

THE CHARLESTON AREA TRANSPORTATION STUDY (CHATS) POLICY COMMITTEE

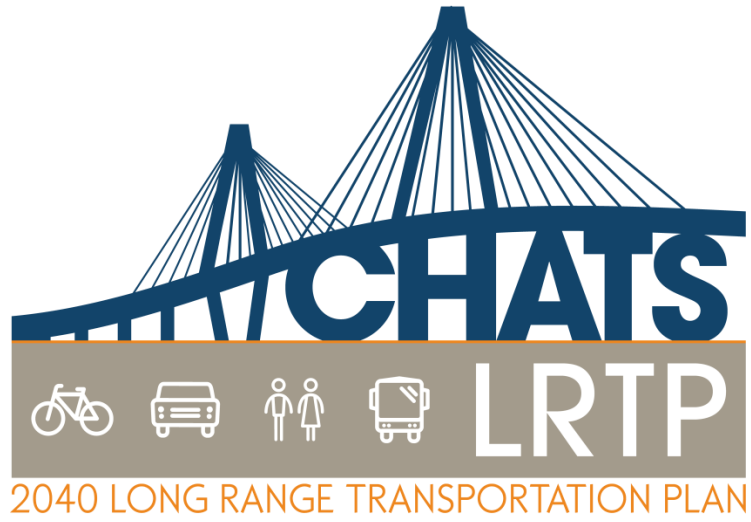
The Metropolitan Planning Organization (MPO) for the Berkeley-Charleston-Dorchester Region announces availability of the following document (s) for public review:

CHATS 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT #8 & CHATS FFY 2022 ANNUAL OBLIGATIONS REPORT

These documents are available for public review and comment
from **January 9, 2023 to January 30, 2023**
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at the
Berkeley-Charleston-Dorchester Council of Governments
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**2040 CHATS LONG RANGE TRANSPORTATION PLAN
AMENDMENT #8 (DRAFT)**

Amendment: January 30, 2023

A. CHAPTER 6 – IMPLEMENTATION AND FUNDING

MEASURING PERFORMANCE

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 highway safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2023 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 2023 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. 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>Safety: 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"> - 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
<p>Infrastructure Condition: To maintain the highway infrastructure asset system in a state of goods repair.</p>	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

<p>System Reliability: To improve the efficiency of the surface transportation system.</p>	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
<p>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.</p>	Freight Movement on the Interstate System	<ul style="list-style-type: none"> - Truck Travel Time Reliability
<p>Congestion Reduction: To achieve a significant reduction in congestion on the Nation Highway System.</p>	Traffic Congestion	<ul style="list-style-type: none"> - Annual hours of peak-hour excessive delay per capita - Percent of non-single-occupant vehicle traffic
<p>Environmental Sustainability: 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"> - 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

Highway Safety

For the 2023 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 (2017-2021) and State Safety Targets (2023)

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2017-2021) Average	1,058	1.88	2,859	5.07	458
State Targets (2019-2023) Approved	1,119	1.94	2,868	4.96	485
CHATS Baseline (2017-2021) Average	88.4	1.54	324	5.62	76.6

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
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 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 August 19, 2022. The BCDCOG Board of Directors certified TriCounty Link’s Safety Plan, and adopted its annual Plan update on June 21, 2022. Included in Table 6-10b below, are the agencies’ targets and summary of performance for the 2022 period, and the targets set for the performance period 2023. 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 (2022) and Safety Targets (2023)

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	1.4	30	8.6	20,000

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

Table 6-10b: TCL Transit Safety Performance (2022) and Safety Targets (2023)

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	0.42	9	1.3	60,000

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

For the 2023 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

APPENDIX B: CHATS STUDY TEAM/POLICY COMMITTEE MEETING MINUTES

APPENDIX C: CARTA Public Transportation Agency Safety Plan (PTASP) 2023 Performance Targets



MEMORANDUM

TO: Sarah Cox, Transportation Planner, BCDCOG / CHATS MPO
 FROM: Jeff Hughes, Chief Safety Officer, BCDCOG
 DATE: November 2, 2022
 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 CARTA Board of Directors adopted its annual Safety Plan certification on August 19, 2022. Included below are the 2023 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.

2023 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	1.4/1,000,000 VRM	30	8.6/1,000,000 VRM	20,000 VRM

2022 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	1.4/1,000,000 VRM	30	8.6/1,000,000 VRM	25,000 VRM
Actual	All Bus Services	0	0/1,000,000 VRM	20	5.7/1,000,000 VRM	54	15.5/1,000,000 VRM	31,024 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 **3,474,666 VRM**, 112 mechanical failures, 20 total injuries, and 54 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 (3,474,666) X 1,000,000 =1.4 per 1,000,000 VRM

Target SPT safety events (30)/ by annual expected VRM (3,474,666) X 1,000,000=8.6

Actual SPT system reliability 3,474,666/112= 31,024

APPENDIX D: TriCounty Link Public Transportation Agency Safety Plan (PTASP) 2023 Performance Targets

A Berkeley-Charleston-Dorchester Council of Governments Program

MEMORANDUM

TO: Sarah Cox, Transportation Planner, BCDCOG / CHATS MPO
FROM: Jeff Hughes, Chief Safety Officer, BCDCOG
DATE: November 3, 2022
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 adopted its annual Safety Plan certification on June 21, 2022. 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.

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)
All Bus Services	0	0/100,000 VRM	3	.42/100,000 VRM	9	1.3/100,000 VRM	60,000 VRM

2022 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	5	.70/100,000 VRM	10	1.4/100,000 VRM	60,000 VRM
Actual	All Bus Services	0	0/100,000 VRM	2	.28/100,000 VRM	9	1.3/100,000 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 **713,214 VRM**, 10 mechanical failures, 2 total injuries, and 9 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 (713,214) X 100,000 = .70 per 100,000 VRM

Target SPT safety events (10)/ by annual expected VRM (713,214) X 100,000=1.4

Actual SPT system reliability 713,214/10= 71,321