

2040 RURAL LRTP



2040 BCD RURAL LONG-RANGE TRANSPORTATION PLAN
AMENDMENT #6

Amendment: February 26, 2024

Amendment #6 – BCD 2040 LRTP (Highway and Transit Safety Performance Targets)

Federal regulations established through the FAST Act and maintained in IIJA/BIL, 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 BCDCOG is amending the BCD 2040 Rural Long-Range Transportation Plan (LRTP) to include the annual safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2024 performance period.

Recipients 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/COGs and states so all plans and performance reports are coordinated. TriCounty Link (TCL), the region's rural transit service provider, has and will continue to share this data with the BCDCOG to facilitate its performance-based planning process. The BCDCOG is amending the 2040 LRTP to include the transit safety performance measures and annual targets set and reported by TCL for the 2024 performance period.

PERFORMANCE MEASURES AND TARGETS –

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. The following table describes the national goal areas, performance areas, and measures associated with Highway Performance.

Table 1: National Goal Areas and Performance Measures (Highways)

National Goal Area	Performance Area	Performance Measures
Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Injuries and Fatalities	<ul style="list-style-type: none"> - Number of Fatalities - Fatality rate (per 100 million VMT) - Number of serious injuries - Serious injury rate (per 100 million VMT) - Number of non-motorized fatalities and non-motorized serious injuries
Infrastructure Condition: To maintain the highway infrastructure asset system in a state of goods repair.	Pavement Condition	<ul style="list-style-type: none"> - Percent of pavements on the Interstate System in Good Condition - Percent of pavements on the Interstate System in Poor Condition - Percent of pavements on the non-Interstate System in Good Condition - Percent of pavements on the non-Interstate System in Poor Condition
	Bridge Condition	<ul style="list-style-type: none"> - Percent of NHS bridges classified as in Good Condition - Percent of NHS bridges classified as in Poor Condition
System Reliability: To improve the efficiency of the surface transportation system.	Performance of the National Highway System	<ul style="list-style-type: none"> - Percent of person miles traveled on the Interstate System that are reliable - Percent of person miles traveled on the non-Interstate NHS that are reliable
Freight Movement and Economic Vitality: 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.	Freight Movement on the Interstate System	<ul style="list-style-type: none"> - Truck Travel Time Reliability
Congestion Reduction: To achieve a significant reduction in congestion on the Nation Highway System.	Traffic Congestion	<ul style="list-style-type: none"> - Annual hours of peak-hour excessive delay per capita - Percent of non-single-occupant vehicle traffic
Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.	On-Road Mobile Source Emissions*	<ul style="list-style-type: none"> - Total emissions reduction*

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

Highway Safety

For the 2024 performance period, the BCDCOG accepts and supports the State of South Carolina's DOT safety targets for all five highway safety performance measures presented in Table 2.

Table 2: SCDOT and BCD Rural Planning Area Safety Measures Baselines (2018-22) and Safety Performance 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	1.90	2,802	4.93	457
State Targets (2024) Approved	1,079	1.87	2,549	4.41	454.8
BCD Baseline (2018-2022) Average	41.8	2.33	68.6	3.83	9.4

Note - *Rate per 100 million vehicle miles traveled

This means BCDCOG will:

- Address areas of concern for fatalities or serious injuries within the rural 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 RTIP, 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 annually and report on their progress toward achieving set targets. Public transportation operators are directed to share information with MPOs/COGs and states so that all plans and performance reports are coordinated. Table 3 identifies performance measures outlined in the National Public Safety Transportation Plan, released by the Federal Transit Administration (FTA), and in the final rule for transit asset management.

Table 3: National Goal Areas and Performance Measures (Transit)

National Goal Area	Transit Performance Area or Asset Category	Performance Measures
Safety	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
Infrastructure Condition (State of Good Repair: Transit Asset Management)	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 region’s rural transit provider, TriCounty Link (TCL), as required by the federal Public Transportation Agency Safety Plan (PTASP) final rule effective June 19, 2019, has developed a PTASP including processes and procedures implementing a Safety Management Systems (SMS) for the local transit agency. The BCDCOG Board of Directors certified TCL’s Safety Plan, and adopted its annual Plan update on August 28, 2023. Included in Table 4 below are the agency’s initial targets and summary of performance for the 2023 period, and the targets set for the 2024 performance period. The agency will report on progress and update targets on an annual basis, and coordinate with the BCDCOG to ensure that the goals, objectives, measures and targets set in the PTASP are integrated into the COG’s planning processes.

Table 4: 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
All Bus Service (2024 Targets)	0	0	2	0.42	5	0.75	65,000

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

For the 2024 performance period the BCDCOG accepts and supports the safety performance targets set in the TriCounty Link PTASP. The COG will continue to work with TCL to achieve these targets.

APPENDIX A: ADOPTION AND APPROVAL RESOLUTION

RESOLUTION

ADOPTION OF 2024 HIGHWAY AND TRANSIT SAFETY TARGETS BY THE BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS (BCDCOG)

WHEREAS, the Berkeley-Charleston-Dorchester Council of Governments is a public body authorized by the General Assembly of the State of South Carolina to serve as the regional planning organization for the counties of Berkeley, Charleston and Dorchester as well as the municipal governments contained within those counties; and

WHEREAS, the federal surface transportation programs that are the responsibility of the BCDCOG are authorized by the Infrastructure Investment and Jobs Act (IIJA) also known as the "Bipartisan Infrastructure Law" (BIL) (Pub. L. 117-58, November 15, 2021); and

WHEREAS, the regional transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c); and

WHEREAS, the BCD Council of Governments as the regional planning organization is required to adopt annual safety performance targets specific to the planning area; and


WHEREAS, the BCD Council of Governments has chosen to adopt and support both the statewide safety performance targets approved by the South Carolina Department of Transportation related to highway safety (PM1) as well as the transit safety targets approved by the region's public transit provider for the 2024 performance period; and

WHEREAS, these targets shall, by amendment, be included within the BCD 2040 RL RTP document, adopted August 24, 2020,

NOW, THEREFORE, BE IT RESOLVED that the BCDCOG has agreed to adopt the highway and transit safety targets for the 2024 performance period, and shall continue to work in coordination to ensure that these targets are integrated into the COG's planning processes and effectively link investment priorities to safety target achievement.


Caldwell Pinckney, Jr., Chairman

Certified true and correct copy of a resolution adopted by the Berkeley-Charleston-Dorchester Council of Governments on February 26, 2024.


Ronald E. Mitchum, Executive Director
2/26/24
Date

APPENDIX B: BCDCOG BOARD OF DIRECTORS MEETING MINUTES

BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
Meeting Notes
February 26, 2024

The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) Board of Directors met on Monday, February 26, 2024 at 11:00 a.m. in the Barrett Lawrimore Conference Room at the BCDCOG located at 5790 Casper Padgett Way in North Charleston, South Carolina.

MEMBERSHIP: Jan Anderson; Ross Appel; Craig Ascue; Robbie Ballentine; Joe Boykin; Gary Brewer; Michael Brown; Reggie Burgess; Nancy Calvary; Melinda Chambers; Marilyn Clifford; William Cogswell; Johnny Cribb; Eddie Crosby; David Dennis, Jr.; Enoch Dickerson, III; Jody Eargle; Todd Friddle; Robert Gannon; Timothy Goodwin; Stephen Grant; Miriam Green; Greg Habib; Kevin Hart; Will Haynie; Harry Herrington, III; Kevin Hollinshead; Clarence Hughes; Joseph Jefferson; T.J. Johnson; Allen June; Tom Kittrell; Bruce Kleinman; John Labriola; Kathy Landing; Brook Lyon; Tim Mallard; Summer Massey; Elaine Morgan; Chardale Murray; Tommy Newell; Patrick O’Neil; Caroline Parker; Marvin Pendarvis; Caldwell Pinckney, Jr.; Roy Pipkin; Ashley Powell; Teddie Pryor; Christie Rainwater; Robert Reid; Robby Robbins; Herb Sass; Russ Touchberry; Buckey Waters; Spencer Wetmore; Adrian Williams; Melvin Williams

MEMBERS PRESENT: Jan Anderson; Craig Ascue; Joe Boykin; Nancy Calvary; Melinda Chambers; Marilyn Clifford; William Cogswell; Johnny Cribb; David Dennis, Jr.; Enoch Dickerson, III; Todd Friddle; Stephen Grant; Greg Habib; Kevin Hart; Joseph Jefferson; T.J. Johnson; Tim Mallard; Summer Massey; Elaine Morgan; Caldwell Pinckney, Jr.; Roy Pipkin; Robert Reid; Herb Sass; Russ Touchberry; Melvin Williams

PROXIES: Russ Touchberry for Gary Brewer; Dave Cheadle for Reggie Burgess; Gregory Saxton for Miriam Green; Howard Chapman for Will Haynie; Cameron Spencer for Christie Rainwater; Amanda Redick for Robby Robbins

OTHERS PRESENT: Erin Porter (SCDOT); Lyle Lee (SCDOT); Daniel Monroe (BGRM); Ryan Johnson (City of North Charleston); Elissa Smith (HDR); Terry Jenkins (Town of Summerville Citizen)

BCDCOG STAFF: Ron Mitchum; Andrea Kozloski; Robin Mitchum; Kathryn Basha; Sarah Cox; Kristin Miguez; Ryan Wilcox; Daniel Brock; Kim Coleman

I. Call to Order:

A) Invocation: Chairman Pinckney called the meeting to order at 11:00 followed by the Invocation, the Pledge of Allegiance and a quorum determination. Chairman Pinckney welcomed and introduced the following new Board Members: Councilman Michael Brown (City of North Charleston); Mayor Reggie Burgess (City of North Charleston); Commissioner Marilyn Clifford (Town of James Island); Mayor William Cogswell (City of Charleston); Mayor Jody Eargle (Town of Harleyville); Mayor Harry Herrington (Town of Meggett); Mayor Tom Kittrell (Town of Reesville); Mayor Bruce Kleinman (Town of Seabrook Island); Mayor Brook Lyon (Town of James Island); Representative Marvin Pendarvis (Charleston County Legislative Delegation); Mayor Russ Touchberry (Town of Summerville)

B) Announcement of Proxies: Mayor Touchberry for Mr. Brewer; Mr. Cheadle for Mayor Burgess; Mr. Saxton for Mayor Green; Mr. Chapman for Mayor Haynie; Mr. Spencer for Mayor Rainwater; Ms. Redick for Mr. Robbins

II. Consideration of Minutes: November 13, 2023 Board Meeting

*Mr. Dennis made a motion to approve the November 13, 2023 Meeting Notes as presented.
Mr. Mallard seconded the motion. The motion was unanimously approved.*

III. Election of Treasurer

Rev. Reid stated that the BCDCOG Nominating Committee met on Thursday, February 22, 2024 at 2:00 p.m. via Conference Call. The Nominating Committee members consists of City of Hanahan Mayor Rainwater (Nominating Committee Chair), Dorchester County Legislative Delegate Gary Brewer and Charleston County Appointee Robert Reid. Discussion was held regarding filling the Treasurer position of the BCDCOG Board of Directors. A motion was made,

seconded and unanimously approved to appoint Charleston County Councilman Joe Boykin as Treasurer. No additional nominations were received or discussed. The Nominating Committee recommends Board of Directors approval of Councilman Boykin as Treasurer.

***Mr. Mallard made a motion to approve the Officer Slate as presented.
Mr. M. Williams seconded the motion. The motion was unanimously approved.***

IV. SC Brownfields Environmental Site Testing (SC BEST) Projects – Request for Approval – Kristin Miguez

Kristin Miguez, Senior Planner, presented the SC Brownfields Environmental Site Testing (SC BEST) projects. It was noted that the BEST program was created to fund environmental assessments of brownfield sites across the state of South Carolina. The Catawba Regional Council of Governments (CRCOG) has received \$1,000,000 from the South Carolina Department of Health and Environmental Control (DHEC) for the implementation of the BEST program and allocated funding to each of the ten COG regions. As a result, the BCDCOG has been allocated \$108,821 of BEST funding to be used to conduct environmental site assessments (ESA) at potential brownfield sites in our region. Activities funded through the BEST Program may include site selection, assessments [Phase I & Phase II ESAs, Analysis of Brownfield Cleanup Alternatives (ABCAs), etc.], and approved planning relating to brownfield sites, public outreach and implementation. COG staff have solicited potential projects from the region's municipalities, Economic Development Directors, and ULI South Carolina, in addition to the Call for Projects previously shared with the COG's Executive Committee. Ms. Miguez discussed the two projects in the region that have previously been approved for BEST funding: the Jamestown School in Jamestown (Berkeley County) and the Baker Street Site in North Charleston (Charleston County). The Jamestown School site is in process, and the Baker Street site was withdrawn due to a breach of contract between the property owner and proposed developer. Ms. Miguez delivered a presentation regarding the Navy Base North Yard/Battery Park site for consideration for BEST funding. She discussed the four separate parcels in detail. The parcels represent various past uses including serving as a navy storage facility, golf course and other military uses. There are currently no taxes being generated from the properties. All are intended for redevelopment as part of a dynamic, high density, mixed commercial/residential use development (Battery Park), located along the Cooper River on the northern side of Noisette Creek in North Charleston. Ms. Miguez noted that BCDCOG staff have reviewed and scored the Navy Base North Yard/Battery Park site to determine eligibility for funding. Staff is requesting approval of the Board of Directors to recommend this site to the CRCOG and DHEC for review/concurrence for funding and environmental site assessments. Ms. Miguez addressed questions and comments.

***Rev. Reid made a motion to approve the SC Brownfields Environmental Site Testing (SC BEST) Projects as presented.
Mayor Touchberry seconded the motion. Mr. M. Willams abstained. The motion was approved.***

V. BCD 2024 Rural Long-Range Transportation Plan (RLRTP) Amendment – Request for Approval – Sarah Cox

Sarah Cox, Senior Transportation Planner, discussed the BCD 2024 Rural Long-Range Transportation Plan (RLRTP) Amendment. She noted that federal regulations require state departments of transportation to establish and report annual safety performance targets. Per federal rules and SCDOT's Planning Procedure Agreement, MPOs and COGs are also required to formally adopt either the State's safety targets or evaluate and set regionally specific targets for highways. Recipients of public transit funds are also federally required to establish annual targets for prescribed transit safety performance measures and report on their progress toward achieving these targets. Public transportation providers are further directed to share such information with MPOs/COGs and states so all plans and performance reports are coordinated. For the 2024 performance period SCDOT, in coordination with the South Carolina Department of Public Safety, has evaluated and established safety targets for the five required highway safety performance measures. The region's rural transit provider, TriCounty Link (TCL), as required by the federal Public Transportation Agency Safety Plan (PTASP) final rule issued on June 19, 2018, has developed a PTASP including processes and procedures implementing a Safety Management Systems (SMS) for the local transit agency. The BCDCOG Board of Directors certified TCL's Safety Plan, and adopted its annual Plan update on August 28, 2023, which includes the agency's updated 2024 transit safety targets. For the 2024 performance period, staff is recommending that the Board of Directors accept and support the highway and transit safety performance measures and targets set by SCDOT and TCL. Ms. Cox discussed the targets in detail noting that support of the targets means that BCDCOG will continue to work in coordination with SCDOT and our region's transit providers to ensure that the goals, objectives, measures and targets set for safety are integrated into the COG's planning processes; incorporate safety

considerations on all projects to address areas of concern for fatalities or serious injuries within the rural planning area; include the anticipated effect toward achieving the targets noted above within the RTIP, effectively linking investment priorities to safety target achievement. Pending Board of Directors approval and no public comment, these performance targets shall be formally adopted through an amendment to the 2040 BCD Rural Long-Range Transportation Plan. Ms. Cox addressed questions and comments and introduced Erin Porter, Chief Asset and Performance Manager, with the SCDOT's Office of Planning. Ms. Porter delivered a presentation regarding South Carolina Safety Targets. She discussed the traffic collision annual stats in South Carolina and in the US from 2020 through 2022 and in South Carolina from 2009 through 2022 noting that statewide fatalities increased 21% from 2017 to 2021. Ms. Porter discussed the SCDOT Safety Investment Plan by emphasis area, the Rural Road Safety Program and the Intersection Safety Program. She discussed pedestrian and bicycle deaths in South Carolina and discussed the SC Bike/Ped Safety Program. Ms. Porter noted the target setting performance measures and the 2020-2024 Safety Targets. She reviewed the MPO and COG safety target baselines and discussed how MPOs establish targets. Ms. Porter discussed the timeline and addressed questions and comments.

Supervisor Cribb made a motion to approve the BCD 2024 Rural Long-Range Transportation Plan (RLRTP) Amendment as presented. Mr. M. Williams seconded the motion. The motion was unanimously approved.

VI. 2024-2033 Rural Transportation Improvement Program Update – Request for Approval – Sarah Cox

Ms. Cox presented the FFY 2024-2033 Rural Transportation Improvement Program (RTIP) draft update. Ms. Cox noted that the major impetus for this update is to have concurrence between the BCD RTIP and that of the proposed FFY 2024-2033 Statewide Transportation Improvement Program (STIP) window as regulated. The SCDOT proposes a new 10-year STIP which more closely aligns with the state's 2022 Strategic 10-Year Asset Management Plan (STAMP) investment priorities through 2032. Update to the RTIP primarily advances programmed projects from the prior RTIP plan period to the proposed 2024-2033 timeframe, adds new projects for implementation identified through the long-range transportation planning process and removes completed or canceled projects. Ms. Cox noted that the full draft of the RTIP can be accessed on the BCDCOG's website and pending Board adoption, the BCD FFY2024-2033 RTIP will be submitted to SCDOT/FHWA/FTA for inclusion in the STIP. Ms. Cox stated that the BCD FFY2024-2033 RTIP update includes all project amendments and corrections made to the prior FFY2021-2027 RTIP as well as the Regional Mobility Program (RMP) amendment: Horseford Road (S-56) over Four Hole Swamp (Replacement) – at the request of the SCDOT, add new bridge replacement project totaling \$11.2 million; add \$1,150,000 STBGP/FA Non-NHS funds in FY2024 for preliminary engineering; add \$50,000 STBGP/FA Non-NHS funds in FY2024 for right-of-way; add \$10,000,000 STBGP/FA Non-NHS funds in FY2027 for construction. Ms. Cox addressed questions and comments.

Chairman Friddle made a motion to approve the 2024-2033 Rural Transportation Improvement Program Update as presented. Mr. Grant seconded the motion. Ms. Massey abstained. The motion was approved.

VII. Financial Status Report/Revolving Loan Fund Report – Robin Mitchum

Financial Status Report: Robin Mitchum, Deputy Director of Finance and Administration, presented the Financial Status Report consisting of the Statement of Revenues and Expenditures for the period ending December 31, 2023. The report depicts unexpended funds of \$235,574.52. Ms. Mitchum stated that the agency remains in good shape and that no issues are anticipated. Ms. Mitchum addressed questions and comments. The Board of Directors received the Financial Status Report as information.

Revolving Loan Fund Report: Ms. Mitchum presented the RLF activity report as of January 31, 2024. She noted that all loans are current. Ms. Mitchum discussed the Revolving Loan Fund Activity noting that funds available for lending in the BCDCOG Revolving Loan Fund are \$1,125,318.08 and funds available for lending in the North Charleston Revolving Loan Fund are \$253,239.22 for a total of \$1,378,557.30 available for lending. Ms. Mitchum addressed questions and comments. The Board of Directors received the Revolving Loan Fund Report as information.

VIII. General Public Comments

There were no General Public Comments.

IX. Executive Director's Time

Ron Mitchum, Executive Director, updated the Board on the \$1 million Carbon Reduction Pollution Grant (CRPG) from the EPA. He discussed the One Region Joint Venture and introduced Ryan Wilcox, BCDCOG Regional Economic Development Specialist, who manages the partnership between the BCDCOG, the Charleston Regional Development Alliance (CRDA) and the Charleston Metro Chamber of Commerce. Mr. Mitchum updated the Board regarding the recent issues regarding the LCRT project with the Exchange Club Fairgrounds and discussion was held. Mr. Mitchum addressed questions and comments.

Mayor Cogswell made a motion to support the BCDCOG/CARTA's efforts regarding the LCRT project and the Exchange Club Fairgrounds. Mr. Mallard seconded the motion. The motion was unanimously approved.

X. Chairman's Time

Chairman Pinckney thanked everyone for attending today's meeting.

XI. Adjourn

There being no further business before the Board, Chairman Pinckney adjourned the meeting at 12:05 p.m.

Respectfully submitted,
Kim Coleman

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

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