

The Berkeley Charleston Dorchester Council of Governments

The Berkeley-Charleston-Dorchester Council of Governments
announces its consideration of amendments to the following document(s):

2024-2033 RURAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

&

BCD 2040 RURAL LONG-RANGE TRANSPORTATION PLAN (RLRTP)

Documents are available for public review and comment
from **February 12, 2026 to March 5, 2026**
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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BCDCOG RURAL TRANSPORTATION FINANCIAL STATEMENT (Cost in Thousands)

PIN #	REGIONAL MOBILITY PROGRAM (RMP) PROJECTS	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING
1 Cost-Share	US 78 Phase IIA (US 178 to SC-27S) (US 178 to Ridgeville Rd)	\$797 \$8,510 \$7,950 \$220											\$0		\$17,477	BCDCOG Rural RMP (Federal/State) BCDCOG Rural RMP (Federal/State) TIGER Funding Dorchester Co. Sales Tax
	US 78 Phase IIB* (SC-27S to S-18-22) (Ridgeville Rd to Orangeburg Road)	\$2,948 \$1,984 \$5,300 \$861 \$4,871	\$4,345	ACC									\$4,345		\$20,309	BCDCOG Rural RMP (Federal/State) BCDCOG Rural RMP (Federal/State) TIGER Funding Dorchester Co. Sales Tax Dorchester Co. Sales Tax
2 Cost-Share	INTERSECTION IMPROVEMENT - US 17A @ SC 6	\$1,191											\$0		\$0	BCDCOG Rural RMP
RLRTP #1, #2, #3	US 17 @ SC 165 - Intersection Improvement (Traffic Control/Bike & Ped.)	-		\$450	PE		\$500	R	\$3,000	C			\$3,950		\$3,950	BCDCOG Rural RMP (Federal/State)
RLRTP #1, #2, #3	US 17 @ New Rd - Intersection Improvement (Traffic Control/Bike & Ped.)	-		\$250	PE		\$50	R	\$2,000	C			\$2,300		\$2,300	BCDCOG Rural RMP (Federal/State)
RLRTP #5	US 52 @ SC 402 - Intersection Improvement	-		\$250	PE		\$250	R	\$2,500	C			\$3,000		\$3,000	BCDCOG Rural RMP (Federal/State)
Correction 2/9/2026	RLRTP #7, #12	SC 165 - Hollywood Town Limit to Town Council Rd (Bike/Pedestrian)	-	\$250	PE	\$850	R	\$1,950	C				\$3,050		\$3,050	BCDCOG Rural RMP (Federal/State)
	RLRTP #8, #9, #14	SC 162 @ SC 165 - Inter. Improvement (Traffic Control/Bike & Ped.)	-	\$300	PE		\$250	R	\$3,000	C			\$3,550		\$3,550	BCDCOG Rural RMP (Federal/State)
	RLRTP #8, #9, #14	SC 162 @ Gibson Rd - Inter. Improvement (Traffic Control/Bike & Ped.)	-	\$200	PE		\$200	R	\$2,500	C			\$2,900		\$2,900	BCDCOG Rural RMP (Federal/State)
	RLRTP #10	SC 27 @ S. Railroad Ave - Intersection Improvement	-			\$300	PL	\$170	PE	\$200	R	\$1,238	C	\$1,908	\$1,908	BCDCOG Rural RMP (Federal/State)
Correction 2/9/2026		Black Tom Rd & Black Tom Rd Ext.- Intersection Safety Improvement	-	\$200	PE	\$140	R						\$340		\$3,840	Berkeley Co. Sales Tax
						\$3,500	C						\$3,500			BCDCOG Rural RMP (Federal/State)
Correction 2/9/2026		Black Tom Rd Ext. & Cooper Store Rd - Intersection Safety Improvement	-	\$210	PE	\$120	R						\$330		\$3,130	Berkeley Co. Sales Tax
						\$2,800	C						\$2,800			BCDCOG Rural RMP (Federal/State)
	REGIONAL MOBILITY PROGRAM (RMP) PROJECT SUBTOTALS	\$14,239	\$4,345	\$1,700	\$7,450	\$2,620	\$6,450	\$8,738	\$0	\$0	\$0	\$0	\$31,303		\$65,414	
Projected	REGIONAL MOBILITY PROGRAM (RMP) ANNUAL ALLOCATION		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$50,000			
	CARRYOVER AVAILABLE		\$11,588	\$12,243	\$15,543	\$13,093	\$15,473	\$14,023	\$10,285	\$15,285	\$20,285	\$25,285	\$30,285			
	BOND PROCEEDS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
	REGIONAL MOBILITY PROGRAM (RMP) BALANCE		\$12,243	\$15,543	\$13,093	\$15,473	\$14,023	\$10,285	\$15,285	\$20,285	\$25,285	\$30,285	\$48,982			

	PROJECTS EXEMPT FROM REGIONAL MOBILITY PROGRAM (RMP) FUNDS	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING
	Bridge Replacement & Rehab Projects															
P030449	Toogoodoo Rd (S-390) over Swinton Creek (Replacement)	\$760	\$39 R		\$6,804 C								\$6,843		\$7,604	Bridge Program
	Horseford Rd (S-56) over Four Hole Swamp (Replacement)	-	\$1,150 PE		\$10,000 C								\$11,200		\$11,200	Bridge Program
				\$50 R												Bridge Program
P030452	US 17 over Edisto River (Replacement)	-		\$225 R	\$60,075 C								\$60,300		\$60,300	Bridge Program
	SCDOT Closed and/or Load Restricted Bridges DB Package (22) (Full package funding for 18 bridges in Marion, Florence, Darlington, Horry, Georgetown, Berkeley, Colleton, and Dorchester Counties)				\$693 R \$115 R \$103,423 C \$16,529 C								\$104,116 \$16,645		\$120,760	Federal Aid Non-NHS Bridges Federal Aid Off-System Bridges Federal Aid Non-NHS Bridges Federal Aid Off-System Bridges
Amendment 2/23/2026	P043755 Wire Rd (S-18-19) over Indian Fields Swamp - Dorchester County				\$60 R \$9,770 C								\$9,829		\$9,829	Federal Aid Non-NHS Bridges Federal Aid Non-NHS Bridges
	Statewide Safety Program															
P039388	US 176 (State Rd)/S-135 (Mudville Rd) - Intersection Safety Improvement	\$350 \$2,000											\$0		\$2,350	Statewide Safety Program
	Section/Corridor Improvements - Statewide Safety Program (2015 Commission Approved)															
	I-26 Clear Zone Improvements from near MM 180 to near MM 221	\$5,400											\$0		\$5,400	HSIP
P029757	I-26 Cable Guardrail Improvements from near MM 168 to MM 199 (Phase II)	\$10,000											\$0		\$10,000	HSIP
	Interstate Safety Improvements															
	Pavement Projects	-											\$0			STBG
	Safety Projects	-											\$0			STBG
	Pavement Signing & Marking	-											\$0			STBG
	ITS (Interstate)	-											\$0			STBG
	Incident Response Program	-											\$0			STBG
		\$645 \$10,355 \$0 \$3,540 \$0											\$124,307		\$201,000	SIB Interstate Program (NHPP) Interstate Program (NHPP) STBG - TAP Interstate Program (NHPP)
P029263	I-26 Widening from near SC 27 (Exit 187) to near Jedburg Rd (Exit 194)	\$62,153	\$62,153 ACC	\$25,693 ACC												Interstate Program (NHPP) Interstate Program (ARPA-STF)
P038677	I-26 @ I-95 Interchange Improvement	\$66,657 \$0 \$0	\$100,000 C		\$36,671 ACC	\$36,671 ACC							\$173,343		\$240,000	Interstate Program (NHPP) Interstate Program (ARPA-STF) Interstate Program (NHPP)
	I-26 Widening (MM 154 to MM 172)	\$5,000 \$0	\$12,770 PE/ACC	\$12,770 PE/ACC	\$7,500 R \$7,500 R/AC		\$7,500 R/ACC		\$69,429 C \$210,571 AC	\$92,571 ACC	\$92,571 ACC	\$15,429 ACC	\$310,540 \$10,000		\$325,540	Interstate Program (NHPP) Interstate Program (NHPP)
P042567	I-26 Widening (MM172 to MM 187)	\$25,000			\$6,500 R								\$6,500		\$31,500	Interstate Program (NHPP)
	Interstate Preservation & Construction - I-26 (MM 149-MM172)	\$59,200											\$0		\$59,200	Interstate Program (NHPP)
P028590	S-98 (Halfway Creek Rd) Resurfacing and shoulder improvement	\$55 \$71 \$867 \$1,561											\$0		\$2,553	Federal Lands Pavements-Non FA Federal Lands Pavements-Non FA
	2024 SC Winter Nor'easter FWS - Cape Romain National Wildlife Refuge (SC ERFO FW CRM 2024-1)	-					\$3,065 PE						\$3,065		\$3,065	Emergency Relief for Federally-owned Roads (SC ERFO FW CRM)
P044593	Buck Hall Landing Intersection (at Francis Marion National Forest)	-			\$74 PE \$1,126 C								\$74 \$1,126		\$1,200	Federal Lands Access Program (FLAP)
	East Coast Greenway Planning Grant			\$280 PL	\$2,220 PE \$1,000 PE								\$2,500 \$1,000		\$3,500	OAF - Other Allocated Funds STBG - TA Set Aside (State)
	PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL*	\$260,614	\$176,112	\$112,150	\$270,061	\$10,565	\$0	\$0	\$280,000	\$92,571	\$92,571	\$15,429	\$831,388	\$10,000	\$1,095,002	

	FEDERAL TRANSIT ADMINISTRATION	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING
	BERKELEY CITIZENS															
	Purchase of Service	\$368			\$100 CA								\$125		\$493	FTA Section 5310 Local match
	Capital	\$60			\$25 CA										\$60	FTA Section 5310
	Vehicle Acquisition	\$90													\$90	FTA Section 5310
	ENHANCED MOBILITY															
	BCDCOG - Mobility Management	\$187			\$75 CA								\$94		\$281	FTA Section 5310 Local match
	BCD RTMA - Operations	\$126			\$19 CA										\$126	FTA Section 5310
	TRI-COUNTY LINK (BCD RTMA)															
Amendment 2/23/2026	Administration, Operating, & Capital	\$7,755	\$1,257		\$700 OP	\$735 OP	\$772 OP	\$810 OP	\$851 OP				\$7,650		\$20,976	FTA Section 5311 - Federal
		\$710	\$247		\$281 OP	\$295 OP	\$309 OP	\$325 OP	\$341 OP				\$1,798			FTA Section 5311 - SMTF
					\$419 OP	\$440 OP	\$462 OP	\$485 OP	\$509 OP				\$3,064			Local match
					\$193 CA	\$203 CA	\$213 CA	\$224 CA	\$235 CA							FTA Section 5311 - Federal
					\$48 CA	\$51 CA	\$53 CA	\$56 CA	\$59 CA							Local match
					\$188 AD	\$295 AD	\$310 AD	\$325 AD	\$341 AD							FTA Section 5311 - Federal
					\$163 AD	\$74 AD	\$77 AD	\$81 AD	\$85 AD							Local match
	BCD RTMA - Section 5311 (ARP Act)	\$95												\$95	FTA Section 5311 - ARP Act 2021	
	COVID-19 Research Demonstration Grant (FY 2020)	\$575 \$100											\$0		\$675	FTA - Federal Funds Local match - Charleston Co. TST
	Areas of Persistent Poverty Grant (FY 2023)	-	\$342	PL									\$342		\$380	FTA - Federal Funds
	Tri-County Link (TCL) On-Demand Rural Transit Development Plan	-	\$38	PL									\$38			Local match
	Berkeley Citizens - FTA Section 5310 (ARP Act)		\$21	OP									\$21		\$21	FTA Section 5310 - ARP Act 2021
	Dorchester DSN - FTA Section 5310 (ARP Act)		\$21	OP									\$21		\$21	FTA Section 5310 - ARP Act 2021
	FTA FUNDED PROJECTS SUBTOTAL	\$10,065	\$1,925	\$0	\$2,211	\$2,092	\$0	\$0	\$0	\$0	\$0	\$0	\$13,151		\$23,216	

	TRANSPORTATION ALTERNATIVE PROJECTS															
	Highway 165 Sidewalk Extension (Phase 1)				\$560 PE								\$700		\$700	STBG - State TA Set-Aside
	Town of Ravenel				\$140 PE											Match - Local
	Wambaw Cycle Trail															
P28052401724	Enhancement Project	\$28			\$90 C								\$113		\$148	2024 RTP
		\$7			\$23 C											Match - Local/County
P28052100621	Awendaw East Coast Greenway Phase 2	\$100											\$0		\$125	2021 RTP
		\$25														Match - Local/County
P28052301223	Awendaw East Coast Greenway Phase 3	\$100											\$0		\$151	2023 RTP
		\$51														Match - Local/County
	TA PROJECTS SUBTOTAL	\$311	\$0	\$813	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$813		\$1,124	
	RURAL TIP GRAND TOTAL	\$285,230	\$182,793	\$114,662	\$279,982	\$15,277	\$6,450	\$8,738	\$280,000	\$92,571	\$92,571	\$15,429	\$877,325		\$1,184,757	

KEY: PE - Preliminary Engineering R - Right of Way C - Construction VA - Vehicle Acquisition OP - Operating Expenses CA - Capital Expenses AD - Administration PS - Purchase of Service PL - Planning RTP - Recreation Trails Program SIB - State Infrastructure Bank
¹ AC (Advanced Construction) reflects the use of state funds to initiate a project. Represents the commitment of state funds to satisfy the programming levels exceeding available federal funding in a given year.
² AC Conversion (Advanced Construction Conversion) reflects the conversion of state funds to federal funds in the future.

2040 RURAL LRTP



2040 BCD RURAL LONG-RANGE TRANSPORTATION PLAN
DRAFT AMENDMENT #8

Draft Amendment: February 23, 2026

A. PERFORMANCE MEASURES – Safety Performance Measures & Targets

Federal regulations established through the FAST Act and maintained under the Infrastructure Investment and Jobs Act (IIJA) (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 BCDCOG is amending the BCD Rural Long-Range Transportation Plan (LRTP) to include the annual safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2026 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 LRTP to include the transit safety performance measures and annual targets set and reported by TCL for the 2026 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.

Highway Safety

For the 2026 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 1.

Table 1: SCDOT and BCD Rural Planning Area Safety Measures Baselines (2020-24) and Safety Performance Targets (2026)

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2020-2024) Average	1,089	1.86	2650.4	4.52	467.2
State Targets (2021-2025) Approved	1,059	1.87	2,549	4.50	467.9
BCD Baseline (2020-2024) Average	40.2	2.32	56.2	3.24	9.8

*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.

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 November 17, 2025. Included in Table 2 below are the agency's targets and summary of performance for the 2025 period, and the targets set for the 2026 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 2: TCL Transit Safety Performance (2025) and Safety Targets (2026)

Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Injuries (Total)	Injuries Rate*	Safety Events (Total)	Safety Events Rate*	System Reliability**
All Bus Service (2025 Target)	0	0	2	0.33	5	0.82	65,000
All Bus Service (2025 Actual Performance)	0	0	0	0	2	0.29	174,284
All Bus Service (2026 Targets)	0	0	2	0.29	6	0.87	87,142

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

For the 2026 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

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APPENDIX B: BCDCOG BOARD OF DIRECTORS MEETING MINUTES

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APPENDIX C: TriCounty Link Public Transportation Agency Safety Plan (PTASP) 2026 Performance Targets

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MEMORANDUM

To: Sarah Cox, Senior Transportation Planner, BCDCOG / CHATS MPO
From: John Cooper, Safety Manager, BCDCOG
Subject: Public Transportation Agency Safety Plan: 2026 Performance Targets
Date: November 19, 2025

The Public Transportation Agency Safety Plan (PTASP) regulation 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 must set targets. Applicable transit operators are required to develop PTASP including processes and procedures implementing a Safety Management Systems (SMS). The RTMA Board of Directors adopted its annual Safety Plan certification on November 17, 2025. Presented below are the 2026 performance targets for the four safety measures.

2026 Safety Performance RTMA								
	Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Major Safety Events (Total)	Major Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
Target	Bus Services	0	0/100,000 VRM	2	0.29/100,000 VRM	6	0.87/100,000 VRM	87,142 VRM

2026 Risk Reduction Performance RTMA								
	Collision (Total)	Collision Collision/VRM (Rate)	Pedestrian Collision Collision/VRM (Total & Rate)	Vehicular Collision Collision/VRM (Total & Rate)	Transit Worker Fatality (Rate)	Transit Worker Injury (Rate)	Assaults on Transit Workers (Total)	Rate of Assaults on Transit Workers Total/VRM (Rate)
Target	0	0	0-Total 0/100,000 VRM	3-Total 0.43/100,000 VRM	0/100,000 VRM	0.29	1	0.14/100,000 VRM

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.

2025 Safety Performance RTMA								
	Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Major Safety Events (Total)	Major Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
Target	Bus Services	0	0/100,000 VRM	2	0.33/100,000 VRM	5	0.82/100,000 VRM	65,000 VRM
Actual	Bus Services	0	0/100,000 VRM	0	0.0/100,000 VRM	2	0.29/100,000 VRM	174,284 VRM

2025 Risk Reduction Performance RTMA								
	Collision (Total)	Collision Collision/VRM (Rate)	Pedestrian Collision Collision/VRM (Total & Rate)	Vehicular Collision Collision/VRM (Total & Rate)	Transit Worker Fatality (Rate)	Transit Worker Injury (Rate)	Assaults on Transit Workers (Total)	Rate of Assaults on Transit Workers Total/VRM (Rate)
Target	0	0	0-Total 0/100,000 VRM	3-Total .7/100,000 VRM	0/100,000 VRM	.42	1	.16/100,000 VRM
Actual	0	0	0/100,000 VRM	0	0.0/100,000 VRM	0	0	0/100,000 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 their 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 and to the frontline employee.

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.

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MEMORANDUM

To: BCD RTMA Board of Directors
From: Ronald E. Mitchum, Executive Director
Subject: Public Transportation Agency Safety Plan
Date: November 17, 2025

Safety is a core value of RTMA/TriCounty Link (TCL), and managing safety is a core business function of the Agency. TCL is committed to developing, implementing, maintaining, and continuously improving processes to ensure the safety of its customers, employees, and the community.

Safety management as a systematic and comprehensive approach to identifying safety hazards and risks associated with transit system operations and related maintenance activities has been achieved. A Safety Management Systems (SMS) framework, as an element of the agency's responsibility, has been adopted by establishing safety policy; identifying hazards and controlling risks; goal setting and measuring performance. SMS is a means to foster agency-wide support for transit safety by maintaining a culture of safety. Every employee is responsible for safety and safe practices, where management is held accountable for the safety of all employees in the organization who take an active role in securing transit safety.

To ensure transit safety and to comply with Federal Transit Administration (FTA) requirements, TCL staff has reviewed and adopted this Public Transportation Agency Safety Plan (PTASP). The plan complies with FTA regulations established under 49 U.S.C § 5329. This annual update establishes safety performance metrics and an update to the individuals assigned to administer the Plan for TCL.

The PTASP Accountable Executive, the Board of Directors, and the TCL Safety Committee, have reviewed the Public Transportation Agency Safety Plan, 49 U.S.C. § 5329, and certifies that the content has met the requirements through the establishment of a comprehensive SMS framework. TCL is compliant with 49 CFR Part 673.

TriCounty Link Public Transportation Agency Safety Plan Certification and Approval



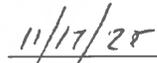
Ronald E. Mitchum, PTASP Accountable Executive



BCDCOG Board of Directors, Chairman



Date



Date