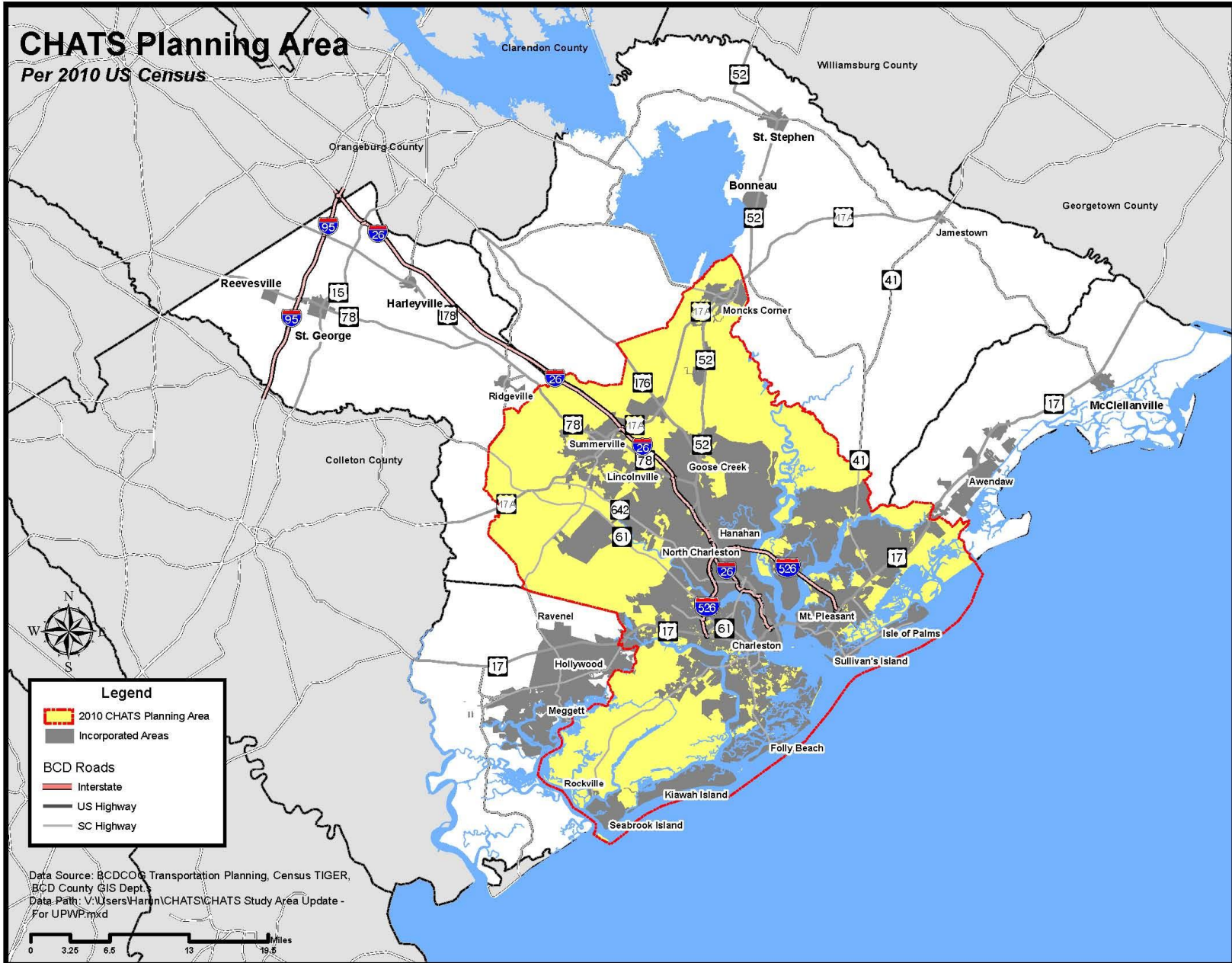
Specifically, CHATS required plans and programs include:

- Development of annual budget and work tasks of the UPWP
- Update and maintenance of a Long-Range Transportation Plan (LRTP)
- Development and maintenance of a conforming Transportation Improvement Program (TIP)
- Enhancing and maintaining the Public Participation Plan (PPP) in accord with the adopted Title VI Civil Rights and Limited English Proficiency Plan
- Development and maintenance of a Congestion Management Process (CMP)
- Implementation of transportation demand management/reduction initiatives, including the I-26/ I-526 Commuter Services Program, Lowcountry GO
- Implementation of the regional Human Services Transportation Coordination Plan
- Implementation of transportation projects and programs for vulnerable populations including seniors and the disabled
- Development, update and implementation of multi-modal transportation planning initiatives such as transit, bicycle and pedestrian improvements, as well as the Transportation Alternatives (TA) program
- Support for intermodal planning activities (e.g. freight movement)
- Update and maintenance of the regional travel demand model

**STUDY AREA**

A map depicting the CHATS Planning Area based on the 2010\* Census identified urbanized area is provided on the next page. The boundaries conform to guidelines, issued by FHWA and FTA, for establishing area transportation study boundaries.

*\*Note – An amendment to the CHATS Planning Area will be made pending approval of CHATS boundary adjustment, based on the 2020 Census urban area designation.*



## TRANSPORTATION PLANNING FRAMEWORK

### Bipartisan Infrastructure Law (BIL)

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

### CHATS

Using annual apportioned funding from the Consolidated Planning Grant and carryover funds available, CHATS assesses effectiveness of the region’s transportation program in accord with guidance from FHWA, FTA, and SCDOT. Overall, the processes used to identify needed transportation improvements and project selection are guided to achieve the following ten goals set forth in the federal planning factors (FPF) established by the FAST Act and maintained under BIL:

**FPF-1: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.** The CHATS Unified Planning Work Program focuses on coordination of transportation projects with local governments and agencies to improve the MPO’s global competitiveness. This is achieved by promoting transportation corridors that improve access to and within the region, thus enhancing the flow of goods and services to the global market. A prime example is the cooperation between CHATS,

SCDOT, and the South Carolina Ports Authority on expansion of the Charleston Port, construction of the new Port Access Road, evaluation of regional freight movements, implementation of the Rethink Folly Road Complete Streets Plan, completion of I-526, and addressing traffic congestion on I-26 and I-526.

**FPF-2: Increase the safety of the transportation system for motorized and non-motorized users.** CHATS continues to encourage projects that include enhanced safety features for non-motorized transportation systems in the region, such as pedestrian and bicycle facilities, and coordinating with the local schools on the Safe Routes to School program.

**FPF-3: Increase the security of the transportation system for motorized and non-motorized users.** CHATS continues to strive for the integration of transportation plans with emergency response, resiliency and recovery plans, as well as implementing technology to secure the transportation infrastructure. Coordinated planning efforts enhance safety to residents and provide options during an emergency. Intelligent Transportation Systems and signal system upgrades continue to be planned to aid in security.

**FPF-4: Increase the accessibility and mobility of people and freight.** The CHATS MPO continues to work with all local governments in the CHATS planning area to update and amend the TIP for the 2021-2027 programming period as needed. Travel demand modeling continues to be used as a tool to analyze the current highway network and projected future network demand to identify areas of congestion where transportation projects should be prioritized. Additionally, mobility of people and freight movement continues to be addressed through planning for land use development that makes efficient use of the transportation infrastructure.

- FPF-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, housing, and economic development patterns.** In an effort to reduce pollution and protect the environment, the CHATS MPO monitors the highway network and implements projects identified in the Congestion Management Plan. The CHATS MPO continues to work with state and local governments and agencies to coordinate transportation projects, including those planned in support of identified centers, Transit Oriented Development (TOD) station areas, and economic development nodes, in a consistent, equitable, affordable, and environmentally sound manner including the identification of electric vehicle charging stations and autonomous vehicle corridors.
- FPF-6: Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.** The CHATS MPO continues to examine the integration of multiple transportation systems within the region. To address this issue, the CHATS MPO administers implementation of the Human Service Transportation Coordination Plan, facilitates service coordination between the urban and rural transit systems, and implementation of the completed alternatives analysis (i-26ALT Study) that determined the Locally Preferred Alternative for a fixed guideway transit service in the I-26 corridor. Transportation projects are also designed to enhance the interface between modes through programs such as Complete Streets, Transportation Demand Management, and comprehensive land use planning.
- FPF-7: Promote efficient system management and operation.** The CHATS MPO continues working with SCDOT on funding system improvements that promote efficient operations such as coordination of signal systems and

other Intelligent Transportation Systems projects, as well as project design and selection.

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

### **FHWA-FTA 2021 Planning Emphasis Areas**

The FHWA and FTA Offices of Planning jointly issued updated Planning Emphasis Areas (PEAs) in December 2021, for consideration by metropolitan planning organizations, state departments of transportation, transit agencies, and federal land management agencies in the development of Unified Planning Work Programs and Statewide Planning and Research Programs. The eight (8) federal PEAs are as follows and included in more detail in Appendix B:

**PEA-1: Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future.** Encourages use of the transportation planning process and infrastructure investments to help achieve the national greenhouse gas reduction goals, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

**PEA-2: Equity and Justice40 in Transportation Planning.** Encourages State DOTs, MPOs, and public transportation providers to advance racial equity and support for underserved and disadvantaged communities.

**PEA-3: Complete Streets.** Encourages State DOTs, MPOs, and public transportation providers to review current policies, rules, and procedures to determine their impact on safety for all road users. Efforts should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

**PEA-4: Public Involvement.** Encourages early, effective and continuous public involvement to bring diverse viewpoints into the decision-making process. State DOTs, MPOs, and public transportation providers are encouraged to increase meaningful engagement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public

involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

**PEA-5: Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.** Encourages State DOTs and MPOs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities including military bases, ports, and depots.

**PEA-6: Federal Land Management Agency (FLMA) Coordination.** Encourages coordination with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

**PEA-7: Planning and Environmental Linkages (PEL).** Encourages State DOTs, MPOs, and public transportation providers to implement PEL as part of the transportation planning and environmental review process. This approach facilitates interagency relationship building among planning, resource and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information.

**PEA-8: Data in Transportation Planning.** Encourages state, MPO, and public transportation providers to incorporate data assets, including data management and data sharing principles, into the transportation planning process.

## CHATS PLANNING WORK PROGRAM OVERVIEW

The CHATS planning work program includes comprehensive planning activities in support of these areas of emphasis by focus in five (5) broad areas:

- ✓ **Program Administration**, including the coordination and administrative management of a TIP, which identifies projects and/or programs to receive various sources of Federal funding for highway, transit, and intermodal facilities and programs. Additional work under this focus area includes amending the UPWP as needed, facilitating Transportation Alternatives Program (TAP) activities, providing transportation data and planning reports to the public, and assisting local governments on transportation planning issues.
- ✓ **Surveillance/Data Collection** in support of transportation planning endeavors within the CHATS planning area. Collection and maintenance of data related to changes in land uses and socio-economic conditions, and monitoring travel and development patterns to determine evolving growth areas enable CHATS and Staff to identify potential transportation congestion areas and opportunities for intermodal linkages. This focus area includes coordination with the US Census Bureau and monitoring air quality requirements and potential issues effecting continued compliance with the Clean Air Act.
- ✓ **Congestion Management**, including examination of the transportation system's deficiencies and areas of congestion that can be addressed through application of congestion management strategies and planning for efficient transport of people and goods by enhanced linkages in modes of transportation. A principal emphasis in this focus area is on transit service planning and management, to assist with expansion and enhancement of transit services across the region. Included in this focus area of the work program are tasks encouraging development of complete streets and

context-sensitive transportation projects and transportation demand management initiatives.

- ✓ **Long-Range Transportation Planning**, including maintenance and implementation of CHATS' adopted 2040 Long Range Transportation Plan. Primary initiatives supporting this focus area include expanding the capacity and maintenance of the in-house travel demand model, conducting special studies of areas and corridors involving transportation issues, coordinating with local jurisdictions on planning efforts surrounding major transportation corridors to ensure linkages with land uses, facilitating development of strategic corridor improvement plans, evaluating and planning for environmental risks to the transportation networks, and stewarding implementation of multi-jurisdictional plans including, but not limited to ReThink Folly Road, the Neck Area Master Plan, WalkBike BCD, the Regional Transit Framework Plan, and the regional land use plan, OurRegion, OurPlan.
- ✓ **Public Participation**, facilitating active citizen education about and participation in all CHATS planning processes in accord with the adopted Public Participation Plan, Program Management Plan, Title VI and DBE plans.

A summary matrix of how the FY 2024 & FY 2025 UPWP elements/tasks relate to each of the Federal Planning Factors (FPFs) and Planning Emphasis Areas (PEAs) is provided below.

**UPWP Elements/Tasks and Federal Planning Factors (FPF) & Planning Emphasis Areas (PEA) Matrix**

UPWP	Federal Planning Factors (FPF)										Planning Emphasis Areas (PEA)							
	FPF-1	FPF-2	FPF-3	FPF-4	FPF-5	FPF-6	FPF-7	FPF-8	FPF-9	FPF-10	PEA-1	PEA-2	PEA-3	PEA-4	PEA-5	PEA-6	PEA-7	PEA-8
Elements/Tasks	Economic Vitality	Safety	Security	Access & Mobility	Protect & Enhance the Environment	Integration & Connectivity	System Management & Operation	System Preservation	Resiliency & Reliability	Enhance Travel & Tourism	Tackling the Climate Crisis	Equity & Justice <sup>40</sup>	Complete Streets	Public Involvement	STRAHNET/DOD Coordination	FLMA Coordination	Planning & Environmental Linkages	Data in Transportation Planning
<b>1.0 Program Administration</b>																		
1.1 CHATS Administration & Management												X		X				X
1.2 Transportation Improvement Programming	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
1.3 Transportation Alternatives Program		X		X	X	X		X		X	X	X	X					X
1.4 Technical Assistance	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>2.0 Surveillance / Data Collection</b>																		
2.1 Land Use / Socio-economic Data Monitoring	X											X						X
2.2 Transportation System Surveillance	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2.3 Census Cooperation												X		X				X
2.4 Air Quality Monitoring					X				X		X	X					X	X
<b>3.0 Congestion Management</b>																		
3.1 Congestion Management Efforts	X	X	X	X	X	X	X		X	X	X	X	X		X		X	X
3.2 Intermodal Management	X	X	X	X		X	X			X	X	X	X		X			X
3.3 Transit Service Planning & Management	X	X	X	X	X	X	X	X	X	X	X	X	X	X				X
3.4 Complete Streets	X	X	X	X	X	X	X		X	X	X	X	X	X				X
<b>4.0 Long-Range Transportation Planning</b>																		
4.1 Plan Review & Development	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
4.2 Simulation of the Transportation System	X	X		X		X	X	X			X							X
4.3 Special Studies / Project Analysis	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
4.4 Regional Land Use Planning	X			X	X	X			X	X		X	X	X	X	X	X	X
<b>5.0 Public Participation</b>																		
5.1 Public Participation, Education & Involvement	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

## FY2022 AND FY2023 MAJOR ACCOMPLISHMENTS

The CHATS planning work program for fiscal years 2022 and 2023 was successful in accomplishing a number of these objectives including:

- Coordinating CHATS Policy Committee and standing committee meetings;
- Preparing and adopting amendments to the current TIP;
- Assisting with implementation of previously approved Transportation Enhancement/Transportation Alternatives Program projects; including serving as a designated Local Project Administrator;
- Updating the CHATS Transportation Alternative (TA) program's competitive application process aimed to improve program delivery;
- Assisting local jurisdictions with preparation of comprehensive plan transportation and land use elements, as well as zoning and land development regulations;
- Coordinating with local jurisdictions to collect building permit data and updated development projections;
- Preparing and making available, maps of annual regional ADT counts;
- Assisting CARTA and TriCounty Link with collection of ridership information, route planning projects and grant applications;
- Processing data from the US Census for publication in reports used by the public and other agencies;
- Analyzing transportation pattern data from the US Census and travel demand model;
- Expanding and updating the region's travel demand model to include coverage of the entire tri-county area;
- Coordinating with SCDHEC to facilitate air quality monitoring and public education activities;
- Assisting member jurisdictions with employment of congestion management strategies;
- Updating the region's Human Services Transportation Coordination Plan and coordinating annual meetings of human service transportation providers to support its implementation;
- Continuing implementation of the regional Mobility Management programs;
- Collaborating with member jurisdictions and regional organizations to improve bike/pedestrian facilities and their safety/connectivity within the region;
- Coordinating new initiatives with implementation of adopted Plans such as the Neck Area Master Plan, the Regional Transit Framework Plan, I-26ALT, the Rivers Avenue Connectivity Study, and Transit Oriented Development Study Phase I;
- Providing oversight of FTA Section 5310 subrecipients' grant implementation;
- Managing project development, including securing FTA approval for the Lowcountry Rapid Transit's entry into the New Starts Engineering phase of the FTA Capital Investment Grants Program (CIG);
- Maintaining and reporting on mandated documents including the region's DBE Plan;
- Implementing initiatives called for in the Commuter Services Plan (Lowcountry GO) focused on I-26 & I-526;
- Initiating and managing the region's Lowcountry Go Vanpool program;
- Developing and adopting the BCD Regional Freight Mobility Plan and coordinating its integration into the CHATS LRTP;
- Continuing development of a comprehensive study of and plan for the US 52 corridor;



- Coordinating with jurisdictions and the Charleston Resiliency Network to provide outreach and data to assess flooding impacts on the transportation infrastructure;
- Developing Transit and Bus Stop Design Guidelines, and promoting its use with developers, state, county, and municipal partners in implementing standardized transit infrastructure improvements;
- Developing CARTA Battery Electric Bus Master Plan and Roadmap, which identifies the immediate and future needs of the transit agency as it transitions to a battery-electric bus (BEB) fleet;
- Working with local stakeholders to outline a plan for a regional network of Electric Vehicle (EV) charging stations;
- Coordinating development of a plan and architecture for a network of regional Intelligent Transportation Systems.

DRAFT

CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO  
**UNIFIED PLANNING WORK PROGRAM**

**FY 2024 & FY 2025**

**(July 1, 2023 – June 30, 2025)**

1.0 PROGRAM ADMINISTRATION

**Purpose:** To coordinate and administer the MPO's transportation planning activities in compliance with all federal and state regulations and requirements, including general administration and management activities, administering the TIP and TAP programs, developing, maintaining and implementing the UPWP, providing transportation data and planning reports to the public, and assisting local governments on transportation planning issues.

- 1.1 CHATS ADMINISTRATION & MANAGEMENT
- 1.2 TRANSPORTATION IMPROVEMENT PROGRAMMING
- 1.3 TRANSPORTATION ALTERNATIVES PROGRAM
- 1.4 TECHNICAL ASSISTANCE

## 1.1: CHATS Administration & Management

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**Objectives:** To effectively and efficiently administer and manage initiatives of the MPO (CHATS) Policy Committee and its various advisory committees and subcommittees to ensure compliance with federal and state requirements; coordination of MPO activities with those of local and state agencies/governments; documentation of CHATS activities; and to ensure staff has adequate training and resources to conduct these activities.

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**Scope/Work:** The BCDCOG will continue to provide staff support to the CHATS Policy Committee, CHATS Study Team, special/standing advisory committees, citizen advisory committees, and all other ad-hoc or permanent subcommittees. CHATS staff will implement work tasks contained in this UPWP and other administrative activities including, but not limited to, the following:

- A. Arrange meetings, prepare and distribute meeting notices, agendas, and agenda materials;
  - B. Prepare certification documentation, agreements, resolutions, and memoranda of understanding etc. on behalf of CHATS;
  - C. Maintain financial records of all revenues and expenditures;
  - D. Prepare timesheets, annual and quarterly reports documenting activities;
  - E. Make application and administer related grants in accord with requirements on contracts, purchases, fiscal accountability and audits;
  - F. Monitor implementation of the current Unified Planning Work Program (UPWP), amend as necessary to address performance goals and measures as released, and prepare an interim update to the two-year UPWP for FY2025;
  - G. Evaluate, reconcile and prepare an annual report/listing of federally funded projects with new obligations and de-obligations;
  - H. Conduct research, attend training sessions and other workshops/meetings related to CHATS programs and current trends in transportation planning methods (includes travel expenses, registration, purchase of publications and other related expenses);
  - I. Participate in regional transportation planning activities that have an impact on the transportation system in the CHATS area; serve as liaison to other organizations such as the State Infrastructure Bank (SIB), the SC Ports Authority, local transportation transit providers, trucking and rail industry representatives, and the Charleston Aviation Authority; coordinate with the Local Option Transportation Sales Tax programs to ensure coordination among regional transportation projects;
  - J. Purchase/maintain any computer software/hardware needed to maintain records of the CHATS planning program;
  - K. Continue to ensure all programs and activities comply with Title VI of the Civil Rights Act of 1964, Environmental Justice principles and procedures, SCDOT/FTA DBE programs, and the current Surface Transportation Authorization Bill and its predecessor legislation.
- 

**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY2025.

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**Schedule of Products FY 2024/2025:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.	Prepare meeting agendas, material packets and minutes and distribute one-week in advance of quarterly CHATS Policy Committee and Study Team meetings to <i>(tentatively)</i> be held: <u>July and October, 2023/2024; January and April, 2024/2025</u>	X	X	FHWA (PL)/FTA
B.	Collect documents to demonstrate compliance for the next MPO Certification Review and develop MPO Action Plan in response to Certification Review report: <u>June - October, 2023</u>	X	-	FHWA (PL)/FTA
C.D.	Prepare invoices and quarterly reports for submission to SCDOT for each preceding quarter; <u>the 15th day of October, 2023/2024; January, April, and July, 2024/2025</u>	X	X	FHWA (PL)/FTA
E.	Prepare grant applications as opportunities are announced, quarterly financial reports and annual audits: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
F.	Maintain and amend adopted FY2024/FY2025 UPWP: <u>On-going with interim update for FY 2025 to SCDOT by February 2024/CHATS Policy Committee approval by May, 2024</u>	X	X	FHWA (PL)/FTA
G.	Prepare annual list of obligated projects for approval and public notification: <u>January 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
H.I.	Participate in quarterly meetings/trainings with SCDOT on performance planning/measuring/monitoring and other federal requirements: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
J.	Purchase/maintain computer software/hardware needed to maintain records of the CHATS planning program: <u>As needed through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

<b>FHWA (PL)/FTA</b>	<b>\$277,805</b>
<b>LOCAL</b>	<b>\$69,451</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$347,256</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>6.56%</b>

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$277,805</b>
<b>LOCAL</b>	<b>\$69,451</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$347,256</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>10.48%</b>

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

## 1.2: Transportation Improvement Program

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**Objectives:** To continue producing and maintaining a TIP document compliant with the current Transportation Authorization Bill, including any amendments, updates and administrative corrections needed to address federal funding of projects and projects of regional significance that may or may not involve federal funding.

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**Scope/Work:** BCDCOG will coordinate with SCDOT on review of projects recommended to the CHATS Policy Committee for inclusion in the TIP, and implement tasks to ensure the CHATS Study Team, appropriate advisory committees, and affected jurisdictions are advised of recommendations and/or provide input. Other work activities related to this project include, but are not limited to, the following:

- A. Coordinate with SCDOT for guidance on the process, and requirements of FHWA/FTA for inclusion of TIP projects in the STIP;
  - B. Consult with SCDOT for information on proposed projects in the MPO area from various departments and divisions of SCDOT, including Local Public Agency Administration (LPAA) staff, for inclusion in the TIP;
  - C. Coordinate with SCDOT/OPT, the Charleston Area Transportation Authority (CARTA) and the Berkeley Charleston Dorchester Rural Transportation Management Association (BCD RTMA) to monitor funding and progress of FTA funded transit projects in the MPO area for inclusion in the TIP;
  - D. Coordinate with SCDOT and transportation staff of local jurisdictions (counties and cities) on the progress of current TIP projects, including funding adjustments and obligations;
  - E. Analyze proposed amendments and administrative corrections to the current TIP for policy implications, financial impact, alignment with adopted performance measures, and expected cost benefits of proposed improvements;
  - F. Post draft TIP/STIP amendments for public comment in accord with the updated Public Participation Plan;
  - G. Update the complete TIP document to include an assessment of anticipated effects of proposed projects on achievement of adopted performance targets as required;
  - H. Track the status of project implementation, process updates to maintain a historical record of projects within the current TIP, and report on project implementation;
  - I. Maintain project sheets within the complete TIP document for FY2021-2027;
  - J. Initiate and develop TIP update in coordination with the state for the new STIP window;
  - K. Work with SCDOT on programming in the ESTIP/STIP.
- 

**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

<b>Work</b>	<b>Products</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Proposed Funding</b>
<b>A.-I.</b>	FY 2021-2027 TIP maintained/amended/updated: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>E.</b>	Evaluate project baselines and alignment with MPO performance targets when considering amendments involving new projects: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>F.</b>	Publish advertisements of TIP amendments for public review: <u>In accord with the adopted Public Participation Plan through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>H.</b>	Prepare status reports on implementation of all TIP projects to CHATS: <u>Annually-January 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>J.</b>	Update and adopt CHATS TIP in coordination with SCDOT for the new STIP window: <u>July, 2023 – May, 2024</u>	X	-	FHWA (PL)/FTA
<b>K.</b>	Submit TIP amendments to SCDOT for inclusion in the STIP: <u>Within 5 business days of CHATS approval</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

<b>FHWA (PL)/FTA</b>	<b>\$15,000</b>
<b>LOCAL</b>	<b>\$3,750</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$18,750</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>0.35%</b>

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$15,000</b>
<b>LOCAL</b>	<b>\$3,750</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$18,750</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>0.57%</b>

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

### 1.3: Transportation Alternatives Program

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**Objectives:** To facilitate a process that plans and prioritizes Transportation Alternatives (TA) activities under the current Transportation Authorization Bill, including active Transportation Enhancement (TE) and Transportation Alternatives Program (TAP) projects, Safe Routes to School and Recreational Trails activities under prior transportation bills. To conduct activities that advance implementation and monitoring of local TE/TAP/TA projects.

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**Scope/Work:** The BCDCOG staff will coordinate tasks in support of the Transportation Alternative (TA) set-aside in accord with CHATS policies on TE/TAP/TA projects and other transportation alternatives planning activities, including but not limited to, the following:

- A. Coordinate all administrative functions in support of the Transportation Enhancement Advisory Committee\* including preparation of meeting agendas, minutes, staff reports, etc.;
- B. Advise local jurisdictions on the requirements and process for advancing potential projects through a competitive award process adopted by the CHATS Policy Committee;
- C. Conduct preliminary evaluations and rankings of enhancement projects proposed by local jurisdictions to make recommendations for funding to the CHATS (standing) Transportation Enhancement Advisory Committee\*;
- D. Coordinate reports of the CHATS (standing) Transportation Enhancement Advisory Committee\* advising the CHATS Policy Committee on the evaluation process, funding priorities, and progress of approved enhancement/TAP planning activities;
- E. Assist SCDOT staff in monitoring and reporting progress of approved TE/TAP/TA projects funded through CHATS;
- F. As an approved SCDOT Local Public Agency manage any phase of project development or construction of TE/TAP/TA funded projects as requested by grantees, including coordination with procured professional engineering services as needed;
- G. Coordinate with SCDOT on inclusion of approved TE/TAP/TA projects in the TIP and STIP;
- H. Provide input and assistance as requested on Safe Routes to School, SCPRT Recreational Trails, and Scenic Byways and Highways projects;
- I. Attend SCDOT/FHWA training sessions on LPA project management or TE/TAP/TA programming requirements.

\*Note: Although the funding program name has changed, the CHATS Transportation Enhancement Advisory Committee continues to use the original program name from SAFETEA-LU

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**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

<b>Work</b>	<b>Products</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Proposed Funding</b>
<b>A.</b>	Prepare meeting materials, information, and reports to the standing Transportation Enhancement Advisory Committee: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>B.C.</b>	Administer the MPO's competitive TA award process including evaluating and prioritizing enhancement projects proposed by local jurisdictions: <u>February-March, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>D.E.</b>	Prepare and present annual project status report to the standing Transportation Enhancement Advisory Committee and CHATS Policy Committee: <u>January, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>F.</b>	Execute agreements to serve as the LPA on projects as requested: <u>Initiate project process within 3 months of contract execution</u>	X	X	FHWA (PL)/FTA
<b>G.</b>	Coordinate with SCDOT on inclusion of approved TA projects in the TIP and STIP: <u>July, 2023/2024</u>	X	X	FHWA (PL)/FTA
<b>H.</b>	Coordinate on Safe Route to School, SC RTP, and Scenic Byways and Highways projects: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

<b>FHWA (PL)/FTA</b>	<b>\$25,000</b>
<b>LOCAL</b>	<b>\$6,250</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$31,250</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>0.59%</b>

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$25,000</b>
<b>LOCAL</b>	<b>\$6,250</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$31,250</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>0.94%</b>

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



## 1.4: Technical Assistance

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**Objectives:** To provide transportation data and planning reports to the public and to assist local governments on transportation and related planning issues. To foster better coordination of planning efforts across jurisdictional boundaries, promote informed decision-making by staff and policy makers, and better inform citizens of the relationships between land use and development decisions with transportation systems. To support implementation of the current CHATS MPO Long-Range Transportation Plan by encouraging growth patterns and community design to lessen adverse impacts of growth on the regional transportation system.

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**Scope/Work:** The BCDCOG will advise and provide staff assistance to local governments within the CHATS planning area on technical matters, as well as offer information to individuals and agencies making inquiries concerning CHATS plans and programs. Typical tasks include, but are not limited to, the following:

- A. Coordinate opportunities for discussions about land use implications on regional transportation infrastructure and programs;
- B. Provide technical assistance regarding land use planning, urban design, transit-oriented design, multimodal planning, traffic congestion, and access management to individual jurisdictions as tools for accommodating and mitigating impacts of new growth;
- C. Assist jurisdictions with planning for, and prioritization of, newly identified local funds for transportation improvements, including county transportation sales tax levies and competitively awarded discretionary grants;
- D. Assist jurisdictions with identifying methods for implementing performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for transportation improvements prioritized at the local level;
- E. Provide assistance and data, including regional travel demand model forecasts and transportation demand management strategies, to jurisdictions that undertake transportation planning associated with individual comprehensive plan updates/reviews;
- F. Provide assistance to individual jurisdictions seeking to implement transportation programs and policies promulgated within adopted comprehensive plans;
- G. Provide support to general comprehensive planning activities to encourage growth patterns and community design that address affordable housing needs while reducing negative impacts on transportation infrastructure;
- H. Assist with local, regional and state disaster mitigation and recovery, and community resilience planning of transportation services and systems;
- I. Continue presentations, conduct scenario planning activities, and update travel demand projections to enhance public education about transportation planning and specific plans completed for the region and principal corridors;
- J. Identify and procure transportation data and design platform, such as Remix, that can easily support the scenario planning process by integrating data across modes, and enable multi-agency/stakeholder development and evaluation of scenario tradeoffs, conceptual designs (visualization of alternatives), and prioritization;
- K. Provide training of local planning/zoning board and commission members on the interrelationship of land use planning/land development decisions with transportation mobility within the region.

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**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

<b>Work</b>	<b>Products</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Proposed Funding</b>
A.-I.	Make presentations on CHATS land use and transportation initiatives: <u>As requested through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
A.-I.	Log documentation of input provided on local transportation improvements: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
D.-H.	Prepare Comprehensive Plan Transportation Elements and provide guidance and/or assist with other local transportation planning initiatives as requested: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
J.	Identify/procure a transportation data and design platform to enable multi-agency evaluation of scenario tradeoffs, conceptual design and prioritization: <u>September, 2024</u>	X	-	FHWA (PL)/FTA
K.	Prepare notices, facilitate and coordinate attendance documents for state-mandated training sessions for locally appointed officials: <u>As needed through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

<b>FHWA (PL)/FTA</b>	<b>\$250,000</b>
<b>LOCAL</b>	<b>\$62,500</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$312,500</b>
<b>% OF TOTAL PL BUDGET: 5.90 %</b>	

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$250,000</b>
<b>LOCAL</b>	<b>\$62,500</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$312,500</b>
<b>% OF TOTAL PL BUDGET: 9.34 %</b>	

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

CHARLESTON AREA TRANSPORTATION STUDY (CHATS)MPO  
**UNIFIED PLANNING WORK PROGRAM**

**FY 2024 & FY2025**

**(July 1, 2023 – June 30, 2025)**

2.0 SYSTEM SURVEILLANCE/DATA COLLECTION

**Purpose:** To collect and maintain data related to changes in land uses and socio-economic conditions, and monitoring travel and development patterns to determine evolving growth areas, identify potential congestion areas and opportunities for intermodal linkages. This focus area includes coordination with the US Census Bureau and monitoring air quality requirements and potential issues effecting continued compliance with the Clean Air Act.

- 2.1 LAND USE/SOCIO-ECONOMIC DATA MONITORING
- 2.2 TRANSPORTATION SYSTEM SURVEILLANCE
- 2.3 CENSUS COOPERATION
- 2.4 AIR QUALITY MONITORING

## 2.1: Land Use/Socio-Economic Data Monitoring

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**Objective:** To improve the quality of transportation plans and other planning endeavors in the CHATS planning area through on-going collection and maintenance of data related to existing and proposed land uses and evolving socio-economic conditions affecting transportation planning and issues.

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**Scope/work:** The BCDCOG will continue to collect and maintain data to refine socio-economic projections and other growth indicators in support of regional planning and assessments of the implications thereof on the transportation infrastructure. Typical tasks to be performed include, but are not limited to, the following:

- A. Maintain demographic and economic profiles of the region and subareas to support current programs and LRTP projects;
- B. Continue to monitor regional growth trends by compiling data on population, employment, housing, land use, environment, construction, economic indicators, transportation systems by appropriate units of geography, including Traffic Analysis Zone (TAZ);
- C. Continue to employ the regional travel demand model to evaluate impacts of proposed developments on the transportation network as well as the effectiveness of proposed transportation projects;
- D. Coordinate with member jurisdictions to ensure changes in land use development and transportation facilities are accurately reflected in the model;
- E. Continue to further develop/enhance socio-economic data capabilities using the travel demand model in TransCAD and the land use planning tool in Community Viz in an effort to maintain efficient and effective modeling systems;
- F. Maintain components of the Community Viz model to conduct land use planning/allocation of developments and integrate new areas identified for growth, including TOD and bus rapid transit station locations. Includes associated training of BCDCOG staff (anticipated through procurement of/engagement with proprietor of Community Viz or training affiliate);
- G. Continue to coordinate with jurisdictions on application of a transit-oriented development framework that identifies the balance of land uses and urban design scenarios needed to ensure efficient benefits to the region's housing affordability and transportation system;
- H. Develop a strategic plan to support implementation of equitable transit-oriented development in the region, and develop and maintain an application to monitor and report on progress made in TOD implementation;
- I. Evaluate the average costs of transportation incurred by residents/households commuting to/from the region's employment centers and other essential services to enhance understanding of implications the region's land use decisions have on housing affordability and transportation systems;
- J. Continue to refine and maintain the BCDCOG's web-based mapping tool for public use;
- K. Identify and facilitate relevant training and research activities for staff to provide or attend; and invest in new databases, equipment, and software as needed.

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**Responsibility:** BCD Council of Governments/Consultant

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

<b>Work</b>	<b>Products</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Proposed Funding</b>
<b>A.B.C.</b>	Make presentations of demographic and economic growth trends: <u>As requested through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>D.</b>	Meet with individual jurisdictions to gather information on approved land developments for projected impacts on the network: <u>September-October 2023/2024 &amp; February-March 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>F.</b>	Continue to integrate and refine areas identified for TOD and BRT stations in the region's Community Viz and travel demand models: <u>June 30, 2024</u>	X	-	FHWA (PL)/FTA
<b>G.</b>	Continue to implement recommendations of the Lowcountry Rapid Transit Corridor Transit Oriented Development and Station Area Planning Study, including providing assistance to jurisdictions on application of a model TOD ordinance: <u>On-going through June 30, 2024/2025</u>	-	X	FHWA (PL)/FTA
<b>H.</b>	Continue development of strategic plan (LCRT TOD Study Phase 2) to support implementation of equitable transit-oriented development in the region, and application to monitor progress in TOD implementation: <u>July 2023 – June 2024</u>	X	-	Other – See below
<b>J.</b>	Maintain the BCDCOG online mapping site: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>K.</b>	Facilitate staff continuing training in Community Viz software/applications/tools: <u>June 30, 2024</u>	X	-	FHWA (PL)/FTA

**Summary of Select Tasks/Projects:**

<b>Work</b>	<b>Project/Task</b>	<b>Programming in TIP</b>	<b>Proposed Procurement</b>	<b>Schedule</b>	<b>Budget (Fed./Local)</b>	<b>Proposed Funding</b>
<b>H.</b>	Lowcountry Rapid Transit TOD Study Phase 2	FTA TOD Pilot Program Planning Grant (FY 2021)	Consultant	FY 2024 <sup>1</sup>	\$860,000/\$215,000	FTA

<sup>1</sup> Lowcountry Rapid Transit TOD Study Phase 2 awarded and initiated in FY 2023 with work activities continuing through FY 2024.

**Funding Sources FY2024:**

<b>FHWA (PL)/FTA</b>	<b>\$50,000</b>
<b>LOCAL</b>	<b>\$12,500</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$62,500</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>1.18%</b>

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$50,000</b>
<b>LOCAL</b>	<b>\$12,500</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$62,500</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>1.89%</b>

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

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**2.2: Transportation System Surveillance**

**Objective:** To monitor travel and development patterns in order to determine growth areas and identify potential transportation/ congestion management issues and intermodal linkages.

**Methodology:** BCDCOG will continue to employ available data resources for system simulations by monitoring regional traffic patterns. Typical tasks to be performed include, but are not limited to, the following:

- A. Catalog and assimilate data from SCDOT's statewide traffic count program with supplemental traffic counts to cover locations and/or specific studies not collected by SCDOT to support technical assistance to jurisdictions;
- B. Process SCDOT statewide traffic counts and develop traffic count maps/other infographics for use by jurisdictions and the public;
- C. Assemble and process relevant data to report commuting patterns and average transportation costs to residents and households;
- D. Invest in new databases, equipment, and software (including licenses, subscriptions, data processing costs, etc.) as necessary to monitor travel demand trends, including non-motorist (micro-mobility) travel and performance of the Transit Signal Priority (TSP) pilot projects.
- E. Identify and attend available training on current surveillance techniques (including use of NPMRDS/probe data), congestion management, traffic analysis, and facility capacity determination to increase staff capacity.

**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will be conducted as follows.

**Schedule of Products FY2024/2025:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.B.C.	Prepare and upload 2022/2023 Traffic Count maps and analysis: <u>June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
C.	Issue reports on average commuting costs for residents and households by Traffic Analysis Zones (TAZ): <u>Fall 2024/2025</u>	X	X	FHWA (PL)/FTA
D.	Deploy permanent and rotating counters for bicycle/pedestrian data collection, and process data for planning use: <u>On-going thorough June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
D.	Identify and procure technology and/or consulting services to enhance capabilities for tracking areas of congestion and safety issues as well as performance of system improvements made in accord with SCDOT LPA process: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

FHWA (PL)/FTA	\$25,000
LOCAL	\$6,250
OTHER	\$0
<b>Total</b>	<b>\$31,250</b>

**% OF TOTAL PL BUDGET: 0.59%**

**Funding Sources FY2025\*:**

FHWA (PL)/FTA	\$25,000
LOCAL	\$6,250
OTHER	\$0
<b>Total</b>	<b>\$31,250</b>

**% OF TOTAL PL BUDGET: 0.94%**

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

### 2.3: Census Cooperation

**OBJECTIVE:** To coordinate with the US Census Bureau and member agencies to collect and maintain data needed for transportation planning efforts.

**Scope/Work:** BCDCOG will continue to work with the US Census Bureau, as well as other agencies, to analyze and distribute information collected from the 2010 and 2020 Decennial Census programs. Typical tasks to be performed include, but are not limited to, the following:

- A. Track past and proposed changes in data reporting parameters in Censuses to ensure data meets maximum quality standards;
- B. Continue to configure and use Census data to support transportation studies;
- C. Continue to analyze and produce Census publications, maps, and projections for use by local jurisdictions and the public;
- D. Evaluate impact to and potential adjustment to CHATS planning boundary based on release of 2020 Decennial Census urbanized area designation;
- E. Maintain "Community Profiles" for each municipality and county in the region for publication on the BCDCOG website;
- F. Maintain Census data feeds to the online mapping system.

**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an ongoing basis during FY2024 and FY2025

**Schedule of Products FY2024/2025:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.B.C.	Post process, publish and disseminate Census data within 3 months of release by the US Census Bureau: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
A.B.C.	Assist with coordination between US Census Bureau and jurisdictions as requested: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
D.	Coordinate adjustment to CHATS MPO planning boundary, as required: <u>July, 2023</u>	X	-	FHWA (PL)/FTA
E.F.	Update/publish Community Profiles and feeds to BCDCOG online mapping site: <u>Jan, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

FHWA (PL)/FTA	\$15,000
LOCAL	\$3,750
OTHER	\$0
<b>Total</b>	<b>\$18,750</b>
<b>% OF TOTAL PL BUDGET: 0.35%</b>	

**Funding Sources FY2025\*:**

FHWA (PL)/FTA	\$15,000
LOCAL	\$3,750
OTHER	\$0
<b>Total</b>	<b>\$18,750</b>
<b>% OF TOTAL PL BUDGET: 0.57%</b>	



**2.4: Air Quality Monitoring**

**OBJECTIVE:** To comply with the Clean Air Act and the IJA/BIL requirements for transportation planning activities and take proactive measures to remain an air quality attainment area.

**Scope/Work:** BCDCOG will continue to partner with the SCDHEC, the US EPA, and other agencies to increase awareness of air quality issues facing the CHATS planning area. Typical activities to be performed include, but are not limited to, the following:

- A. Continue regular coordination with state and local agencies in implementation of the local and statewide Early Action Plans developed in accord with the statewide Early Action Compact initiative; Collaborate with SCDHEC to conduct research and prepare documents, including an action strategy report, as needed;
- B. Continue to monitor current requirements of transportation authorization bills and EPA standards for air quality as well as impacts on the region's transportation and land use planning processes, particularly requirements that could impact the CHATS area's attainment designation;
- C. Ensure compliance with the MOA concerning criteria and procedures for determining the conformity of transportation plans, programs, and projects and consider impacts on air quality during the review of proposed transportation projects;
- D. Continue collaboration with SCDHEC to coordinate regular meetings of the region's Air Quality Coalition, including making arrangements for meetings: agenda preparation, composition and distribution of minutes;
- E. Work with SCDHEC and the regional Air Quality Coalition to educate the CHATS Policy Committee, public officials, stakeholders, and citizens on strategies to positively affect air quality, including promotion of transit and alternative transportation modes; maintain incorporated strategies in the CMP, mobility management activities, and transportation policies;
- F. Continue to work with and support the region's public transportation provider's (CARTA) transition to an electric bus fleet and monitor the air quality benefits;
- G. Work with partners to develop a regional framework for transportation electrification infrastructure and funding for implementation thereof to encourage increased use of Electric Vehicles in public and private fleets.

**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an ongoing basis during FY2024 and FY2025

**Schedule of Products FY2022/2023:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.-E.	Agenda and minutes of semiannual Air Quality Coalition meetings: <u>September, 2023/24, March, 2024/25</u>	X	X	FHWA (PL)/FTA
F.-G.	Coordinate with partners to develop model for and implementation of regional transportation electrification infrastructure: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

<b>FHWA (PL)/FTA</b>	<b>\$10,000</b>
<b>LOCAL</b>	<b>\$2,500</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$12,500</b>
<b>% OF TOTAL PL BUDGET: 0.24%</b>	

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$10,000</b>
<b>LOCAL</b>	<b>\$2,500</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$12,500</b>
<b>% OF TOTAL PL BUDGET: 0.38%</b>	

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

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CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO  
**UNIFIED PLANNING WORK PROGRAM**

**FY 2024 & FY2025**

**(July 1, 2023 – June 30, 2025)**

3.0 CONGESTION MANAGEMENT

**Purpose:** To examine the transportation system's deficiencies and areas of congestion that can be addressed through application of congestion management strategies and planning for efficient transport of people and goods by enhanced linkages in modes of transportation. Principal emphases in this focus area are on transit service planning and management, to assist with expansion and enhancement of transit services across the region, as well as tasks encouraging development of complete streets and context-sensitive transportation projects and transportation demand management initiatives.

- 3.1 CONGESTION MANAGEMENT PROCESS
- 3.2 INTERMODAL MANAGEMENT EFFORT
- 3.3 TRANSIT SYSTEM MANAGEMENT/PLANNING
- 3.4 COMPLETE STREETS

### 3.1: Congestion Management Process

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**Objective:** To examine transportation system deficiencies and determine areas of congestion (incident and recurring) throughout the urban area, which may be reduced by congestion management techniques and strategies, making more efficient use of the existing transportation system including times of emergencies.

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**Scope/Work:** BCDCOG will continue to conduct system-wide congestion management activities to identify and promote opportunities for reducing transportation system deficiencies to manage congestion, including but not limited to, the following:

- A. Consult with and support an advisory committee to oversee implementation of the adopted Congestion Management Process (CMP), as needed, including facilitation of meetings and preparation of background information;
- B. Maintain and/or update the adopted CMP document, as required, based on a continuing assessment of congested corridors and monitor the effectiveness of strategies therein;
- C. Conduct activities to educate the region on recommendations and strategies identified in the CMP such as: intersection, transit, and traffic signal system improvements; intelligent transportation systems and incident management and motorist assistance programs; benefits of growth management and land use/urban design/context sensitive road design strategies (e.g. traffic calming and street space management); promote transit, telecommuting, ridesharing, bicycle and pedestrian projects;
- D. Continue to assist with providing information and technical assistance to jurisdictions regarding access management and congestion management practices and strategies to encourage inclusion within transportation elements of their comprehensive plans;
- E. Coordinate initiatives of the Intelligent Transportation Systems (ITS) committee, including but not limited to, implementation of Regional ITS Plan recommendations, and initiatives such as transit signal prioritization and emergency signal preemption technology, as well as the purchase and implementation of signal system and software installation projects to relieve congestion within the region;
- F. Continue to work with partners to implement Transportation Demand Management recommendations in the CMP and other corridor plans such as I-26, I-526 and US-52 plans, including vanpool programs and implementation of park and ride facilities identified in the adopted Regional Park and Ride study;
- G. Coordinate with SCDOT on planning of the I-26 and I-526 corridors for the regional movement of goods and persons;
- H. Complete engineering and design for FTA's Capital Investment Grant Program (New Starts/Small Starts) for the Lowcountry Rapid Transit Project, and initiate right-of-way acquisition.
- I. Continue to work towards implementation of the Regional Transit Framework Plan recommendations for a regional high-capacity transit network of Bus Rapid Transit and Express Bus corridors, including a second phase of LCRT connecting Ladson to Summerville, and development of the US 52 to Moncks Corner and Dorchester Road transit corridors.
- J. Continue collaboration on management and operational improvement projects (intersection, signalization, and ITS improvements), implementation of Transit Consolidation Study recommendations, implementation of the SCDOT urban area signal system master plan and development of regional ITS plan; transit signal prioritization, emergency vehicle preemption, and electric vehicle infrastructure.

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**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an ongoing basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.B.	Maintain and monitor effectiveness of strategies in the adopted Congestion Management Plan: <u>On-going through June 30, 2024/2025</u>	X	X	Other – See below
B.	Continue coordination w/SCDOT on CMP Pilot development: <u>July, 2023 – June, 2024</u>	X	-	FHWA (PL)/FTA
C.D.	Continue to promote use/implementation of CMP recommendations and strategies: <u>On-going through June 30, 2024/2025</u>	X	X	Other – See below
E.	Initiate implementation of ITS strategies recommended in Regional Intelligent Transportation System Plan: <u>September, 2023</u>	X	-	Other – See below
F.	Implement TDM initiatives recommended in the TIP for the I-526 and I-26 corridors including managing and promoting a vanpool program for commuters: <u>June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
F.	Implement the Commuter Service Plan – LowcountryGO and measure performance against baseline data, including coordination of a vanpool program: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
F.	Implement recommendations from the Regional Park and Ride Study to develop supportive facilities: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
H.	Continue engineering and design of LCRT under FTA's Capital Investment Grant Program: <u>July, 2023 – December, 2024</u>	X	X	FHWA (PL)/FTA
J.	Continue activities to combine overlapping agency functions for cost efficiencies that implement the Transit Consolidation Study: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
J.	Continue support/implementation of regional plan for electric vehicle infrastructure: <u>July, 2023</u>	X	-	FHWA (PL)/FTA

**Summary of Select Tasks/Projects:**

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
A.-D.	Maintain/update/monitor current CMP	Congestion Management	MPO	FY 2024	\$31,000/\$8,000	Guideshare/STBG
				FY 2025	\$25,000/\$6,000	
E.F.	Maintain/update/monitor Regional ITS Plan	Regional Intelligent Transportation System (ITS) Plan (Maintenance & Implementation)	MPO	FY 2024	\$50,000/\$13,000	Guideshare/STBG
				FY 2025	\$50,000/\$13,000	

**Funding Sources FY2024:**

FHWA (PL)/FTA	\$125,000
LOCAL	\$52,250
OTHER	\$81,000
<b>Total</b>	<b>\$258,250</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>4.88%</b>

**Funding Sources FY2025\*:**

FHWA (PL)/FTA	\$125,000
LOCAL	\$50,250
OTHER	\$75,000
<b>Total</b>	<b>\$250,250</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>7.55%</b>

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

### 3.2: Intermodal Management Effort

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**OBJECTIVE:** To plan for efficient movement of people and goods through linkages between modes of transportation.

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**Scope/Work:** As part of all planning activities, BCDCOG will continue to coordinate with air, port, trucking, rail, bicycle and pedestrian representatives to foster creation of efficient intermodal linkages to provide more balanced transportation options to all users that support healthy and livable communities and strengthen the economic vitality of the region. Efforts to improve intermodal linkages, as identified in the 2040 Long-range Transportation Plan include, but are not limited to, the following:

- A. Continue to provide staff support to the (standing) Freight Advisory Committee, charged with advising the CHATS Policy Committee on planning for efficient movement of goods and development of Regional Freight Plan;
- B. Build and foster relationships with partners within the freight/goods movement community and include such partners as part of ongoing freight planning in the region;
- C. Incorporate regional commodity flows and exchanges in freight logistics supply chains within the intermodal planning process;
- D. Coordinate procurement of technical assistance to develop a module for freight movement in the travel demand model, to account for accurate truck movements, particularly to and from the SC State Ports Authority terminals;
- E. Continue to support planning activities related to expansion of multimodal transportation facilities, such as the North Charleston port terminal expansion/Port Access Road and associated surface street improvements, Palmetto Railways Intermodal Container Transfer Facility, and the proposed Lowcountry Rapid Transit fixed guideway transit service;
- F. Continue to include truck and rail interests in congestion management activities that improve freight movement projects;
- G. Continue to coordinate with SCDOT on its planning of the I-26 and I-526 corridors for the regional movement of goods;
- H. Conduct on-going planning activities with a comprehensive micro-mobility program for non-motorized travel facilities, ensuring safe connections to alternative transportation services, including the purchase of updated transportation design guides and data (inclusive of associated licensing, subscriptions, and data processing fees), to monitor travel behavior and inform the planning process;
- I. Continue to work with local jurisdictions to maintain/update the regional bicycle and pedestrian plan as needed;
- J. Provide continued support to the CHATS Safety Improvements Committee to implement the regional pedestrian and bicycle plan and to monitor/address safety issues in the non-motorized transportation system in concert with implementation of SCDOT's complete streets policies;
- K. Expand work with partners, including local bicycle and pedestrian advocacy groups, to address safety issues through increased community education and encouragement activities where possible;
- L. Continue to coordinate with partners to incorporate necessary improvements for multimodal systems in current and future transportation projects, such as (but not limited to) the ReThink Folly Road (RFR) Complete Streets Steering Committee and the US 52 Corridor Study;
- M. Develop a comprehensive safety action plan (SS4A grant award) to better understand the safety challenges the region's communities face, identify solutions to make our streets, roads, and highways safer for all users, and support implementation of recommendations with federal, state, and local partners;
- N. Attend training and conferences to increase staff capacity in multimodal planning.

**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY 2025.

**Schedule of Products FY2024/2025:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.	Facilitate CHATS Freight Advisory Committee engagement in continued planning for efficient goods movement: <u>On-going through June 30, 2024/2025</u>	X	X	Other – See below
B.C.E.F.	Facilitate maintenance and implementation of the Regional Freight Mobility Plan and continued freight planning activities: <u>On-going through June 30, 2024/2025</u>	-	X	Other – See below
D.	Staff support for services to develop an enhanced freight module in the regional travel demand model in accordance with SCDOT LPA process: <u>July, 2024</u>	X	-	FHWA (PL)/FTA
G.	Continue participation in support of SCDOT I-26 and I-526 planning processes: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
H.	Procure probe data platform to monitor travel behavior, VMT and economic spending: <u>July, 2024</u>	-	X	Other – See below
H.	Micromobility count program data collection and processing: <u>July, 2024/2025</u>	X	X	Other – See below
H.J.K.	Participate in and procure safety related materials for use in safety education/encouragement events: <u>On-going through June 30, 2024/2025</u>	X	X	Other – See below
I.	Facilitate maintenance and implementation of the regional bicycle/pedestrian plan as integrated in the 2040 Long-range Transportation Plan: <u>On-going through June 30, 2024/2025</u>	X	X	Other – See below
J.L.	Facilitate CHATS Safety Improvements Committee meetings: <u>October, 2023/24, March, 2024/25</u>	X	X	Other – See below
M.	Initiate and develop comprehensive regional safety action plan: <u>June, 2024</u>	X	-	Other – See below
N.	Apply to/participate in the “I-95 Corridor Coalition Freight Academy” program to expand staff freight planning capabilities: <u>February, 2025</u>	-	X	FHWA (PL)/FTA

**Summary of Select Tasks/Projects:**

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
A.-F.	Freight Plan Imp. & Main.	Regional Freight Plan (Imp. & Maintenance)	MPO	FY 2024	\$50,000/\$12,000	Guideshare/STBG
				FY 2025	\$25,000/\$6,000	
H.J.K.L.	Bike/Pedestrian Safety Planning	Bike/Pedestrian & Safety	MPO	FY 2024	\$44,000/\$11,000	Guideshare/STBG
				FY 2025	\$30,000/\$8,000	
I.K.L.	Bike/Ped Plan Imp. & Main.	Regional Bike/Ped Plan (Imp. & Maintenance)	MPO	FY 2024	\$36,000/\$9,000	Guideshare/STBG
				FY 2025	\$25,000/\$6,000	
M.	BCD Comprehensive Safety Action Plan	Regional Safety Action Plan	MPO/ Consultant	FY 2024 <sup>2</sup>	\$362,560/\$90,640	FHWA (SS4A)

<sup>2</sup> BCDCOG Comprehensive Safety Action Plan assumes initiation in FY 2024 with work activities continuing through FY 2025.

**Funding Sources FY2024:**

<b>FHWA (PL)/FTA</b>	<b>\$40,000</b>
<b>LOCAL</b>	<b>\$132,640</b>
<b>OTHER</b>	<b>\$492,560</b>
<b>Total</b>	<b>\$665,200</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>12.57%</b>

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$40,000</b>
<b>LOCAL</b>	<b>\$30,000</b>
<b>OTHER</b>	<b>\$80,000</b>
<b>Total</b>	<b>\$150,000</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>4.53%</b>

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

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### 3.3: Transit Service Management/Planning

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**Objective:** To coordinate, expand, and enhance transit service in the CHATS study area and increase integration of transit in the transportation system's infrastructure.

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**Scope/Work:** The BCDCOG will collaborate with local transit providers to implement objectives outlined in the transit component of the 2040 Long-range Transportation Plan. Typical activities to be performed include, but are not limited to, the following:

- A. Administer the Federal Consolidated Planning Grant and assist local providers with program administration of FTA Section 5307 funding and FTA Section 5309 Capital funding;
- B. Continue to administer FTA Section 5307 and 5310 formula program funds as the designated recipient by overseeing a competitive award process and provide sub recipient oversight/support throughout implementation of the awarded projects;
- C. Continue to collect, maintain, and update socio-economic and land use data for transit planning activities, and provide assistance with collection and/or analysis of usage data to support operational and service studies;
- D. Develop and assist CARTA and Tri-County Link with Performance Measures and Monitoring Program.
- E. Assist CARTA and Tri-County Link (BCD RTMA) with route planning and other services as needed to support efforts to expand and/or improve fixed routes, demand and paratransit service, related facilities such as park and ride lots, additional express routes, installation of technology, such as but not limited to Automatic Vehicle Locators, park and ride facilities, demand response zones, Transportation Network Company (TNC) partnerships, and/or agency owned vanpools and service improvements for improved access to essential services;
- F. Assist CARTA and Tri-County Link (BCD RTMA) with integration of various technology and Intelligent Transportation Systems (ITS) to enhance service connections between the two systems within urban portions of the region, including the development of a fare-payment and trip planning application;
- G. Maintain the services of an on-call planning firm for assistance with service evaluation as needed;
- H. Continue to collaborate with partners to implement plan for Vehicle Electrification infrastructure to support increasing usage of Electric Vehicles in public and private fleets throughout the region, including continued management and implementation of CARTA's Zero Emissions Bus Transition Plan and Climate Action plans;
- I. Provide project support for implementation of the Transit System Consolidation Feasibility study as needed;
- J. Work with transit providers to promote the benefits and value of transit to the community, particularly underserved populations, through implementation of the region's mobility management program;
- K. Provide opportunities for coordination among local human service agencies providing transportation services to transportation disadvantaged populations, facilitating semi-annual meetings of regional human service providers to update and implement the adopted Human Service Transportation Coordination Plan through programs funded by FTA Section 5310 funding;
- L. Maintain a directory of resources for the transportation disadvantaged, particularly seniors and the disabled, to employ as part of the mobility management program and general public;
- M. Implement Mobility Management activities that support connectivity with public transportation for the region's transportation disadvantaged populations;
- N. Implement short term recommendations from the Regional Transit Framework plan for the future expansion of the public transit system;

- O. Implement recommendations from the Regional Park & Ride study to continue to develop critical existing park and ride locations as well as explore opportunities to develop future facilities to support the development of a regional transit network. Includes project delivery activities such as property acquisition, planning, design, and/or construction as needed;
- P. Provide planning support toward the development of the Lowcountry Rapid Transit project and associated service improvements;
- Q. Provide program management support to the Lowcountry Rapid Transit project;
- R. Continue to work with local planning agencies to implement a model development guide for transit-oriented development and station areas in locations identified for transit nodes in the regional plan (OurRegion, OurPlan), Neck Area Master Plan (Partnership for Prosperity), Regional Transit Framework Plan, and Lowcountry Rapid Transit Project with support of FTA TOD Pilot Program Planning (Phase 2) grant;
- S. Provide assistance to local jurisdictions preparing comprehensive plan updates to integrate transit service into the transportation and land use elements as outlined in the LRTP and Regional Transit Framework Plan;
- T. Collaborate with local jurisdictions to implement and maintain transit system stop and shelter infrastructure in accord with Transit and Bus Stop Design Guidelines to meet system needs and ensure consistency;
- U. Support CARTA and Tri-County Link with planning and implementation of transit infrastructure improvements, such as shelters, benches, signage, lighting, park and rides, etc.;
- V. Continue to refine the mode split module of the regional travel demand model; work with LCRT project team on development of STOPS model inputs, including updates to the Community Viz model integrating TOD placetype inputs regionwide as needed;
- W. Implement recommended Transportation Demand Management (TDM) strategies and broaden services and outreach efforts of the I26/I526 Commuter Services Program to increase usage of LowcountryGO strategies by individual employers, as well as other TDM strategies outlined by the program including but not limited to vanpool programs;
- X. Implement Transportation Demand Management (TDM) strategies recommended in the Congestion Management Plan, including but not limited to, purchasing vehicles and operation of a vanpool program in coordination with employers in congested employment clusters;
- Y. Manage and support the planning, design, and construction of the Shipwatch Square Transit Center in coordination with Charleston County, to support CARTA and LCRT services;
- Z. Continue work on the Dorchester Road TSP Pilot Program, to plan for and implement Transit Signal Priority technology along the corridor.
- AA. Continue development of CARTA Downtown Route Restoration Plan and BCDCOG US-52 Bus Rapid Transit (BRT) Corridor Study as part of FTA's American Rescue Plan Route Planning Restoration Program Grant award which is designated to help restore and improve transit service impacted by the COVID-19 pandemic;
- BB. Develop the TCL & Summerville Sub-Area On-Demand Transit Study and continue work on other community sub-area transit studies, to identify innovative solutions, including micro-transit service options, and support implementation of plan recommendations;
- CC. Attend training and conferences on transit planning best practices as available.

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**Responsibility:** BCD Council of Governments/Consultant

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

<b>Work</b>	<b>Products</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Proposed Funding</b>
<b>A.B.</b>	Administer FTA 5307, 5339 and 5310 funding as the designated recipient: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>B.</b>	Facilitate processing of the application for distribution of FY2024/2025 FTA5310 funding: <u>June30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>C.D.E.F.</b>	Assist CARTA and Tri-County Link with route planning, mapping and other planning needs: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>E.</b>	Implement TNC Demand Response Zone Pilot: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>H.</b>	Implement bus vehicle electrification infrastructure plan recommendations: <u>On-going through June 30, 2024/2025</u>	X	X	Other – See below
<b>I.</b>	Continue activities to combine overlapping agency functions for cost efficiencies that implement the Transit Consolidation Study: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>K.</b>	Facilitate annual meeting of human service providers: <u>June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>N.</b>	Implement Regional Transit Framework Plan recommendations: <u>On-going through June 30, 2024/2025</u>	X	X	Other – See below
<b>O.</b>	Coordinate purchase and development of recommended park and ride facilities: <u>On-going through June 30, 2024/2025</u>	X	X	Other – See below
<b>T.</b>	Promote use of and coordinate implementation of the adopted systemwide transit stop and shelter design guidelines: <u>On-going through June 30, 2024/2025</u>	X	-	FHWA (PL)/FTA
<b>W.X.</b>	Implement recommended Transportation Demand Management (TDM) strategies for the I26/I526 Corridors: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>W.</b>	Continue operation of the regional vanpool program: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>Z.</b>	Continue to develop Dorchester Road Signal Improvement/TSP Pilot Project, to plan for and implement Transit Signal Priority technology along the corridor: <u>July, 2023</u>	X	-	Other – See below
<b>AA.</b>	Continue development of CARTA Downtown Route Restoration Plan and BCDCOG US-52 Bus Rapid Transit (BRT) Corridor Study: <u>July, 2023</u>	X	-	Other – See below
<b>BB.</b>	<u>Develop TCL &amp; Town of Summerville On-Demand Transit Study: February-March, 2024</u>	X	-	Other – See Below
<b>BB.</b>	Support implementation of Town of Mount Pleasant Transit Study recommendations: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Summary of Select Tasks/Projects:**

<b>Work</b>	<b>Project/Task</b>	<b>Programming in TIP</b>	<b>Proposed Procurement</b>	<b>Schedule</b>	<b>Budget (Fed./Local)</b>	<b>Proposed Funding</b>
<b>N.O.R.</b>	Transit Framework Plan Imp. & Maintenance.	Regional Transit Framework Plan (Imp. & Maintenance)	MPO	FY 2024	\$48,000/\$12,000	Guideshare/STBG
				FY 2025	\$48,000/\$12,000	
<b>O.</b>	Implement recommendations from Regional Park & Ride Study	Regional Park and Ride Development Project	MPO/Consultant	FY 2024	\$2,000,000	Guideshare/STBG/FTA Flex
				FY 2025	\$1,000,000	
<b>Z.</b>	Dorchester Rd. Signal Improvement/TSP Pilot Project	Dorchester Rd. Signal Improvement/TSP Pilot Project	MPO/Consultant	FY 2024 <sup>3</sup>	\$350,000	Guideshare/STBG
<b>AA.</b>	CARTA Downtown Route Restoration Plan	FTA ARP Route Planning Restoration Program Grant FY 2021 (CARTA Downtown Route Restoration Plan)	MPO/Consultant	FY 2024 <sup>4</sup>	\$563,800	FTA
<b>AA.</b>	BCDCOG US-52 BRT Corridor Study	FTA ARP Route Planning Restoration Program Grant FY 2021 (BCDCOG US-52 BRT Corridor Study)	MPO/Consultant	FY 2024 <sup>5</sup>	\$650,000	FTA
<b>BB.</b>	Tri-County Link (TCL) & Summerville Sub-Area On-Demand Transit Development Plan	FTA Areas of Persistent Poverty Grant FY 2023	MPO/Consultant	FY 2024 <sup>6</sup>	\$342,000/\$38,000	FTA/AoPP

<sup>3</sup> Dorchester Rd Signal Improvement/TSP Pilot project programmed and initiated in FY 2023 with work activities continuing through FY 2024. Included in FY 2023 budget,

<sup>4</sup> CARTA Downtown Route Restoration project awarded and initiated in FY 2023 with work activities continuing through FY 2024. Included in FY 2023 budget.

<sup>5</sup> BCDCOG US-52 BRT Corridor Study project awarded and initiated in FY 2023 with work activities continuing through FY 2024. Included in FY 2023 budget.

<sup>6</sup> Tri-County Link (TCL) & Summerville Sub-Area On-Demand Transit Development Plan project assumes initiation in FY 2024 with work activities continuing through FY 2025.

**Funding Sources FY2024**

<b>FHWA (PL)/FTA</b>	<b>\$250,000</b>
<b>LOCAL</b>	<b>\$112,500</b>
<b>OTHER</b>	<b>\$2,640,000</b>
<b>Total</b>	<b>\$2,752,500</b>
<b>% OF TOTAL PL BUDGET: 52.01%</b>	

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$250,000</b>
<b>LOCAL</b>	<b>\$74,500</b>
<b>OTHER</b>	<b>\$1,048,000</b>
<b>Total</b>	<b>\$1,372,500</b>
<b>% OF TOTAL PL BUDGET: 41.42%</b>	

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

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### 3.4: Complete Streets

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**Objective:** To transform transportation corridors from vehicle-dominated thoroughfares into community-oriented streets which safely and conveniently accommodate all modes of travel.

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**Scope/Work:** BCDCOG will assist local jurisdictions and SCDOT in developing projects that are context-sensitive and meet Complete Street principles by performing activities such as, but not limited to, the following:

- A.** Coordinate transportation project design activities with SCDOT's Advanced Project Planning Review (APPR) process and/or County transportation sales tax programs to assist with development and design review of proposed transportation facilities such that they follow the DOT Complete Streets departmental directive;
- B.** Assist with facilitating implementation of the bicycle and pedestrian element of the LRTP, including on-going development of the East Coast Greenway and Palmetto Trail, as well as promoting connectivity of the bicycle/pedestrian network within the region;
- C.** Coordinate with local public transportation providers to ensure design of transportation facilities include transit operation and infrastructure needs, including safe pedestrian and bike access and connection to transit stops and service corridors, such as the LCRT corridor;
- D.** Coordinate with the SC Safe Routes to School program to integrate proposed facility improvements within student travel routes;
- E.** Continue to maintain/update the regional pedestrian/bicycle plan, integrate targeted safety efforts and solutions, and support implementation of the Transit and Bus Stop Design Guidelines to ensure complete intermodal facilities are included as an integral part of the design of local roads/transportation system improvements in accord with the adopted SCDOT Complete Streets policy;
- F.** Coordinate with local jurisdictions to develop, adopt, and implement complete streets policies;
- G.** Coordinate awards of funding and implementation of complete street projects within the region;
- H.** Attend and/or host staff training on latest planning techniques for complete streets and bicycle/pedestrian facilities.

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**Responsibility:** BCD Council of Governments/Consultant

**Work Schedule:** The activities in this task area will principally be conducted on an ongoing basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
F.	Complete Streets policy development (Technical assistance – Dorchester County)	-	MPO/ Consultant	FY 2024	\$15,000-\$20,000	FHWA (PL)/FTA

**Summary of Select Tasks/Projects:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.-E.	Assist with development and design review of proposed transportation facilities, in coordination with project partners including SCDOT, local jurisdictions, local transit providers, and county transportation sales tax programs: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
F.	Coordinate with local jurisdictions to encourage adoption of complete streets policies and identify projects for implementation: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
F.	Provide technical assistance to local jurisdictions to develop complete street policy: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
G.	Work with Charleston County to implement Maybank Highway Complete Streets/Safety Improvement Project: <u>September, 2023</u>	X	-	FHWA (PL)/FTA
G.	Work with RFR Steering Committee to implement Complete Streets on the Folly Road Corridor: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
H.	Attend or host training/webinars on planning strategies for achieving complete streets and improved bicycle/pedestrian facilities: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

FHWA (PL)/FTA	\$50,000
LOCAL	\$0
OTHER	\$0
<b>Total</b>	<b>\$50,000</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>0.94%</b>

**Funding Sources FY2025\*:**

FHWA (PL)/FTA	\$50,000
LOCAL	\$12,500
OTHER	\$0
<b>Total</b>	<b>\$62,500</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>1.89%</b>

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

CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO  
**UNIFIED PLANNING WORK PROGRAM**

**FY 2024 & FY2025**

**(July 1, 2023 – June 30, 2025)**

4.0 LONG RANGE TRANSPORTATION PLANNING

**Purpose:** To maintain and implement the CHATS' adopted Long-Range Transportation Plan. Primary initiatives supporting this focus area include expanding the capacity and maintenance of the in-house travel demand model, conducting special studies of areas and corridors involving transportation issues, coordinating with local jurisdictions on planning efforts surrounding major transportation corridors to ensure linkages with land uses, facilitating development of strategic corridor improvement plans, evaluating and planning for environmental risks to the transportation networks, and stewarding implementation of multi-jurisdictional plans including, but not limited to ReThink Folly Road, the Neck Area Master Plan, WalkBike BCD, the Regional Transit Framework Plan, and the regional land use plan, OurRegion, OurPlan.

- 4.1 PLAN REVIEW & DEVELOPMENT
- 4.2 SIMULATION OF TRANSPORTATION SYSTEM
- 4.3 SPECIAL STUDIES/PROJECT ANALYSIS
- 4.4 REGIONAL LAND USE PLANNING



#### 4.1: Plan Review & Development

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**Objective:** To maintain the CHATS Long Range Transportation Plan (LRTP) through appropriate revisions and on-going updates as needed, with a comprehensive update for adoption every five years.

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**Scope/Work:** As BCDCOG implements elements of the 2040 LRTP, staff will prepare necessary revisions/amendments to the plan and maps as warranted. This project will be achieved by performing tasks such as, but not limited to, the following:

- A. Maintain and adopt updated elements of the LRTP as developed, as part of on-going initiatives such as, but not limited to the CMP, Regional Freight Plan, WalkBike BCD Plan, Safety Committee planning, and transit plans; and facilitate engagement with regional stakeholders, partners, and the general public in the planning process in accord with the CHATS Public Participation Plan (PPP);
- B. Maintain and utilize the travel demand model to forecast future system performance and evaluate impacts of various transportation improvements, in conjunction with other analyses, including environmental screening, field review, input from member jurisdictions, stakeholders and the public, in support of a comprehensive transportation needs assessment;
- C. Continue development of CHATS 2045 LRTP update.
- D. Employ the LRTP as the guiding policy for transportation initiatives, which informs the TIP;
- E. Coordinate with individual jurisdictions to ensure consistency between other transportation planning efforts in the region and the adopted CHATS LRTP;
- F. Provide assistance, including modeling services, to the member jurisdictions in their individual transportation planning and prioritization processes;
- G. Institute procedures for establishing and measuring performance planning targets and scenario planning in evaluating projects proposed for inclusion in the TIP;
- H. Coordinate inclusion of goals/targets in the LRTP to meet performance measures established by SCDOT within 6 months of setting;
- I. Coordinate inclusion of system performance report developed and provided by SCDOT as well as other supplemental reporting undertaken by the MPO, in the LRTP;
- J. Identify alternative funding sources for unfunded CHATS projects in the LRTP, including coordination with County Transportation Sales Tax and C-Fund Programs;
- K. Attend seminars and training offered on innovative long range planning practices.

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**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY2025

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**Schedule of Products FY2024/2025:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.B.	Agenda, meeting minutes of the Planning Advisory Committee (CHATS Study Team): <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
A.B.	Public meeting notices, minutes and materials for major project public input meetings: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
A.-E.	Continue presentation and distribution of materials on the LRTP to the general public: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
A.-E.	Continue review/maintenance of plan and tracking project implementation: <u>On-going through June 30, 2024/2025</u>	X	X	Other – See below
C.	Adopt CHATS 2045 LRTP: <u>November, 2023</u>	X	-	Other – See below
F.	Continue application of adopted performance measures for LRTP projects moving forward to the TIP: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
G.	Inclusion of performance measures/targets established by SCDOT into LRTP: <u>On-going (within 6 months of setting)</u>	X	X	FHWA (PL)/FTA
H.	Inclusion of system performance report developed by SCDOT into LRTP: <u>April 2024/2025</u>	X	X	FHWA (PL)/FTA

**Summary of Select Tasks/Projects:**

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
A.-H.	LRTP maintenance/updates	Long Range Plan	MPO	FY 2024	\$95,000/\$24,000	Guideshare /STBG
				FY 2025		

**Funding Sources FY2024:**

FHWA (PL)/FTA	\$125,000
LOCAL	\$55,250
OTHER	\$95,000
<b>Total</b>	<b>\$275,250</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>5.20%</b>

**Funding Sources FY2025\*:**

FHWA (PL)/FTA	\$125,000
LOCAL	\$37,250
OTHER	\$25,000
<b>Total</b>	<b>\$187,250</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>5.65%</b>

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

## 4.2: Simulation of Regional Transportation System

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**Objective:** To maintain an in-house macroscopic travel demand forecasting tool as well as microscopic traffic operations analysis tool for the CHATS planning area that provides the capability to perform regional travel forecasting, and localized traffic simulation on a continual basis.

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**Scope/Work:** BCDCOG will continue to maintain, operate and update the regional travel demand model and further develop its capabilities by performing tasks such as, but not limited to, the following:

- A. Continue to prioritize opportunities and identify costs for updating the current travel demand model to support the long-range transportation planning process as well as the development of a traffic simulation model to illustrate and evaluate traffic flow dynamics;
  - B. Coordinate with SCDOT to identify data formats that will inform target setting then explore opportunities and costs for improving methods for data collection and/or parameters applied to project growth;
  - C. Continue to use the procurement process to establish contracts with modeling consultants to assist with prioritizing and implementing recommendations per FHWA's Travel Demand Improvement Program (TMIP) Peer Review from February 2015;
  - D. Invest in computer equipment, software upgrades, and/or new software to maintain and expand in-house travel forecasting and traffic simulation capabilities;
  - E. Regularly review and update information included in both macroscopic and microscopic models;
  - F. Provide revised versions of the models to SCDOT as needed and to member governments upon request;
  - G. Assist member jurisdictions investigating projects with transportation planning by analyzing the system as requested (see Item 4.1);
  - H. Continue to expand modeling services to support subarea analysis and development scenario planning, evaluate congestion mitigation measures, and review of Traffic Impact Studies of individual developments submitted to member jurisdictions;
  - I. Explore and incorporate specific elements of transit and non-motorized forecasting methodologies from the STOPS model developed for the LCRT project in the travel demand model;
  - J. Initiate procurement process to secure consultant services to incorporate freight forecasting component in the travel demand model (TDM Freight Module Development), employing best practices in data collection of existing freight and urban goods movement traffic. Assumes initiating procurement in FY 2023 in preparation for project development in FY 2024;
  - K. Continue to collect up-to-date socio-economic data and develop projections for interim and horizon years of the travel demand model, particularly in areas added to the CHATS planning area based on the 2020 census;
  - L. Coordinate with SCDOT to review and evaluate needs and recommend system improvements to the CHATS Policy Committee;
  - M. Attend training to stay current with modeling techniques and strategies.
- 

**Responsibility:** BCD Council of Governments/Consultant

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

<b>Work</b>	<b>Products</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Proposed Funding</b>
<b>A.B.C.</b>	Continue to address improvements recommended to the model by the FHWA expert panel in accordance with SCDOT procurement requirements: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>D.</b>	Compile data and develop a microsimulation model for a local high-activity area as a case study: <u>On-going through June30, 2024/2025</u>	X	-	FHWA (PL)/FTA
<b>J.</b>	Identify and procure technical assistance to incorporate a robust freight module (Travel Demand Model Freight Module Development) in accordance with SCDOT LPA process: <u>Fall 2023</u> (initiate procurement in FY 2023, with project development in FY 2024)	X	-	Other – See below
<b>G.</b>	Run localized modelling for projects based on requests: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>K.</b>	Update proposed development inputs applied in the travel demand model to reflect recent development approvals: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Summary of Select Tasks/Projects:**

<b>Work</b>	<b>Project/Task</b>	<b>Programming in TIP</b>	<b>Proposed Procurement</b>	<b>Schedule</b>	<b>Budget (Fed./Local)</b>	<b>Proposed Funding</b>
<b>J.</b>	TDM Freight Module Development	Transportation Modeling/Simulation Systems Imp.	Consultant	FY 2024 <sup>7</sup>	\$250,000/\$62,500	Guideshare /STBG

<sup>7</sup> TDM Freight Module Development project assumes initiation in FY 2023 with work activities continuing through FY 2024. Included in FY 2023 budget,

**Funding Sources FY2024:**

<b>FHWA (PL)/FTA</b>	<b>\$200,000</b>
<b>LOCAL</b>	<b>\$50,000</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$250,000</b>
<b>% OF TOTAL PL BUDGET: 4.72%</b>	

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$200,000</b>
<b>LOCAL</b>	<b>\$50,000</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$250,000</b>
<b>% OF TOTAL PL BUDGET: 7.54%</b>	

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

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### 4.3: Special Studies/Project Analysis

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**Objective:** To examine specific projects involving transportation issues and linkages with land use, as well as factors that affect future growth patterns, economic development, community design, and impacts on the transportation system.

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**Scope/Work:** BCDCOG will continue to research and analyze specific planning and project proposals for design, location, and feasibility of transportation projects as needed by performing activities such as, but not limited to, the following:

- A. Provide staff support at meetings of any subcommittees, elected officials, or planning commissions to analyze traffic issues facing special areas or corridors and evaluate potential solutions;
- B. Conduct analyses of specific project proposals to assist in programming and funding decisions and report findings to the CHATS Policy Committee;
- C. Conduct major investment studies focusing on sub-areas and corridors, similar to the Folly Road Corridor study or projects placing emphasis on efficient use of existing facilities through congestion management strategies as needed;
- D. Provide assistance to local governments within the CHATS planning area with studies of transportation projects, including land use regulations and development review as requested;
- E. Assemble evaluations of proposed plans, projects, funding, traffic, transportation needs and alternatives, and land use/growth patterns as reports, presentations, or graphics;
- F. Utilize assistance of previously approved on-call consultants and/or other professional consulting services as needed and procured in accordance with state/federal requirements;
- G. Conduct activities that implement the Federal Partnership for Sustainable Communities (HUD, USDOT, and EPA) initiative to advance livability especially transportation-land use planning strategies, including but not limited to a study of how capturing regional demand for affordable housing along major transit corridors can mitigate increasing congestion;
- H. Coordinate implementation of special area plans, corridor studies, SIB applications, the regional housing needs assessment and recommendations of the TOD framework study with specific focus in reducing barriers to affordable housing and promoting equitable TOD development;
- I. Continue coordination with Berkeley County, City of Goose Creek and Town of Moncks Corner to develop US52 Corridor Study and implement corridor study recommendations for land uses and transportation improvements along US52;
- J. Coordinate with jurisdictions on implementation of projects identified in the ReThink Folly Road plan;
- K. Continue to coordinate with Joint Base Charleston to identify and address concerns with community infrastructure and access to base facilities that impact military service in the region;
- L. Coordinate with the Charleston Resiliency Network and other initiatives assessing the resiliency of the region's transportation system.

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**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during both FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.B.C.	Evaluate specific special areas or project proposals as requested to identify potential solutions: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
C.D.E.H.	Coordinate with municipalities on implementation of special area plans: <u>On-going through June, 2024/2025</u>	X	X	FHWA (PL)/FTA
E.	Develop implementation matrices and performance measures for recently approved special area plans: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
G.H.	Collaborate with jurisdictions to implement recommendations of the TOD framework study and other special area plans to increase affordable housing along premium transit corridors: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
I.	Coordinate with Berkeley County, City of Goose Creek and Town of Moncks Corner on implementation of recommendations of the US52 Corridor Study: <u>July 2023/2024</u>	X	X	FHWA (PL)/FTA
J.	Coordinate implementation of ReThink Folly Phase 1 multi-use path: <u>July 2023</u>	X	-	FHWA (PL)/FTA
J.	Assist/participate in collaborative efforts of jurisdictions to construct/implement improvements recommended in the ReThink Folly Complete Streets Plan: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

FHWA (PL)/FTA	\$10,000
LOCAL	\$2,500
OTHER	\$0
<b>Total</b>	<b>\$12,500</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>0.24%</b>

**Funding Sources FY2025\*:**

FHWA (PL)/FTA	\$10,000
LOCAL	\$2,500
OTHER	\$0
<b>Total</b>	<b>\$12,500</b>
<b>% OF TOTAL PL BUDGET:</b>	<b>0.38%</b>

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

#### 4.4: Regional Land Use Planning

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**Objective:** To increase public awareness and implement the shared vision of the tri-county region in 2040, particularly focused on enhancement of identified corridors and transit related centers.

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**Scope/Work:** The BCDCOG will continue to steward the regional land use plan, OurRegion OurPlan, the Neck Area Master Plan and other regional planning initiatives by engaging all jurisdictions in the CHATS planning area in implementation and continue to use the Vision Plans to inform updates of the LRTP and travel demand model. Activities to achieve this task include, but are not limited to, the following:

- A. Educate decision makers and the general public on specific implementation strategies within the regional land use plan that will enhance transportation planning and facilitate efficient movement of goods and people, including but not limited to expanded efforts/initiatives in support of affordable housing development;
- B. Capitalize on the collaborative process, including nontraditional partners, used to develop the plan, as a basis for stewarding implementation of the regional plan and strategies to link land use development and transportation planning;
- C. Maintain Regional Plan Blueprint and support implementation of its diverse goals with all jurisdictions and the public including, but not limited to, facilitation of a regional Stormwater Management Committee and collaboration on green infrastructure initiatives;
- D. Familiarize the CHATS Policy Committee and local governments with the range of tools that can be used to implement regional land use and other transportation plans especially as they relate to funding of infrastructure and regional transportation, including but not limited to an updated Community Viz GIS extension/model;
- E. Refine integration of land use data from the Vision Plan within the travel demand model;
- F. Identify and prioritize specific implementation strategies that will result in short term improvements in mobility throughout the urban area while major, long-term projects are under design and engineering;
- G. Support the One Region Advisory Committee as Lead Agent for coordination with partners to implement goals and strategies in the One Region Roadmap to ensure the community transportation systems are prepared for a disruption (natural or man-made);
- H. Purchase necessary software, software upgrades, or equipment to enhance modeling capabilities, including Community Viz updates, needed to incorporate data from the regional land use process;
- I. Participate in conferences and attend training on application of tools, land use planning and sustainable communities' initiatives.

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**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an on-going basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

<b>Work</b>	<b>Products</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Proposed Funding</b>
<b>A.B.C.D.</b>	Agendas and presentations for meetings where the regional plan is presented and/or discussed: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>B.C.</b>	Support implementation of the adopted regional Vision Plan/Blueprint: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
<b>A.-F.</b>	Document discussions with individual jurisdictions on coordination of local planning policies with the regional plan policies and strategies: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA

**Funding Sources FY2024:**

<b>FHWA (PL)/FTA</b>	<b>\$30,000</b>
<b>LOCAL</b>	<b>\$7,500</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$37,500</b>
<b>% OF TOTAL PL BUDGET: 0.71%</b>	

**Funding Sources FY2025\*:**

<b>FHWA (PL)/FTA</b>	<b>\$30,000</b>
<b>LOCAL</b>	<b>\$7,500</b>
<b>OTHER</b>	<b>\$0</b>
<b>Total</b>	<b>\$37,500</b>
<b>% OF TOTAL PL BUDGET: 1.13%</b>	

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

CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO  
**UNIFIED PLANNING WORK PROGRAM**

**FY2024 & FY2025**

**(July 1, 2023 – June 30, 2025)**

5.0 PUBLIC PARTICIPATION

**Purpose:** To facilitate active citizen education about and participation in all CHATS planning processes in accord with the adopted Public Participation Plan, Program Management Plan, Title VI and DBE plans.

5.1 PUBLIC PARTICIPATION/EDUCATION/INVOLVEMENT

## 5.1: Public Participation/Education/Involvement

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**Objective:** To continue active citizen education, participation and non-traditional partner involvement in all aspects of the CHATS planning process.

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**Scope/Work:** BCDCOG will keep citizens informed of the CHATS planning and programming process through a variety of public outreach and involvement techniques in accord with the Public Participation Plan (PPP), including the Title VI and Limited English Proficiency Plan. Activities to achieve this task include, but are not limited to, the following:

- A. Inform citizens of CHATS planning and programming activities through speaking engagements, traditional media, social media, the BCDCOG website, newsletter, and meetings;
- B. Manage public notices of all MPO meetings to ensure wide distribution and clarity that these meetings are open to the public, advertised and media notified as specified in the CHATS PPP;
- C. Maintain a file of traditional partners and interested persons to be notified of MPO events and meetings;
- D. Investigate new ways to involve the general public and non-traditional partners, especially the transportation disadvantaged, in the transportation planning process;
- E. Seek new avenues for outreach to low-income and minority communities, including Limited English Proficiency speaking populations as well as Disadvantaged Business Enterprises;
- F. Continue an active program of citizen participation in special projects, encouraging a significant diversity of individuals and agencies to participate;
- G. Document attendance and public input received at all CHATS functions to assist in evaluating the effectiveness of current public involvement practices;
- H. Provide opportunity for the public to comment verbally or in writing at each meeting;
- I. Procure and purchase software and tablets to document attendance, and diversity thereof, at all CHATS public meetings;
- J. Develop presentations and purchase any necessary graphics equipment to adequately convey information to the public;
- K. Present transportation documents in an easily understandable format, including graphics and other visualization techniques;
- L. Regularly report on the transportation process and planning initiatives through the BCDCOG website, social media and newsletters;
- M. Maintain files, maps and plans for TIP projects in the region for public review;
- N. Annually assess the effectiveness of public involvement techniques and incorporate changes in an updated Public Participation Plan to increase the quantity and quality of public involvement;
- O. Develop 5-year update to CHATS Public Participation Plan;
- P. Increase the use of technology through the purchase of software platforms, to include associated maintenance through licensing, subscriptions, etc., to expand public engagement, implement, track and monitor success of public involvement efforts.

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**Responsibility:** BCD Council of Governments

**Work Schedule:** The activities in this task area will principally be conducted on an ongoing basis during FY2024 and FY2025.

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**Schedule of Products FY2024/2025:**

Work	Products	FY 2024	FY 2025	Proposed Funding
A.B.	Copies of agendas and meeting notices: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
B.C.D.E.F.	Copies of BCDCOG media outreach: <u>Monthly through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
G.H.I.	Copies of meeting sign in sheets and public feedback: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
I.P.	Procure software and equipment to facilitate engagement, document and track public participation at meetings: <u>June 30, 2024</u>	X	-	FHWA (PL)/FTA
A.J.K.	Retain files of presentations given to outside organizations: <u>On-going through June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
L.M.N.	Annual report on effectiveness of various public participation techniques employed: <u>June 30, 2024/2025</u>	X	X	FHWA (PL)/FTA
O.	Develop 5-year update to CHATS PPP: <u>January, 2024</u>	X	-	FHWA (PL)/FTA

**Funding Sources FY2024:**

FHWA (PL)/FTA	\$125,000
LOCAL	\$31,250
OTHER	\$0
<b>Total</b>	<b>\$156,250</b>
<b>% OF TOTAL PL BUDGET: 2.95%</b>	

**Funding Sources FY2025\*:**

FHWA (PL)/FTA	\$125,000
LOCAL	\$31,250
OTHER	\$0
<b>Total</b>	<b>\$156,250</b>
<b>% OF TOTAL PL BUDGET: 4.72%</b>	

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

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*CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO*  
**UNIFIED PLANNING WORK PROGRAM**

**FY 2024 & FY2025**  
**(July 1, 2023 – June 30, 2025)**

APPENDIX A: GLOSSARY OF TERMS

APPENDIX B: FHWA-FTA 2021 PLANNING EMPHASIS AREAS

APPENDIX C: FISCAL YEAR 2024 PROJECT TIMELINE/MILESTONES

APPENDIX D: BUDGET SUMMARY

## APPENDIX A: Transportation Glossary of Terms

**Access/Accessibility** — The opportunity to reach a given end use within a certain time frame, or without being impeded by physical, social or economic barriers.

**Alternative Modes of Transportation** — Forms of transportation that provide transportation alternatives to the use of single-occupant automobiles. Examples include: rail, transit, carpools, bicycles and walking.

**Amendment** — A major change in the approved TIP or Plan that requires public review and comment, demonstration of fiscal constraint, or a conformity determination (for 'non-exempt' projects in nonattainment and maintenance areas).

**American Association of State Highway and Transportation Officials (AASHTO)** — A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

**Americans with Disabilities Act (ADA)** — Federal civil rights legislation for persons with disabilities, signed into law in 1990, that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications and transportation. Transportation requirements include the provision of "comparable para-transit service" that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

**Arterial Street** — A class of street serving major traffic movements (high-speed, high volume) for travel between major points.

**Attainment Area** — An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Nonattainment areas are areas considered not to meet these standards for designated pollutants. An area may be an attainment area for one pollutant and a non-attainment area for others.

**Bipartisan Infrastructure Law (BIL)** — The Infrastructure Investment & Jobs Act (IIJA) ([Public Law 117-58](#), also known as the Bipartisan Infrastructure Law or "BIL") was signed into law on November 15, 2021 and provides five years of funding for surface transportation

infrastructure, water infrastructure, resiliency projects, and broadband. The BIL authorized \$550 billion over fiscal years 2022 through 2026 and maintains the transportation focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight and micromobility projects. With the enactment of the BIL, states and local governments are moving forward with critical transportation projects.

**Capacity** — A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period. The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic and control conditions; usually expressed as vehicles per hour or persons per hour.

**Capital Improvement Program (CIP)** — A plan for future capital infrastructure and program expenditures which identifies each capital project, its anticipated start and completion and allocates existing funds and known revenue sources for a given period of time. Most local governments have a CIP.

**Charleston Area Regional Transportation Authority (CARTA)** - The public transit provider in the Charleston-North Charleston Urban Area.

**Clean Air Act (CAA)** — Federal statutes established by the United States Congress which set the nation's air quality goals and the process for achieving those goals. The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 version of the law. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law.

**Congestion** — A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.

**Congestion Management Process (CMP)** — Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate

congestion and enhance the mobility of people and goods, to levels that meet state and local needs.

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)** — a categorical Federal-aid funding program created with the ISTEA which directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single occupant vehicles).

**Context Sensitive Solution (CSS)** — A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

**Design Standards** — Standards that are met when a new road is constructed, or when a deficient section is improved. These standards pertain to all relevant geometric and structural features required to provide a desired level of service over the life of the project. The life of the project is generally 20 years beyond its implementation.

**Environmental Assessments (EA)** — Prepared for federal actions under the National Environmental Policy Act (NEPA) where it is not clearly known how significant the environmental impact might be. If, after preparing an environmental assessment, it is determined that the project impact is significant, an Environmental Impact Statement (EIS) is then prepared. If not, a "finding of no significant impact" (FONSI) is documented.

**Environmental Impact Statements (EIS)** — Prepared for federal actions that have a significant effect on the human and natural environment. These are disclosure documents prepared under the National Environmental Policy Act (NEPA) that provide a full description of the proposed project, the existing environment and analysis of the anticipated beneficial and adverse environmental effects of all reasonable alternatives. There are various stages — Draft EIS and Final EIS.

**Environmental Justice (EJ)** — Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

**Environmental Protection Agency (EPA)** — The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act and others. EPA is the source agency of air quality control regulations affecting transportation.

**Federal Highway Administration (FHWA)** — A branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads and other Federal lands roads.

**Federal Transit Administration (FTA)** — A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development and improvement of public or mass transportation systems. FTA provides leadership, technical assistance and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the nation's communities and natural environment and to strengthen the national economy.

**Financial Planning** — The process of defining and evaluating funding sources, sharing information and deciding how to allocate the funds.

**Financial Programming** — A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Program (see TIP).

**Fiscal or Financial Constraint** — Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

**Geographic Information System (GIS)** — Computerized data management system designed to capture, store, retrieve, analyze and display geographically referenced information.

**High-Occupancy Vehicle (HOV)** — Vehicles carrying two or more people. The number that constitutes an HOV for the purposes of HOV highway lanes may be designated differently by different transportation agencies.

**Intelligent Transportation Systems (ITS)** — the application of advanced technologies to improve the efficiency and safety of transportation systems.

**Intermodal** — The ability to connect and the connections between modes of transportation.

**Level of Service (LOS)** — a qualitative rating of how well a unit of transportation supply (e.g. street, intersection, bikeway, etc.) serves its current or projected demand. LOS A = free-flow condition (32 percent of capacity); B = reasonably free-flow conditions (51 percent); C = operation stable but becoming more critical (75 percent); D = lower speed range of stable flow (92 percent); E = unstable flow (100 percent); F = forced flow; >100 percent of capacity, stop-and-go operation.

**Long-range Transportation Plan (LRTP)** — A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system and serving as the defining vision for the regions or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over a minimum of the next 20 years.

**Maintenance Area** — Maintenance area is any geographic region of the United States previously designated non-attainment pursuant to the CAA Amendments of 1990 and subsequently re-designated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

**Metropolitan Planning Organization (MPO)** — A planning agency established by federal law to assure a continuing, cooperative and comprehensive transportation planning process takes place that results in the development of plans, programs and projects

that consider all transportation modes and supports the goals of the community. Any urbanized area or contiguous urbanized areas, as defined by the U.S. Census Bureau, containing a population of greater than 50,000 are required to have an MPO.

**Mode, Intermodal, Multimodal** — Form of transportation, such as automobile, transit, bicycle and walking. Intermodal refers to the connections between modes and multimodal refers to the availability of transportation options within a system or corridor.

**National Environmental Policy Act of 1969 (NEPA)** — An established national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

**National Historic Preservation Act (NHPA)** — Law requiring federal agencies to consider the potential effect of a project on a property that is registered on or eligible for the National Register of Historic Places, and for federal and state agencies and the public to identify means to mitigate harm if effects are identified.

**Non-attainment** — Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990. An area can at the same time be classified as in attainment for one or more air pollutants and as a non-attainment area for another air pollutant.

**Para-transit** — Alternative known as "special or specialized" transportation, which often includes flexibly scheduled and routed transportation services. These services use low-capacity vehicles such as vans to operate within normal urban transit corridors or rural areas. Services usually cater to the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

**Planning Funds (PL)** — Primary source of funding for metropolitan planning designated by the FHWA.

**Revision** - A change to a long range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment," while a minor revision is an "administrative modification."



**Right-of-Way (ROW)** — Public space legally established for the use of pedestrians, vehicles or utilities. Right-of-way typically includes the street, sidewalk and buffer strip areas.

**Rural Planning Organization (RPO)** — An organization similar to an MPO, composed of representatives of rural local governments and appointed representatives from the geographic area covered by the organization with the purpose of involving local officials in multi-modal transportation planning through a structured process.

**Stakeholders** — Individuals and organizations involved in or affected by the transportation planning process. Include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

**Surface Transportation Program (STP)** — Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike and pedestrian facilities.

**South Carolina Department of Transportation (SCDOT)** — The State agency that manages the highway system within South Carolina. SCDOT's mission is to plan, implement, maintain and manage an integrated transportation system for the movement of people and products, with emphasis on quality, safety, efficiency and the environment for citizens. SCDOT is the administrative agency that responds to policy set by the South Carolina Legislature.

**Title VI** — Title VI of the Civil Rights Act of 1964. The legislation prohibits discrimination in any program receiving federal assistance.

**Transit Oriented Development (TOD)** — A Walkable, compact, mixed-use, higher-density pattern of development within walking distance of a transit facility. Higher housing densities, mixed with commercial services and employment uses are located closest to the transit center in order to decrease sprawl and promote compactness.

**Transportation Conformity** — Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

**Transportation Demand Management (TDM)** — “Demand-based” techniques that are designed to change travel behavior in order to improve the performance of transportation facilities and to reduce the need for additional road capacity. Methods include the use of alternative modes, ride-sharing and vanpool programs and trip-reduction programs and/or ordinances.

**Transportation Improvement Program (TIP)** — A staged, multiyear (typically three to five years) listing of surface transportation projects proposed for federal, state and local funding within a metropolitan area. MPOs are required to prepare a TIP as a short-range programming document to complement its long-range transportation plan. The TIP contains projects with committed funds over a multiyear period (five years).

**Transportation Management Area (TMA)** — All urbanized areas over 200,000 in population and any other area that requests such designation. The MPO is responsible for transportation planning with a TMA.

**Transportation Network Company (TNC)** also known as a ride-hailing company, provides on-demand transportation services for passengers. In contrast to taxis and other more traditional for-hire transportation services, TNCs typically do not maintain their own vehicle fleets or operate conventional dispatch centers.

**Transportation Planning** — A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state and federal transportation funding. Long-range planning is typically done over a period of 25 years; short-range programming of specific projects usually covers a period of 3 to 5 years.

**Unified Planning Work Program (UPWP)** — The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

**Urban Area** — Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

**Vehicle Miles of Travel (VMT)** — The sum of distances traveled by all motor vehicles in a specified region.

DRAFT

**APPENDIX B: 2021 Planning Emphasis Areas**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Federal Transit  
Administration

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

**Subject:** 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Deputy Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "[Hazard Mitigation Cost Effectiveness Tool](#)," FTA's "[Emergency Relief Manual](#)," and "[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)")

### **Equity and Justice40 in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity." In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

### **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

### **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

### **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

### **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

FY24 Project Timelines**															CHATS Unified Planning Work Program	
Task	Ongoing from FY2023	July-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Estimated Completion	Tracking Schedule	
1.1 CHATS Administration		Policy Committee Meeting	X	X	Policy Committee Meeting	X	X	Policy Committee Meeting Annual list of Obligated Projects	Prepare FY23 UPWP update	X	Policy Committee Meeting Adoption FY23 UPWP Update	X	X	Continuous Annual list of obligated projects: January 2024 FY2025 UPWP Update/Adoption: February/April 2024	PL Quarterly Report	
1.2 TIP Development and Maintenance		X	X	X	X	X	X	Projects Status Report to Policy Committee	X	X	X	X	X	Continuous Annual Status Reports to Policy Committee: January 2024 FY2024-2033 MTIP Update/Adoption: January 2024	PL Quarterly Report	
1.3 Transportation Alternatives Program		X	X	X	X	X	X	Annual Status Report	Initiate process/ schedule for accepting funding requests		X	X	X	Continuous Initiate and conduct process for next round of project funding: Feb-March 2024 Annual Progress Report: January 2024	PL Quarterly Report	
1.4 Technical Assistance		X	X	X	X	X	X	X	X	X	X	X	X	Continuous Prepare Comp Plan Transportation elements as requested Facilitate Planning/Zoning, Training as requested	PL Quarterly Report	
2.1 Land Use/Socio-Economic Data Collection/Projections		X	X	Meet with Jurisdictions for updates on approved land developments		X	X	X	Meet with Jurisdictions for updates on approved land developments		X	X	X	Presentations on request Continued maintenance of online mapping site Meet with jurisdictions to update development projections: September/October 2023 & February/March 2024	PL Quarterly Report	
2.2 System Surveillance		X	X	X	Develop estimates and prepare report on average transportation costs by household locations			X	X	X	X	Prepare and publish updated Traffic Count Maps (based on data from SCDOT)		Continuous Issue Report on average commuting costs: Fall 2023 Prepare and post Traffic Count Maps: June 2024	PL Quarterly Report	
2.3 Census Cooperation		Adjustment to CHATS Boundary		X	X	X	X	Publish updated community profiles and update online census feed		X	X	X	X	Continuous Update to CHATS Planning Boundary: August 15, 2023 Publish updated community profiles for all three counties: Jan. 2024	PL Quarterly Report	
2.4 Air Quality Monitoring		X	X	Semi-annual meeting	X	X	X	X	X	Semi-annual meeting	X	X	X	Continuous Semi-annual AQC meetings coordinated with DHEC	PL Quarterly Report	
3.1 Congestion/Travel Demand Management		Implement I-526/I-26 TDM Strategies as outlined in corridor plan, including Lowcountry Go Vanpool program Report on performance of TDM initiatives													Continuous	PL Quarterly Report
- LCRT BRT Project Development		Continue engineering and design phase of Lowcountry Rapid Transit under the FTA CIG program													Continue Engineering/Design of LCRT following authorization by FTA: Dec 2024	PL Quarterly Reports Technical Memos
- Congestion Management Process/Plan Pilot		Maintain and Monitor effectiveness of strategies in CMP Continue work w/SCDOT on CMP Pilot													On-going	PL Quarterly Report, Technical Memo
- Transit Enhancements		Continue coordination to implement transit system consolidation Implement recommendations of regional Park and Ride plan													On-going coordination to implement recommended Park and Ride improvements and transit system consolidation	PL Quarterly Reports Documentation of Board actions
- Regional ITS Plan Implementation		X	X	X	X	X	X	X	X	X	X	X	X	Coordinate implementation of Regional ITS Architecture plan recommendations	PL Quarterly Reports	
3.2 Intermodal Management		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Report	
- Regional Freight Mobility Plan implementation		X	X	X	X	X	X	X	X	X	X	X	X	Plan maintenance& implementation: Continuous	PL Quarterly Report, Draft document	
- Regional Bike/Pedestrian Plan Implementation		X	X	X	Coordinated semi-annual meeting w/Safety Improvements Committee	X	X	X	X	Coordinated semi-annual meeting w/Safety Improvements Committee	X	X	X	On-going	PL Quarterly Report	
3.3 Transit Service Management/Planning		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Report	
- Administer/Support FTA funding recipients		Facilitate application process for FFY23 5310 funding		Prepare contractual agreements with awarded subrecipients		X	X	X	X	X	X	X	X	On-going	PL Quarterly Report, Study document	
- Coordinate with regional Human Service Providers		X	X	X	X	X	X	X	X	X	X	X	Annual meeting	On-going with annual coordination meeting	PL Quarterly Reports	
- Coordinate implementation of Regional Transit Framework Plan		X	X	X	X	X	X	X	X	X	X	X	X	Implementation on-going	PL Quarterly Reports	
- Demand Response Services		Transition Demand Response Zone Pilot to more permanent service												X	Transition Pilot to Permanent: July 2024	PL Quarterly Reports
- Coordinate development of Dorchester Road TSP/Signal Improvement Pilot project		Continue development and implementation of Dorchester Rd TSP Pilot													Plan development and coordinate implementation of TSP technology along corridor w/SCDOT	PL Quarterly Report, Published Plan
- Coordinate development of CARTA Downtown Route Restoration Plan		Continue development of CARTA Downtown Route Restoration Study							X	X	X	X	X	Plan	PL Quarterly Report, Published Plan	
- Coordinate development of US-52 BRT Corridor Study		Continue development of US-52 BRT Corridor Study										X	X	X	PL Quarterly Report, Published Plan	
- Coordinate development and implementation of recommended park and ride facilities		X	X	X	X	X	X	X	X	X	X	X	X	On-going	PL Quarterly Reports	
3.4 Complete Streets		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Reports	
4.1 Plan Review and Development		Continue development and adoption of CHATS 2045 LRTP							X	X	X	X	X	Continuous review and monitoring data for performance measures Adoption of 2045 LRTP Update: December 2023	PL Quarterly Reports, Plan document, Committee Adoption of Plan	
4.2 Simulation/Network Modeling of Transportation System		Evaluate options/methodology for developing an enhanced freight modeling module, initiate procurement to develop TDM Freight Module							X	X	X	X	X	Continuous Develop sub-area micro-simulation model case study: FY 2024 Identify and procure assistance to develop TDM freight module: Fall 2023	PL Quarterly Report	
4.3 Special Studies (Implementation)		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Report, Published Plan	
- Coordinate implementation of US 52 Corridor Management Plan		Continue development, adopt and initiate implementation of the US-52 Corridor Plan		X	X	X	X	X	X	X	X	X	X	Facilitate public process to develop Corridor Management Plan: On-going	PL Quarterly Reports	
4.4 Outreach and implementation of Regional Plan, Neck Area Master Plan, JLUS, Riverland Drive and Folly Road Corridor plans		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Reports	
5.1 Information to Public (Presentations/Education)		X	X	X	X	X	X	Update to CHATS PPP						Continuous	PL Quarterly Reports, Plan document, Committee Adoption of Plan	

\*\*This is a depiction of milestones and benchmarks that may or may not be attained. Other tasks and routine activities, for which specific deadlines may not be reasonably anticipated, are expected and continuous. This list is in no way comprehensive as additional projects may evolve.

CHATS Unified Planning Work Program  
Fiscal Year 2024 Funding Sources Table

TASK CODE	TASK DESCRIPTION	Consolidated Planning Grant			ADDITIONAL FUNDS					TASK FUNDING SUMMARY			
		Transit / Highway			Local 20%	SCDOT 20%	FHWA 80%	FTA 80%	SCDOT 100%	LOCAL	STATE	FEDERAL	TOTAL
		Local 20%	SCDOT 20%	FHWA 80%									
<b>Section 1</b>	<b>Program Administration</b>	\$ 141,951	\$0	\$ 567,805	\$0	\$0	\$0	\$0	\$0	\$ 141,951	\$0	\$ 567,805	\$ 709,756
1.1	Admin. & Program Management	69,451		277,805						69,451	\$0	277,805	347,256
1.2	TIP Development	3,750		15,000						3,750	\$0	15,000	18,750
1.3	Transportation Alternatives Program	6,250		25,000						6,250	\$0	25,000	31,250
1.4	Technical Assistance	62,500		250,000						62,500	\$0	250,000	312,500
<b>Section 2</b>	<b>Surveillance / Data Collection</b>	\$ 25,000	\$0	\$ 100,000	\$0	\$0	\$0	\$0	\$0	\$ 25,000	\$0	\$ 100,000	\$ 125,000
2.1	Land Use / Socioeconomic Data	12,500		50,000						12,500	\$0	50,000	62,500
2.2	Transportation System Surveillance	6,250		25,000						6,250	\$0	25,000	31,250
2.3	Census Cooperation	3,750		15,000						3,750	\$0	15,000	18,750
2.4	Air Quality Monitoring	2,500		10,000						2,500	\$0	10,000	12,500
<b>Section 3</b>	<b>Congestion Management</b>	\$103,750	\$0	\$465,000	\$193,640	\$0	\$2,963,560	\$0	\$0	\$297,390	\$0	\$3,428,560	\$ 3,725,950
3.1	Congestion Management Process	31,250		125,000	21,000		81,000			52,250	\$0	206,000	258,250
3.2	Intermodal Management	10,000		40,000	122,640		492,560			132,640	\$0	532,560	665,200
3.3	Public Transit Management / Planning	62,500		250,000	50,000		2,390,000			112,500	\$0	2,640,000	2,752,500
3.4	Complete Streets*	0		50,000						-	\$0	50,000	50,000
<b>Section 4</b>	<b>Long Range Transportation Planning</b>	\$91,250	\$0	\$365,000	\$24,000	\$0	\$95,000	\$0	\$0	\$115,250	\$0	\$460,000	\$575,250
4.1	Plan Review & Development	31,250		125,000	24,000		95,000			55,250	\$0	220,000	275,250
4.2	Simulation of Transportation System	50,000		200,000						50,000	\$0	200,000	250,000
4.3	Special Studies / Project Analysis	2,500		10,000						2,500	\$0	10,000	12,500
4.4	Regional Land Use Plan	7,500		30,000						7,500	\$0	30,000	37,500
<b>Section 5</b>	<b>Public Participation</b>	\$31,250	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$31,250	\$0	\$125,000	\$ 156,250
5.1	Public Participation/Education/Involvement	31,250		125,000						31,250	\$0	125,000	156,250
	<b>Management &amp; Operations</b>												
<b>TOTALS</b>		<b>\$393,201</b>	<b>\$0</b>	<b>\$1,622,805</b>	<b>\$217,640</b>	<b>\$0</b>	<b>\$3,058,560</b>	<b>\$0</b>	<b>\$0</b>	<b>\$610,841</b>	<b>\$0</b>	<b>\$4,681,365</b>	<b>\$5,292,206</b>

Note - \*Non-federal match for PL funds may be waived on permissible Complete Streets planning activities under BIL

CHATS Unified Planning Work Program

Fiscal Year 2025\* Funding Sources Table

TASK CODE	TASK DESCRIPTION	Consolidated Planning Grant			ADDITIONAL FUNDS					TASK FUNDING SUMMARY			
		Transit / Highway			Local 20%	SCDOT 20%	FHWA 80%	FTA 80%	SCDOT 100%	LOCAL	STATE	FEDERAL	TOTAL
		Local 20%	SCDOT 20%	FHWA 80%									
<b>Section 1</b>	<b>Program Administration</b>	\$ 141,951	\$0	\$ 567,805	\$0	\$0	\$0	\$0	\$0	\$ 141,951	\$0	\$ 567,805	\$ 709,756
1.1	Admin. & Program Management	69,451		277,805						69,451	\$0	277,805	347,256
1.2	TIP Development	3,750		15,000						3,750	\$0	15,000	18,750
1.3	Transportation Alternatives Program	6,250		25,000						6,250	\$0	25,000	31,250
1.4	Technical Assistance	62,500		250,000						62,500	\$0	250,000	312,500
<b>Section 2</b>	<b>Surveillance / Data Collection</b>	\$ 25,000	\$0	\$ 100,000	\$0	\$0	\$0	\$0	\$0	\$ 25,000	\$0	\$ 100,000	\$ 125,000
2.1	Land Use / Socioeconomic Data	12,500		50,000						12,500	\$0	50,000	62,500
2.2	Transportation System Surveillance	6,250		25,000						6,250	\$0	25,000	31,250
2.3	Census Cooperation	3,750		15,000						3,750	\$0	15,000	18,750
2.4	Air Quality Monitoring	2,500		10,000						2,500	\$0	10,000	12,500
<b>Section 3</b>	<b>Congestion Management</b>	\$116,250	\$0	\$465,000	\$51,000	\$0	\$1,203,000	\$0	\$0	\$167,250	\$0	\$1,668,000	\$ 1,835,250
3.1	Congestion Management Process	31,250		125,000	19,000		75,000			50,250	\$0	200,000	250,250
3.2	Intermodal Management	10,000		40,000	20,000		80,000			30,000	\$0	120,000	150,000
3.3	Public Transit Management / Planning	62,500		250,000	12,000		1,048,000			74,500	\$0	1,298,000	1,372,500
3.4	Complete Streets**	12,500		50,000						12,500	\$0	50,000	62,500
<b>Section 4</b>	<b>Long Range Transportation Planning</b>	\$91,250	\$0	\$365,000	\$6,000	\$0	\$25,000	\$0	\$0	\$97,250	\$0	\$390,000	\$487,250
4.1	Plan Review & Development	31,250		125,000	6,000		25,000			37,250	\$0	150,000	187,250
4.2	Simulation of Transportation System	50,000		200,000						50,000	\$0	200,000	250,000
4.3	Special Studies / Project Analysis	2,500		10,000						2,500	\$0	10,000	12,500
4.4	Regional Land Use Plan	7,500		30,000						7,500	\$0	30,000	37,500
<b>Section 5</b>	<b>Public Participation</b>	\$31,250	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$31,250	\$0	\$125,000	\$ 156,250
5.1	Public Participation/Education/Involvement	31,250		125,000						31,250	\$0	125,000	156,250
	<b>Management &amp; Operations</b>												
<b>TOTALS</b>		<b>\$405,701</b>	<b>\$0</b>	<b>\$1,622,805</b>	<b>\$57,000</b>	<b>\$0</b>	<b>\$1,228,000</b>	<b>\$0</b>		<b>\$462,701</b>	<b>\$0</b>	<b>\$2,850,805</b>	<b>\$3,313,506</b>

Note - \*UPWP FY 2025 budget and projected work product delivery is illustrative until approved by SCDOT

\*\*Non-federal match for PL funds may be waived on permissible Complete Streets planning activities under BIL