

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 for public review:

CHATS 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT #3

CHATS UPWP FY 2021 AMENDMENT

These documents are available for public review and comment
from **December 21, 2020 to January 11, 2021**

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at the

Berkeley-Charleston-Dorchester Council of Governments
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**2040 CHATS LONG RANGE TRANSPORTATION PLAN
AMENDMENT #3**

Draft Amendment: January 11, 2021

Amendment #3 – CHATS 2040 LRTP (Performance Measures)

Federal regulations through the FAST Act, 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 safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2021 performance period.

CARTA, the local recipient of public transit funds, is federally required to develop transit asset management and transit safety plans; establish targets for safety and state of good repair performance measures; and report on their progress toward achieving targets. Public transportation providers are further directed to share such information with MPOs and states so all plans and performance reports are coordinated. CARTA has 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 and transit asset condition measures and targets set and reported by CARTA for the 2021 performance period.

CHAPTER 6 – IMPLEMENTATION AND FUNDING

MEASURING PERFORMANCE –

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 6-9: 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 CHATS planning area

Safety

For the 2021 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 Baselines (2015-19) and Safety Performance Targets (2021)

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2015-2019) Average	1005.8	1.82	2,966.6	5.38	413.4
State Targets (2017-2021) Approved	1,005	1.76	2,950	5.35	440
CHATS Baseline (2015-2019) Average	86.8	1.58	321.2	5.82	70.4

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 of public transit funds—which can include states, local authorities, and public transportation operators—are required to establish performance targets for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving 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), and in the final rule for transit asset management.

Table 6-10: 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

Safety

The Charleston Area Regional Transportation Authority (CARTA), 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 CARTA Board of Directors certified this Safety Plan on June 17, 2020. Included in Table 6-10b below are the agency's baseline and initial targets for the four safety measures as adopted for performance period 2021. The agency will 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: Transit Safety Performance Measures Baseline (2019) and Targets (2021)

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	2.016	50	16.72	18,000
All Bus Service (2021 Targets)	0	0	5	2.0	30	10	18,000

Note - *Rate per 1,000,000 passenger trips; **Average distance between major mechanical failures

For the 2021 performance period the CHATS MPO accepts and supports the safety performance measures and targets set in the PTASP. The MPO will continue to work with CARTA to achieve these targets.

State of Good Repair/Transit Asset Management

CARTA has also developed a Transit Asset Management (TAM) Plan which establishes a strategic and systematic process of operating, maintaining, and improving the agency's public transportation capital assets effectively through their entire life cycle. The agency's TAM Plan

established the following targets for the 2021 performance period for the required asset categories. These targets have been adopted by the CARTA Board of Directors and communicated to the CHATS MPO.

Table 6-10b: Transit Asset Condition Baseline, Performance and Targets (2021)

Asset Type	Performance Measure	Baseline 2018	Performance 2019	Performance 2020	Targets 2021	
Equipment	Percent of equipment exceeding the FTA's Useful Life Benchmark	13%	13%	60%*	20%	
Rolling Stock – Revenue Vehicles	Percent of vehicles exceeding the FTA's Useful Life Benchmark	Buses	58%	36%	27%	15%
		Cut-Away	36%	0%	0%	20%
		Van/Mini-Van	0%	0%	0%	20%
Rolling Stock – Support Vehicles	Percent of vehicles exceeding the FTA's Useful Life Benchmark	13%	13%	8%*	20%	
Facilities	Percent of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirement Model scale	0%	0%	0%	0%	

*Note - *Changes in asset performance for Equipment and Rolling Stock – Support Vehicles reported in 2020 results from reclassification of assets to more accurately reflect the respective asset categories.*

The transit agency, through continued implementation of its vehicle replacement program, has seen significant progress toward achieving its targets, especially those set for its revenue fleet. Other asset classifications have also maintained an adequate or greater rating through the replacement of assets and a quality maintenance plan. The CHATS MPO accepts and supports the CARTA Transit Asset Management Plan and associated asset condition targets set for the 2021 performance period. CHATS will continue to support CARTA's work toward maintaining a State of Good Repair with the goal of exceeding the performance measures established in the TAM Plan.

APPENDIX A: ADOPTION AND APPROVAL RESOLUTION

Amendment – CHATS UPWP FY 2021

Amendment to the CHATS UPWP to include planning activities related to the HOPE Discretionary Grant funds awarded to CARTA to conduct an Electric Bus Charging Infrastructure Master Plan and Route Optimization Study.

3.3: Transit Service Management/Planning

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

Scope/Work: The BCDCOG will collaborate with local transit providers to implement objectives outlined in the transit component of the 2035 Long Range Transportation Plan. Typical activities to be performed include, but are not limited to, the following:

- Administer the Federal Consolidated Planning Grant and assist local providers with program administration of FTA Section 5307 funding and FTA Section 5309 Capital funding;
- 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;
- 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;
- Develop and assist CARTA and Tri-County Link with Performance Measures and Monitoring Program.
- 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, TNC partnerships, and/or agency owned vanpools and service improvements for improved access to essential services;
- 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;
- Collaborate with partners to develop a regional guide/plan for Electric Vehicle infrastructure to support increasing usage of Electric Vehicles in public and private fleets throughout the region (insert as amendment 1/11/2021)
- Employ services of the BCDCOG on-call engineer for assistance with service evaluation as needed;
- Provide project support for implementation of the Transit System Consolidation Feasibility study;
- 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;
- 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;
- 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;
- Implement Mobility Management activities that support connectivity with public transportation for the region's transportation disadvantaged populations;
- Provide planning support toward the development of the Lowcountry Rapid Transit project and associated service improvements.
- Implement short term recommendations from the Regional Transit Framework plan for the future expansion of the public transit system;

- Work with local planning agencies to create 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 grant identified in 3.1;
- 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;
- Collaborate with local jurisdictions to develop a transit system stop and shelter design manual to meet system needs and ensure consistency;
- Support CARTA and Tri-County Link with planning and implementation of transit infrastructure improvements, such as shelters, benches, signage, lighting, park and rides, etc.;
- Continue to refine the split mode module of CHATS' Travel Demand model; work with LCRT project team on development of STOPS model inputs;
- 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;
- 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;
- Attend training and conferences on transit planning best practices as available.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this Task area will principally be conducted on an ongoing basis during FY2020 and FY2021.

Schedule of Products FY2020:

- Administer FTA 5307 funding as the designated recipient: Ongoing
- Facilitate processing of the application for distribution of FY2020 FTA5310 funding: June 2020
- Assist CARTA and Tri-County Link with route planning, mapping and other planning needs: Ongoing
- Facilitate semi-annual meetings of human service providers: July 2019, January 2020
- Implement Regional Transit Framework Plan recommendations: Ongoing
- Implement Agency Owned Van Pool Pilot program: July 2019.
- Coordinate purchase and development of recommended park and ride facilities: Ongoing
- Continue purchase and installation of Automatic Vehicle Locators as needed: Ongoing
- Implement recommended Transportation Demand Management (TDM) strategies in the I26/I526 Corridors: Ongoing
- Purchase vehicles and operate a vanpool program: Ongoing
- Implement Demand Response Zone Pilot: June 2020.
- Coordinate development of a systemwide transit stop and shelter design manual: January 2020

Funding Sources FY2020

FHWA (PL)/FTA	\$400,000
LOCAL	\$463,080
OTHER	\$1,375,000
Total	\$2,238,080
% OF TOTAL PL BUDGET:	37.23%

- Administer FTA 5307, 5339, and 5310 funding as the designated recipient: Ongoing
- Facilitate processing of applications for distribution of FY2021 FTA 5310 funding: June 2021
- Assist CARTA and Tri-County Link with route planning, mapping and other planning needs: Ongoing
- Facilitate semi-annual meetings of human service providers: July 2020, January 2021
- Implement Regional Transit Framework Plan Recommendations: Ongoing
- Implement Agency Owned Van Pool Pilot program: July 2020.
- Coordinate purchase and development of recommended park and ride facilities: Ongoing
- Continue purchase and installation of Automatic Vehicle Locators as needed: Ongoing
- Implement recommended Transportation Demand Management (TDM) strategies in the I26/I526 Corridors: Ongoing
- Implement Demand Response Zone Pilot: Ongoing
- Coordinate development of a systemwide transit stop and shelter design manual: January 2021
- **Initiate development of bus vehicle electrification infrastructure study and plan: June 2021**

Funding Sources FY2021

FHWA (PL)/FTA	\$250,000
LOCAL	\$455,580
OTHER	\$1,895,000
Total	\$2,350,580
% OF TOTAL PL BUDGET:	36.96%

Schedule of Products FY2021:

CHATS Unified Planning Work Program

Fiscal Year 2021 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%									
Section 1	Program Administration	\$ 55,250	\$ -	\$ 221,000	\$0	\$0	\$0			\$ 55,250	\$ -	\$ 221,000	\$ 276,250
1.1	Admin. & Program Management	25,000		100,000						25,000	-	100,000	125,000
1.2	TIP Development	3,500		14,000						3,500	-	14,000	17,500
1.3	Transportation Alternatives Program	3,000		12,000						3,000	-	12,000	15,000
1.4	Technical Assistance	23,750		95,000						23,750	-	95,000	118,750
Section 2	Surveillance / Data Collection	\$ 28,748	\$ -	\$ 114,990	\$220,000			\$880,000		\$ 248,748	\$ -	\$ 994,990	\$ 1,243,738
2.1	Land Use / Socioeconomic Data	17,500		70,000	\$220,000			\$880,000		237,500	-	950,000	1,187,500
2.2	Transportation System Surveillance	5,000		20,000						5,000	-	20,000	25,000
2.3	Census Cooperation	5,798		23,190						5,798	-	23,190	28,988
2.4	Air Quality Monitoring	450		1,800						450	-	1,800	2,250
Section 3	Congestion Management	\$77,000	\$0	\$308,000	\$632,080	\$0	\$2,330,000	\$270,000		\$709,080	\$0	\$2,908,000	\$ 3,617,080
3.1	Congestion Management Process	2,500		10,000	\$50,000	-	200,000			52,500	\$0	210,000	262,500
3.2	Intermodal Management	11,250		45,000	\$189,000		755,000			200,250	\$0	800,000	1,000,250
3.3	Public Transit Management / Planning	62,500		250,000	\$393,080		\$1,375,000	\$270,000		455,580	\$0	1,895,000	2,350,580
3.4	Complete Streets	750		3,000						750	\$0	3,000	3,750
Section 4	Long Range Transportation Planning	\$18,875	\$0	\$75,500	\$210,000	\$0	\$825,000		\$0	\$228,875	\$0	\$900,500	\$1,129,375
4.1	Plan Review & Development	1,000		4,000	\$9,000	-	25,000			10,000	\$0	29,000	39,000
4.2	Simulation of Transportation System	15,000		60,000	\$13,000		50,000			28,000	\$0	110,000	138,000
4.3	Special Studies / Project Analysis	2,000		8,000	\$188,000		750,000			190,000	\$0	758,000	948,000
4.4	Regional Land Use Plan	875		3,500						875	\$0	3,500	4,375
Section 5	Public Participation	\$18,750	\$0	\$75,000						\$18,750	\$0	\$75,000	\$ 93,750
5.1	Public Participation/Education/Involvement	18,750		75,000						18,750	\$0	75,000	93,750
	Management & Operations												
TOTALS		\$198,623	\$0	\$794,490	\$1,062,080	\$0	\$3,155,000	\$1,150,000		\$1,260,703	\$0	\$5,099,490	\$6,360,193