

CHATS

CHARLESTON AREA
TRANSPORTATION STUDY



**2045 CHATS LONG RANGE TRANSPORTATION PLAN
AMENDMENT #3**

Amendment : February 9, 2026

A. PERFORMANCE MEASURES – Safety Performance Measures & Targets

Federal regulations 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 CHATS MPO is amending the CHATS 2045 Long Range Transportation Plan (LRTP) to include the annual highway safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2026 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 2045 LRTP to include the transit safety targets set and reported by CARTA and 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.

Highway Safety

For the 2026 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 1 below.

Table 1: SCDOT and CHATS Safety Measures Baseline (2020-2024) and State Safety 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	2,650	4.52	467.2
State Targets (2021-2025) Approved	1,059	1.87	2,549	4.50	467.9
CHATS Baseline (2020-2024) Average	102.6	1.46	372.4	5.28	86.2

Note - *Rate per 100 million vehicle miles traveled

This means CHATS will:

- Address areas of concern for fatalities or serious injuries within the metropolitan planning area through coordination with SCDOT and incorporation of safety considerations on all projects;

- Integrate safety goals, objectives, performance measures, and targets into the planning process; and
- Include the anticipated effect toward achieving the targets noted above within the TIP, effectively linking investment priorities to safety target achievement.

Transit Performance

Recipients and sub-recipients of public transit funds, which can include states, local authorities, and public transportation operators, are required to establish performance targets for safety and to report on their progress toward achieving set targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

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, 2019, has each developed a PTASP which includes processes and procedures needed to implement a Safety Management System (SMS) for the respective local transit agencies. The CARTA Board of Directors adopted its annual Safety Plan certification on November 19, 2025, and the BCDCOG RTMA Board of Directors certified TriCounty Link's annual Safety Plan update on November 17, 2025.

Included in Tables 2&3 below, are the agencies' targets and summary of performance for the 2025 period, and the targets set for the 2026 performance period. 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 2: CARTA 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 Adopted Target)	0	0	5	1.47	10	2.95	30,000
All Bus Service (2025 Actual Performance)	0	0	10	3.29	12	3.94	23,596
All Bus Service (2026 Target)	0	0	7	1.94	15	4.84	24,800

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

Table 3: 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 Adopted 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 Target)	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 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/APPROVAL RESOLUTION

RESOLUTION

**ADOPTION OF 2026 ANNUAL HIGHWAY AND TRANSIT SAFETY TARGETS BY THE CHARLESTON AREA
TRANSPORTATION STUDY (CHATS) METROPOLITAN PLANNING ORGANIZATION (MPO)**

WHEREAS, the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) has been designated by the Governor of South Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Charleston-North Charleston Urbanized Area; and

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

WHEREAS, the metropolitan 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 Metropolitan Planning Organization is required to adopt annual safety performance targets specific to the planning area; and

WHEREAS, the Metropolitan Planning Organization 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 providers for the 2026 performance period; and

WHEREAS, these targets shall, by amendment, be included within the CHATS 2045 LRTP document, adopted February 12, 2024.

NOW, THEREFORE, BE IT RESOLVED that the BCDCOG has agreed to adopt the highway and transit safety targets for the 2026 performance period and shall continue to work in coordination to ensure that these targets are integrated into the MPO's planning processes and effectively link investment priorities to safety target achievement.



Christie Rainwater, Chairwoman

Certified true and correct copy of a resolution adopted by CHATS on February 9th, 2026.



Ronald E. Mitchum, Executive Director



Date

APPENDIX B: CHATS STUDY TEAM/POLICY COMMITTEE MEETING MINUTES

BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS
CHARLESTON AREA TRANSPORTATION STUDY (CHATS)
POLICY COMMITTEE MEETING
Meeting Notes
February 09, 2026

The Charleston Area Transportation Study (CHATS) Policy Committee met on Monday, February 09, 2026, at 10:00 a.m. in the Barrett Lawrimore Conference Room at the Berkeley-Charleston-Dorchester Council of Governments located at 5790 Casper Padgett Way, North Charleston, SC 29406.

CHATS POLICY COMMITTEE MEMBERSHIP: T.J. Johnson; Johnny Cribb; Daniel Thrower; Sylleste Davis; Herb Sass; Joe Boykin; Kylon Jerome Middleton; Deon Tedder; Tom Hartnett; Leon Stavrinakis; Chip Campsen; Larry Grooms; C. Davis Chinnis; Todd Friddle; Sean Bennett; Gary Brewer; Phil Padgett; Hernan Pena; Mike Seekings; Matt Thompson; Russ Cornette; Eric Adams; Nancy Mace; James Clyburn; William Cogswell; Karl Brady; Kevin Shealy; Reginald Burgess; Kenneth Skipper; Charmaine Palmer-Roberts; Will Haynie; Howard Chapman; Mike Tinkey; Phillip Pounds; Pat O'Neil; Timothy Goodwin; Terry Jenkins; Gregory Habib; Debra Green-Fletcher; Brook Lyon; Enoch Dickerson III; Christie Rainwater; Brad Belt; Russ Touchberry; Thomas Hamilton; Todd E. Martin; Bruce Kleinman; Matt Halter; Kima Garten-Schmidt

MEMBERS' PRESENT: Howard Chapman; Terry Jenkins; Johnny Cribb; Debra Green- Fletcher; Mike Seekings; Daniel Thrower; Joe Boykin; Russ Cornette; Christie Rainwater; Herb Sass; Mike Tinkey; Matt Halter; Todd Friddle; Kenneth Skipper

PROXIES: Adam MacConnell for Reginald Burgess; Wes Linker for Kylon Middleton; Paul Gawrych for Larry Grooms

OTHERS PRESENT: AD Jordan (US Senator Tim Scott); Roy Tolson (Holt Consulting); Charles Muir (SCDOT); Marx Saintelus (SCDOT); Ryan McClure (GFT); Patrick Merewether (AMT); Melvin William (Terracon); Robert Somerville (City of Charleston); Stuart Day (Stantec); Joshua Mitchell (Stantec); Jacob Gamble (Charleston Chamber); Cleveland Holmes (AECOM); Lyle Lee (SCDOT); Frann Carlton (HDR); John Boylston (SCDOT); Rob Perry (SCDOT); Erin Queen (SCDOT); MacKenzie Kelley (Dorchester County); Daniel Brock (HNTB); Josh Johnson (SCDOT); Cooper Tardibono (SCDOT); Elissa Smith (HDR); Shannon Meder (HNTB); Mel Carter (CMCC); Rory Mackay (AECOM); Philip Bethea (CDM Smith); Abraham Champagne (WSP); Katie Zimmerman (Charleston Moves); Erin Porter (SCDOT); CT York (SCDOT)

BCDCOG STAFF PRESENT: Ron Mitchum; Andrea Kozloski; Kathryn Basha; Megan Clark; Megan Bandy; Sarah Cox; Jennifer Dantzler

I. Call to Order

Chairwoman Rainwater called the meeting to order at 10:00 a.m., followed by the Pledge of Allegiance, Invocation, welcoming remarks, quorum determination, and proxy announcements.

II. Consideration of Minutes: October 20, 2026

Mr. Paul Gawrych made a motion to approve October 20, 2026, Meeting Notes as presented.
Mr. Johnny Cribb seconded the motion. The motion was unanimously approved.

III. SCDOT Bridge Program Update – Rob Perry, SCDOT Deputy Secretary

Rob Perry, SCDOT Deputy Secretary, presented a PowerPoint Presentation with the bridge program updates. Mr. Perry discussed some of the bridge updates and addressed questions and comments. The CHATS Policy Committee received the bridge program updates as information.

IV. CHATS FFY 2024-2033 TIP Amendments-Request for Approval – Sarah Cox

Sarah Cox, Senior Planner, presented amendments to the Transportation Improvement Program (TIP). The following amendments were considered by the CHATS Study Team on January 08, 2026. Based on their review, the study team recommended the CHATS Policy Committee’s approval. Revisions have been advertised for a 21-day public comment period ending on January 30, 2026. Subject to no substantive comments and the approval of the CHATS Policy Committee, project amendments will be communicated for inclusion in the state TIP (STIP).

*Mr. Howard Chapman made a motion to approve the CHATS FFY 2024-2033 TIP Amendments as presented.
Mr. Joe Boykin seconded the motion. The motion was unanimously approved.*

V. CHATS FFY 2024-2033 TIP Corrections (Information Only) – Sarah Cox

Ms. Cox presented the CHATS FFY 2024-2033 TIP Corrections. The following corrections that are listed to the attached memo are being made to the CHATS Transportation Improvement Program (TIP). No action is required on the part of the CHATS Policy Committee, but it is provided as information. Corrections will be communicated to SCDOT separately for inclusion in the statewide Transportation Improvement Program (STIP).

VI. CHATS LRTP Amendment – Request for Approval – Sarah Cox

Ms. Cox presented the 2026 Highway and Transit Safety Performance Targets. Ms. Cox introduced Erin Queen, SCDOT, to present a PowerPoint Presentation with the new state safety targets. Ms. Queen discussed the new targets and updates and addressed questions and comments. Ms. Cox requested approval for the amendment to CHATS LRTP for the new safety targets to be added.

*Mr. Joe Boykin made a motion to approve the CHATS LRTP Amendment as presented.
Mr. Wes Linker seconded the motion. The motion was unanimously approved.*

VII. SCDOT Project Status Report – CT York, SCDOT

CT York, SCDOT, presented a PowerPoint Presentation with the SCDOT Project Status Report. Mr. York discussed the different projects. He presented the project's scope and status. Mr. York addressed questions and comments. The CHATS Policy Committee received the SCDOT Project Status Report as information.

VIII. SCDOT District Update – Josh Johnson, SCDOT

Josh Johnson, SCDOT, presented the SCDOT District Updates. Mr. Johnson addressed questions and comments. The CHATS Policy Committee received the SCDOT District Update as information.

IX. General Public Comment

There were no general public comments.

X. Executive Director’s Report

Ron Mitchum, Executive Director, followed up with a question about steps according to Mr. Josh Johnson, SCDOT, updates. Mr. Mitchum stated that there is a budget request on the state level to establish a bigger TMC in the region. Right now, we have a small facility at SCDOT at the district office which holds two seats currently and then everything goes to the state center in Columbia, so the idea will be to expand that. We are beginning that process of looking at what that will take and looking at setting up a working committee. We would like to do that with SCDOT and with each county involvement. Mr. Mitchum stated that we have had conversations with Secretary

Powell about taking more responsibility for signal systems and previously we had funded those kinds of investments. Mr. Mitchum informed the Committee that a trip is scheduled to Florida to look at the Jacksonville Center to see what that looks like. Mr. Mitchum also informed the Committee that Charleston County was asked to consider their sales tax initiative to identify that investment for signal systems and ITS technology. There is DOT monetarization in the House Senate, and we will probably have an update at the next meeting that may have some adjustments on MPO's and COG's. LCRT which is a COG project in coordination with CARTA are moving towards that full funding grant agreement application looking for approval in late summer. It is a part of the appropriation tax that was passed on February 3, 2026, which did include the balance of funds that we needed from the Feds.

XI. Adjourn

With no further business to discuss, Vice Chairman Touchberry thanked everyone for attending today's meeting and adjourned at 11:05 a.m.

Respectfully submitted,
Jennifer Dantzler

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



Charleston Area Regional Transportation Authority

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 CARTA Board of Directors adopted its annual Safety Plan certification on November 19, 2025. Presented below are the 2026 performance targets for the four safety measures.

2026 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	7	1.94/1,000,000 VRM	15	4.84/1,000,000 VRM	24,800 VRM

2026 Risk Reduction Performance CARTA								
	Collision (Total)	Collision/VRM (Rate)	Pedestrian Collision (Total & Rate)	Vehicular Collision (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	24	7.74	0-Total 0/1,000,000 VRM	24-Total 7.74/ 1,000,000 VRM	0/1,000,000 VRM	1.29	2	0.66/1,000,000 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 CARTA								
	Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
Target	All Bus Services	0	0/1,000,000 VRM	5	1.47 /1,000,000 VRM	0	2.95/1,000,000 VRM	30,000 VRM
Actual	All Bus Services	0	0/1,000,000 VRM	10	3.29/1,000,000 VRM	12	3.94/1,000,000 VRM	23,596 VRM

2025 Risk Reduction Performance CARTA								
	Collision (Total)	Collision/VRM (Rate)	Pedestrian Collision (Total & Rate)	Vehicular Collision (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	25	7.2	0-Total 0/1,000,000 VRM	20-Total 7.2/1,000,000 VRM	0/1,000,000 VRM	1.46	2	0.65/1,000,000 VRM
Actual	24	7.9	0/1,000,000 VRM	24-Total 7.9/1,000,000 VRM	0/1,000,000 VRM	1.64	3	0.99/1,000,000 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 their 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 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.

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

A PROGRAM OF BCDCOG

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.