



BCDCOG
BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS

SCDOT
South Carolina Department of Transportation



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Interim Update: May 18, 2026
Amendment: August 3, 2026

UNIFIED PLANNING WORK PROGRAM

Fiscal Years | 2026 & 2027

CHATS
CHARLESTON AREA
TRANSPORTATION STUDY



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"The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 or Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

**RESOLUTION CERTIFYING THE
CHARLESTON AREA TRANSPORTATION STUDY'S TRANSPORTATION PLANNING PROCESS
FY2026 & FY2027**

WHEREAS, the CHATS Policy Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607, as amended;

WHEREAS, the CHATS Policy Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));

WHEREAS, the CHATS Policy Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

WHEREAS, the CHATS Policy Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the CHATS Policy Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations;

WHEREAS, the CHATS Metropolitan Transportation Improvement Program is a subset of the currently conforming 2045 Long-Range Transportation Plan;

WHEREAS, the CHATS Long Range Transportation Plan has a planning horizon year of 2045, and meets all the requirements for an adequate Transportation Plan,

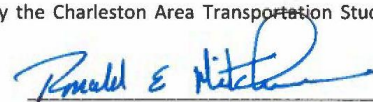
NOW THEREFORE, be it resolved that the CHATS Policy Committee certifies the transportation planning process for the Charleston-North Charleston Metropolitan Planning Organization (MPO) on this the 19th day of May 2025.

READ AND ADOPTED the 19th day of May 2025.



Christie Rainwater, Chair

Certified true and correct copy of a resolution adopted by the Charleston Area Transportation Study Policy Committee on 5/19/25.



Ronald E. Mitchum

Executive Director

Title

5/19/25 Date

INTRODUCTION

The Charleston Area Transportation Study (CHATS) was initiated in 1965 as a joint effort of the Charleston County Planning Board, the South Carolina State Highway Department, and the Federal Highway Administration. The original purpose of the CHATS Study, completed in 1968, was to determine future highway needs and delineate a transportation network designed to satisfy expected travel demands. Increased awareness of the interdependence of other elements of the transportation system and changing federal requirements have necessitated broadening the scope of CHATS to include planning for transit, bicycle, and pedestrian facilities as well as highways and freight mobility in coordination with aviation and port agencies in the Charleston area.

In 1973, the Berkeley-Charleston-Dorchester (BCD) Regional Planning Council (now the Council of Governments) was assigned responsibility for conducting the CHATS program. A Policy Committee, established to oversee the activities of the CHATS program, was designated as the Metropolitan Planning Organization (MPO) in 1977. The then State Department of Highways and Public Transportation (currently SCDOT) and the Berkeley-Charleston-Dorchester Council of Governments were concurrently designated to staff the MPO. As the MPO, CHATS is responsible for all local decisions pertaining to the region's urban transportation planning program. Elected and appointed officials from all local governments and each mode of transportation are represented on the CHATS Policy Committee. In this manner, the Policy Committee acts as a forum for cooperation and decision-making that engages the elected officials of each local government.

The Unified Planning Work Program (UPWP) for CHATS is developed biannually, with an interim annual update, to outline all major transportation planning and related activities within the CHATS planning area anticipated for the upcoming two-year fiscal period. While it is the mission of CHATS to complete work planned within a program year, task elements may span multiple

fiscal years and therefore are carried forward into subsequent Unified Planning Work Programs until completion.

It is important to note that federal financial support to implement the work program is received through a consolidated planning grant from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), with state funding from the South Carolina Department of Transportation (SCDOT), and local funding assistance from the member jurisdictions.

ORGANIZATION & MANAGEMENT

The CHATS planning process is guided by a Policy Committee designated as the Metropolitan Planning Organization (MPO) by the Governor of South Carolina for the Charleston Urbanized Area and those portions of Berkeley, Charleston, and Dorchester counties that are expected to be urbanized by the year 2045. Within the CHATS planning area, there are fifteen separate municipalities, three county governments, and a population of approximately 800,000 persons.

The CHATS Policy Committee is made up of 50 voting members. The committee chair is determined through a biannual rotation among members representing each of the three counties.

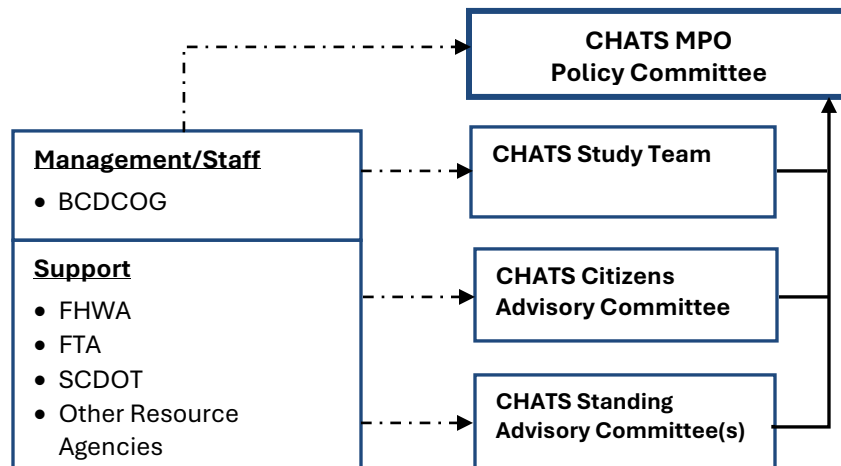
The CHATS Study Team provides technical expertise to the Policy Committee by evaluating and providing feedback on the planning process, transportation plans, programs and projects, and making recommendations to the Policy Committee regarding matters of region-wide significance. The CHATS Study Team includes staff from each of the counties and municipalities within the CHATS boundary, as well as SCDOT, FHWA, Charleston Area Regional Transportation Authority (CARTA), South Carolina Ports Authority (SCPA), Joint Base Charleston (JBC), school districts, and utility providers.

The Policy Committee may also appoint a CHATS Citizens Advisory Committee from a particular area within the CHATS planning area to provide guidance on local issues as the need arises and/or

appoint a CHATS Standing Advisory Committee to provide in-depth guidance on more targeted issues such as freight, transportation alternatives, safety, etc.

Implementation of the program is a joint effort of the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), SCDOT, and various member agencies or governments within the CHATS planning area. Administration of the transportation planning program is the responsibility of BCDCOG. This agency is responsible for coordinating, developing, and preparing all required CHATS plans and programs for submission to the Policy Committee after Study Team analysis and an appropriate citizen input process, as applicable. Technical support is provided by SCDOT's Office of Planning, Engineering Division (Regional Production/Construction), and Office of Public Transit, and oversight of the entire CHATS process is provided by FHWA in cooperation with FTA.

Additional coordination is maintained with the South Carolina Ports Authority, the Charleston County Aviation Authority, and transit operators. Through this collaborative process, not only can overlapping responsibilities and duplication of effort be minimized, but the regionalized coordinated effort can effectuate a safe, efficient transportation system for citizens, employees and visitors, and the movement of goods in the region. The CHATS MPO governance and management/staffing structure are as follows:

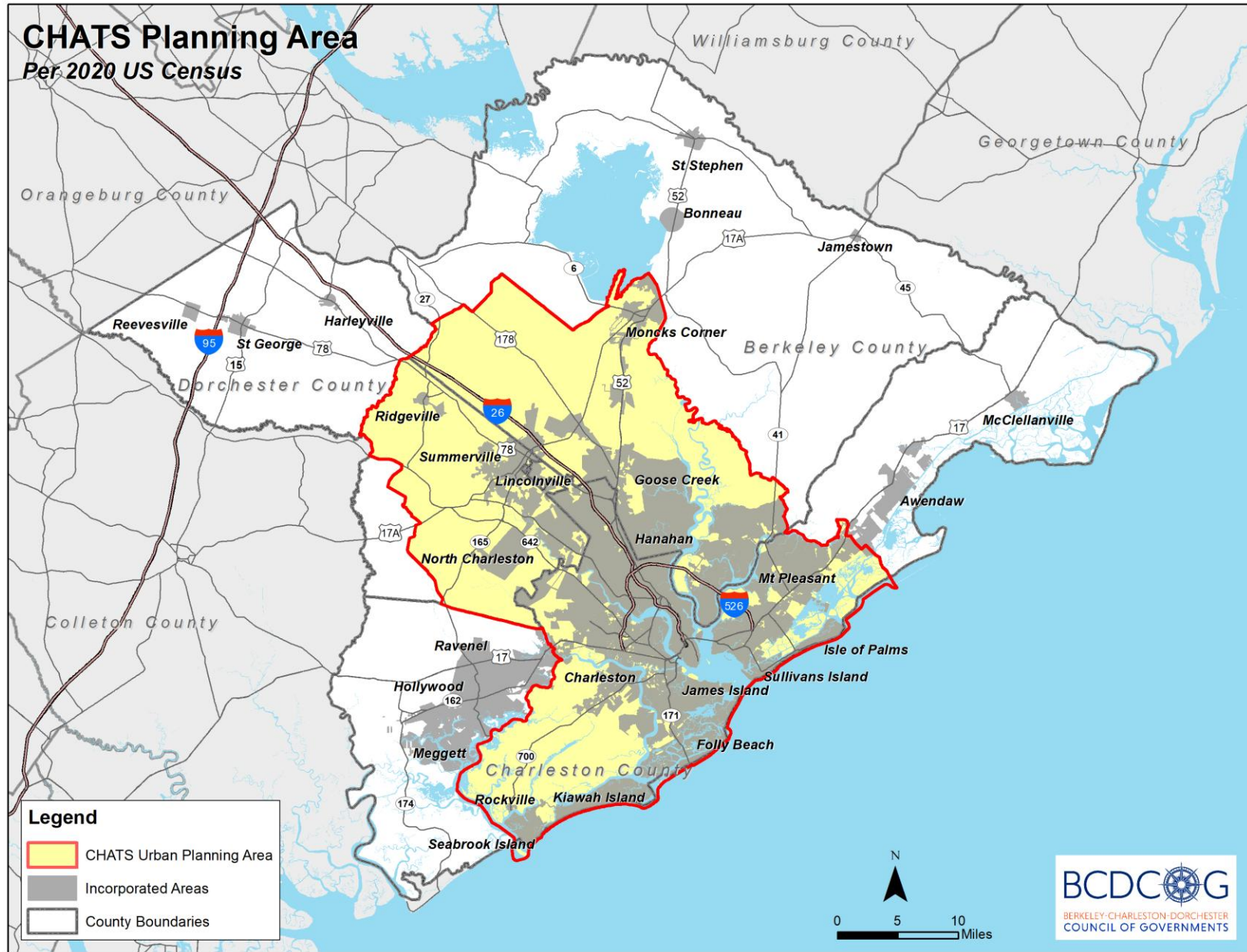


Specifically, CHATS required plans and programs include:

- Development of annual budget and work tasks of the UPWP
- Update and maintenance of a Long-Range Transportation Plan (LRTP)
- Development and maintenance of a conforming Transportation Improvement Program (TIP)
- Enhancing and maintaining the Public Participation Plan (PPP) in accord with the adopted Title VI Civil Rights and Limited English Proficiency Plan
- Development and maintenance of a Congestion Management Process (CMP)
- Implementation of transportation demand management/reduction initiatives, including the I-26/ I-526 Commuter Services Program, Lowcountry GO
- Implementation of the regional Human Services Transportation Coordination Plan
- Implementation of transportation projects and programs for vulnerable populations including seniors and the disabled
- Development, update and implementation of multi-modal transportation planning initiatives such as transit, bicycle and pedestrian improvements, as well as the Transportation Alternatives (TA) program
- Support for intermodal planning activities (e.g. freight movement)
- Update and maintenance of the regional travel demand model

STUDY AREA

A map depicting the CHATS Planning Area based on the 2020 Census identified urban area is provided on the next page. The boundaries conform to guidelines, issued by FHWA and FTA, for establishing area transportation study boundaries.



TRANSPORTATION PLANNING FRAMEWORK

Infrastructure Investment & Jobs Act (IIJA)

On November 15, 2021, the Infrastructure Investment & Jobs Act ([Public Law 117-58](#)), was signed into law providing five years of funding for surface transportation infrastructure, water infrastructure, resiliency projects, and broadband. The IIJA funding bill authorized \$550 billion over fiscal years 2022 through 2026 and maintains the transportation focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight and micromobility projects. With the enactment of IIJA, states and local governments are moving forward with critical transportation projects.

CHATS

Using annually apportioned funding from the Consolidated Planning Grant and carryover funds available, CHATS assesses effectiveness of the region's transportation program in accord with guidance from FHWA, FTA, and SCDOT. Overall, the processes used to identify needed transportation improvements and project selection are designed to achieve the following ten goals set forth in the federal planning factors (FPF) established by the FAST Act and maintained under IIJA:

FPF-1: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. The CHATS Unified Planning Work Program focuses on coordination of transportation projects with local governments and agencies to improve the MPO's global competitiveness. This is achieved by promoting transportation corridors that improve access to and within the region, thus enhancing the flow of goods and services to the global market. A prime example is the cooperation between CHATS, SCDOT, and the South Carolina Ports Authority on expansion of the Charleston

Port, construction of the new Port Access Road, evaluation of regional freight movements, implementation of the Rethink Folly Road Complete Streets Plan, completion of I-526, and addressing traffic congestion on I-26 and I-526.

FPF-2: Increase the safety of the transportation system for motorized and non-motorized users. CHATS continues to encourage projects that include enhanced safety features for non-motorized transportation systems in the region, such as pedestrian and bicycle facilities, and coordinating with the local schools on Safe Routes to School projects.

FPF-3: Increase the security of the transportation system for motorized and non-motorized users. CHATS continues to strive for the integration of transportation plans with emergency response, resiliency and recovery plans, as well as implementing technology to secure the transportation infrastructure. Coordinated planning efforts enhance safety to residents and provide options during an emergency. Intelligent Transportation Systems and signal system upgrades continue to be planned to aid in security.

FPF-4: Increase the accessibility and mobility of people and freight. The CHATS MPO continues to work with all local governments in the CHATS planning area to update and amend the TIP for the 2024-2033 programming period as needed. Travel demand modeling continues to be used as a tool to analyze the current highway network and projected future network demand to identify areas of congestion where transportation projects should be prioritized. Additionally, mobility of people and freight movement continues to be addressed through planning for land use development that makes efficient use of the transportation infrastructure.

- FPF-5: *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth, housing, and economic development patterns.*** In an effort to reduce pollution and protect the environment, the CHATS MPO monitors the highway network and implements projects identified in the Congestion Management Plan. The CHATS MPO continues to work with state and local governments and agencies to coordinate transportation projects, including those planned in support of identified centers, Transit Oriented Development (TOD) station areas, and economic development nodes, in a consistent, equitable, affordable, and environmentally sound manner including the identification of electric vehicle charging stations and autonomous vehicle corridors.
- FPF-6: *Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.*** The CHATS MPO continues to examine the integration of multiple transportation systems within the region. To address this issue, the CHATS MPO administers implementation of the Human Service Transportation Coordination Plan, facilitates service coordination between the urban and rural transit systems, and implementation of the completed alternatives analysis (i-26ALT Study) that determined the Locally Preferred Alternative for a fixed guideway transit service in the I-26 corridor (Lowcountry Rapid Transit BRT). Transportation projects are also designed to enhance the interface between modes through programs such as Complete Streets, Transportation Demand Management, and comprehensive land use planning.
- FPF-7: *Promote efficient system management and operation.*** The CHATS MPO continues working with SCDOT on funding system improvements that promote efficient operations

such as coordination of signal systems and other Intelligent Transportation Systems projects, as well as project design and selection.

- FPF-8: *Emphasize the preservation of the existing transportation system.*** In all plans and projects, the CHATS MPO will continue to examine the existing transportation system before making recommendations for improvements. To facilitate this, the MPO will continue to employ its GIS-based information system, the travel demand model for the region, and the project ranking process that emphasizes multimodal transportation solutions with the greatest benefits at the lowest cost.
- FPF-9: *Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.*** In all plans and projects, the CHATS MPO will continue to examine the impacts of nuisance flooding and climate change/sea level rise projections on the existing transportation system before making recommendations for improvements. To facilitate this, the MPO will continue to coordinate with local planning partners and other entities to identify strategies for mitigating impacts of nuisance flooding and inadequate stormwater systems while improving the resiliency of the region's infrastructure, including transportation.
- FPF-10: *Enhance travel and tourism.*** The CHATS MPO will continue to coordinate with the Charleston Visitors Bureau and regional chambers of commerce to identify transportation issues and needs for visitors, as well as the mobility of residents employed in tourism related industries.

CHATS PLANNING WORK PROGRAM OVERVIEW

The CHATS planning work program includes comprehensive planning activities in support of these areas of emphasis with focus in five (5) broad areas:

- ✓ **Program Administration**, including the coordination and administrative management of a Transportation Improvement Program (TIP), which identifies projects and/or programs to receive various sources of Federal funding for highway, transit, and intermodal facilities and programs. Additional work under this focus area includes amending the UPWP as needed, facilitating the CHATS Transportation Alternatives Set-aside program activities, providing transportation data and planning reports to the public, and assisting local governments on transportation planning issues.
- ✓ **Surveillance/Data Collection** in support of transportation planning endeavors within the CHATS planning area. Collection and maintenance of data related to changes in land uses and socio-economic conditions, and monitoring travel and development patterns to determine evolving growth areas enable CHATS and Staff to identify potential transportation congestion areas and opportunities for intermodal linkages. This focus area includes coordination with the US Census Bureau and monitoring air quality requirements and potential issues affecting continued compliance with the Clean Air Act.
- ✓ **Congestion Management**, including examination of the transportation system's deficiencies and areas of congestion that can be addressed through application of congestion management strategies and planning for efficient transport of people and goods by enhanced linkages in modes of transportation. A principal emphasis in this focus area is transit service planning and management to assist with expansion and enhancement of transit services across the region. Included in this focus area of the work program are tasks

encouraging development of Complete Streets and context-sensitive transportation projects and transportation demand management initiatives.

- ✓ **Long-Range Transportation Planning**, including maintenance and implementation of CHATS' adopted 2045 *Long-range Transportation Plan*. Primary initiatives supporting this focus area include expanding the capacity and maintenance of the in-house travel demand model, conducting special studies of areas and corridors involving transportation issues, coordinating with local jurisdictions on planning efforts surrounding major transportation corridors to ensure linkages with land uses, facilitating development of strategic corridor improvement plans, evaluating and planning for environmental risks to the transportation networks, and stewarding implementation of multi-jurisdictional plans including, but not limited to, the *ReThink Folly Road Complete Streets Corridor Study*, the *Neck Area Master Plan*, *I-26 Alt, Walk Bike BCD*, the *Regional Transit Framework Plan*, and *Our Region, Our Plan*, the regional land use plan.
- ✓ **Public Participation**, facilitating active citizen education about and participation in all CHATS planning processes in accord with the adopted *Public Participation Plan*, *Program Management Plan*, *Title VI/Limited English Proficiency Plan*, and *Disadvantaged Business Enterprise (DBE) program*.

A summary matrix of how the FY 2026 & FY 2027 UPWP elements/tasks relate to each of the Federal Planning Factors (FPFs) is provided below.

UPWP Elements/Tasks and Federal Planning Factors (FPF) Matrix

UPWP	Federal Planning Factors (FPF)									
	FPF-1	FPF-2	FPF-3	FPF-4	FPF-5	FPF-6	FPF-7	FPF-8	FPF-9	FPF-10
ELEMENTS/TASKS	Economic Vitality	Safety	Security	Access & Mobility	Protect & Enhance the Environment	Integration & Connectivity	System Management & Operation	System Preservation	Resiliency & Reliability	Enhance Travel & Tourism
1.0 Program Administration										
1.1 CHATS Administration & Management										
1.2 Transportation Improvement Programming	X	X	X	X	X	X	X	X	X	X
1.3 Transportation Alternatives Program		X		X	X	X		X		X
1.4 Technical Assistance	X	X	X	X	X	X	X	X	X	X
2.0 Surveillance / Data Collection										
2.1 Land Use / Socio-economic Data Monitoring	X									
2.2 Transportation System Surveillance	X	X	X	X	X	X	X	X	X	X
2.3 Census Cooperation										
2.4 Air Quality Monitoring					X				X	
3.0 Congestion Management										
3.1 Congestion Management Efforts	X	X	X	X	X	X	X		X	X
3.2 Intermodal Management	X	X	X	X		X	X			X
3.3 Transit Service Planning & Management	X	X	X	X	X	X	X	X	X	X
3.4 Complete Streets	X	X	X	X	X	X	X		X	X
4.0 Long-Range Transportation Planning										
4.1 Plan Review & Development	X	X	X	X	X	X	X	X	X	X
4.2 Simulation of the Transportation System	X	X		X		X	X	X		
4.3 Special Studies / Project Analysis	X	X	X	X	X	X	X	X	X	X
4.4 Regional Land Use Planning	X			X	X	X			X	X
5.0 Public Participation										
5.1 Public Participation, Education & Involvement	X	X	X	X	X	X	X	X	X	X

FY2024 AND FY2025 MAJOR ACCOMPLISHMENTS

The CHATS planning work program for fiscal years 2024 and 2025 was successful in accomplishing a number of these objectives including:

- Facilitating CHATS Policy Committee, Study Team, standing committee, and ad-hoc committee meetings;
- Updating the CHATS Transportation Improvement Program (TIP) to a 10-year window to align with and support SCDOT's Statewide Transportation Improvement Program (STIP) update;
- Preparing and adopting amendments to the CHATS Transportation Improvement Program (TIP);
- Administering CHATS Transportation Alternatives (TA) Set-aside program's competitive application process aimed at delivering micromobility projects;
- Assisting with implementation of previously awarded TA Set-aside program projects, including serving as a designated Local Project Administrator;
- Assisting local jurisdictions with preparation of comprehensive plan transportation and land use elements, as well as zoning and land development regulations;
- Coordinating with local jurisdictions to collect building permit data and updated development projections;
- Preparing, and making available, maps of annual regional ADT counts;
- Assisting CARTA and TriCounty Link with collection of ridership information, route planning projects and grant applications;
- Processing data from the US Census for publication in reports used by the public and other agencies;
- Coordinating adjustment to the CHATS MPO planning boundary based on the 2020 Decennial Census urban area designation;
- Coordinating an update to the highway functional classification of roadways with the State, including adjusting the boundary used to delineating urban and rural highway networks;
- Analyzing transportation pattern data from various sources, including the travel demand model;
- Expanding and updating the region's travel demand model and Community Viz land use model, to include coverage of the entire tri-county area;
- Coordinating with SCDES to facilitate air quality monitoring and public education activities;
- Assisting member jurisdictions with employment of congestion management strategies;
- Coordinating annual meetings of human service transportation providers to support implementation of the Regional Human Service Transportation Plan and related updates;
- Continuing implementation of the region's Mobility Management (MM) program;
- Collaborating with member jurisdictions and regional organizations to improve bike/pedestrian facilities and their safety/connectivity within the region;
- Managing the regional data collection program, which collects and processes multimodal data for use by planning partners during project development and after project implementation;
- Coordinating new initiatives with implementation of adopted Plans such as the Neck Area Master Plan, the Regional Transit Framework Plan, I-26ALT, the Rivers Avenue Connectivity Study, US-52 Corridor Study and Transit Oriented Development Study Phase I;

- Providing oversight of FTA Section 5310 subrecipients' grant implementation and compliance;
- Managing project development of the Lowcountry Rapid Transit (LCRT) as it successfully completed 60% design plans, and continues to advance plans to the 100%/IFB design milestone;
- Maintaining and reporting on mandated documents including the region's DBE and Title VI Plans;
- Implementing initiatives called for in the Commuter Services Plan (Lowcountry GO) focused on I-26 & I-526;
- Initiating and managing the region's Lowcountry Go Vanpool program;
- Developing and adopting a 5-year update to the CHATS Long-Range Transportation Plan (LRTP);
- Coordinating with SCDOT on updating the CHATS Congestion Management Process (CMP);
- Developing and adopting the CHATS Intelligent Transportation Systems (ITS) Architecture & Deployment Guide;
- Developing LCRT's Transit Oriented Development (TOD) Phase II strategic plan to implement equitable TOD in the region, and create an application/tool to report on progress made; and
- Coordinating with jurisdictions and the Charleston Resiliency Network to provide outreach and data to assess flooding impacts on the transportation infrastructure.

CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO
UNIFIED PLANNING WORK PROGRAM

FY 2026 & FY 2027
(July 1, 2025 – June 30, 2027)

1.0 PROGRAM ADMINISTRATION

Purpose: To coordinate and administer the MPO's transportation planning activities in compliance with all federal and state regulations and requirements, including general administration and management activities; administering the TIP and CHATS TA Set-aside program; developing, maintaining and implementing the UPWP; providing transportation data and planning reports to the public; and assisting local governments on transportation planning issues.

- 1.1 CHATS ADMINISTRATION & MANAGEMENT
- 1.2 TRANSPORTATION IMPROVEMENT PROGRAMMING
- 1.3 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM
- 1.4 TECHNICAL ASSISTANCE

1.1: CHATS Administration & Management

Objectives: To effectively and efficiently administer and manage initiatives of the MPO (CHATS) Policy Committee and its various advisory committees and subcommittees to ensure compliance with federal and state requirements; coordination of MPO activities with those of local and state agencies/governments; documentation of CHATS activities; and to ensure staff has adequate training and resources to conduct these activities.

Scope/Work: BCDCOG will continue to provide staff support to the CHATS Policy Committee, CHATS Study Team, special/standing advisory committees, citizen advisory committees, and all other ad-hoc or permanent subcommittees. CHATS staff will implement work tasks contained in this UPWP and other administrative activities including, but not limited to, the following:

- A. Arrange meetings and prepare and distribute meeting notices, agendas, and agenda materials;
- B. Prepare certification documentation, agreements, resolutions, memoranda of understanding, etc. on behalf of CHATS;
- C. Maintain financial records of all revenues and expenditures;
- D. Prepare timesheets, monthly project status updates, quarterly reports, and annual reports to document activities;
- E. Develop grant applications and administer grant awards in accord with procurement, contracting, and auditing requirements;
- F. Monitor implementation of the current Unified Planning Work Program (UPWP), amend as necessary to address performance goals and measures as released, and prepare an interim update to the plan and full update to the two-year UPWP for FY 2028-FY 2029;
- G. Evaluate, reconcile, and prepare an annual report/listing of federally funded projects with new obligations and de-obligations;
- H. Conduct research and attend training sessions and other workshops/meetings related to CHATS programs and current trends in transportation planning methods (includes travel expenses, registration, purchase of publications and other related expenses);
- I. Participate in regional transportation planning activities that have an impact on the transportation system in the CHATS area; serve as liaison to other organizations such as the State Infrastructure Bank (SIB), the SC Ports Authority, local transportation transit providers, trucking and rail industry representatives, and the Charleston Aviation Authority; and coordinate with the Local Option Transportation Sales Tax programs to ensure coordination among regional transportation projects;
- J. Purchase/maintain any computer software/hardware needed to maintain records of the CHATS planning program; and
- K. Continue to ensure all programs and activities comply with Title VI of the Civil Rights Act of 1964, Environmental Justice (EJ) principles and procedures, USDOT DBE programs, and the current Surface Transportation Authorization Bill and its predecessor legislation.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY 2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.	Prepare meeting agendas, material packets and minutes and distribute one-week in advance of quarterly CHATS Policy Committee and Study Team meetings to <i>(tentatively)</i> be held: <u>July and October, 2025/2026; January and April, 2026/2027</u>	X	X	FHWA (PL)/FTA
B.	Collect documents to demonstrate compliance for the next MPO Certification Review: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
C.D.	Prepare invoices and quarterly reports for submission to SCDOT for each preceding quarter; <u>the 15th day of October, 2025/2026; January, April, and July, 2026/2027</u>	X	X	FHWA (PL)/FTA
E.	Prepare grant applications as opportunities are announced, quarterly financial reports, and annual audits: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
F.	Maintain and amend adopted FY2026/FY2027 UPWP: <u>On-going with update for FY 2028-2029 to SCDOT by February 2027/CHATS Policy Committee approval by May, 2027</u>	X	X	FHWA (PL)/FTA
G.	Prepare annual list of obligated projects for approval and public notification: <u>January 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
H.I.	Participate in meetings/trainings with SCDOT on performance planning/measuring/monitoring and other federal requirements: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
J.	Purchase/maintain computer software/hardware needed to maintain records of the CHATS planning program: <u>As needed through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
K.	Complete USDOT DBE reporting requirements, including DBE Program maintenance, target setting, and six-month and annual reporting cycles.	X	X	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$300,000
LOCAL	\$75,000
OTHER	\$0
Total	\$375,000
% OF TOTAL BUDGET: 7.19%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$201,098
LOCAL	\$50,275
OTHER	\$0
Total	\$251,373
% OF TOTAL BUDGET: 4.95%	

1.2: Transportation Improvement Program

Objectives: To continue producing and maintaining a TIP document compliant with the current Surface Transportation Authorization Bill, including any amendments, updates, and administrative corrections needed to address federal funding for projects, as well as regionally-significant projects that may or may not involve federal funding.

Scope/Work: BCDCOG will coordinate with SCDOT on review of projects recommended to the CHATS Policy Committee for inclusion in the TIP and implement tasks to ensure the CHATS Study Team, appropriate advisory committees, and affected jurisdictions are advised of recommendations and provide input. Other work activities related to this project include, but are not limited to, the following:

- A. Coordinate with SCDOT for guidance on USDOT's processes and requirements for inclusion of TIP projects in the STIP;
 - B. Consult with SCDOT for information on proposed projects in the MPO area from various departments and divisions of SCDOT, including Local Public Agency Administration (LPAA) staff, for inclusion in the TIP;
 - C. Coordinate with SCDOT/OPT, the Charleston Area Transportation Authority (CARTA) and the Berkeley Charleston Dorchester Rural Transportation Management Association (BCD RTMA) to monitor funding and progress of FTA-funded transit projects in the MPO area for inclusion in the TIP;
 - D. Coordinate with SCDOT and transportation staff of local jurisdictions (counties, cities, and towns) on the progress of current TIP projects, including funding adjustments and obligations;
 - E. Analyze proposed amendments and administrative corrections to the current TIP for policy implications, financial impact, alignment with adopted performance measures, and the expected costs and benefits of proposed improvements;
 - F. Post draft TIP/STIP amendments for public comment in accord with the *Public Participation Plan*;
 - G. Update the complete TIP document to include an assessment of anticipated effects of proposed projects on achievement of adopted performance targets as required;
 - H. Track the status of project implementation, process updates to maintain a historical record of projects within the current TIP, and report on project implementation;
 - I. Maintain project sheets within the approved TIP document; and
 - J. Work with SCDOT on programming in the ESTIP/STIP.
-

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.-I.	FY 2024-2033 TIP maintained/amended/updated: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
E.	Evaluate project baselines and alignment with MPO performance targets when considering amendments involving new projects: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
F.	Publish advertisements of TIP amendments for public review: <u>In accord with the adopted Public Participation Plan through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
H.	Prepare status reports on implementation of all TIP projects to CHATS: <u>Annually-January 2026/2027</u>	X	X	FHWA (PL)/FTA
J.	Submit TIP amendments to SCDOT for inclusion in the STIP: <u>Within 5 business days of CHATS approval</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$15,560
LOCAL	\$3,890
OTHER	\$0
Total	\$19,449
% OF TOTAL BUDGET: 0.37%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$12,000
LOCAL	\$3,000
OTHER	\$0
Total	\$15,000
% OF TOTAL BUDGET: 0.30%	

1.3: Transportation Alternatives Program

Objectives: To facilitate a process that prioritizes, implements, and monitors CHATS Transportation Alternatives (TA) Set-aside program activities under the current Surface Transportation Authorization Bill, including active Transportation Enhancement (TE), Transportation Alternatives Program (TAP) projects, Safe Routes to School (SR2S), and Recreational Trails Program (RTP) activities under prior transportation bills.

Scope/Work: BCDCOG staff will coordinate tasks in support of the CHATS Transportation Alternatives (TA) Set-aside in accord with CHATS policies on TE/TAP/TA projects and other transportation alternatives planning activities, including but not limited to, the following:

- A.** Coordinate all administrative functions in support of the Transportation Enhancement (TE) Advisory Committee* including preparation of meeting agendas, minutes, staff reports, etc.;
- B.** Advise local jurisdictions on the requirements and process for advancing potential projects through a competitive award process adopted by the CHATS Policy Committee;
- C.** Conduct preliminary evaluations and rankings of enhancement projects proposed by local jurisdictions to make recommendations for funding to the CHATS (standing) Transportation Enhancement Advisory Committee*;
- D.** Coordinate reports of the CHATS (standing) Transportation Enhancement Advisory Committee* advising the CHATS Policy Committee on the evaluation process, funding priorities, and progress of approved enhancement/TAP planning activities;
- E.** Assist SCDOT staff in monitoring and reporting progress of approved TE/TAP/TA projects funded through CHATS;
- F.** As an approved SCDOT Local Public Agency, manage any phase of project development or construction of TE/TAP/TA funded projects as requested by grantees, including coordination with procured professional engineering services, as needed;
- G.** Coordinate with SCDOT on inclusion of approved TE/TAP/TA projects in the TIP and STIP;
- H.** Provide input and assistance as requested on Safe Routes to School, SCPRT Recreational Trails, and Scenic Byways and Highways projects; and
- I.** Attend SCDOT/FHWA training sessions on LPA project management or TE/TAP/TA programming requirements.

*Note: Although the funding program name has changed, the CHATS Transportation Enhancement Advisory Committee continues to use the original program name from SAFETEA-LU

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.	Prepare meeting materials, information, and reports to the standing Transportation Enhancement Advisory Committee: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
B.C.	Administer the MPO's competitive TA Set-aside program award process including evaluating and prioritizing enhancement projects proposed by local jurisdictions: <u>January-April, 2026/2027</u>	X	X	FHWA (PL)/FTA
D.E.	Prepare and present an annual project status report to the standing Transportation Enhancement Advisory Committee and CHATS Policy Committee: <u>January, 2026/2027</u>	X	X	FHWA (PL)/FTA
F.	Execute agreements to serve as the LPA on projects as requested: <u>Initiate project process within 3 months of contract execution</u>	X	X	FHWA (PL)/FTA
G.	Coordinate with SCDOT on inclusion of approved TA Set-aside projects in the TIP and STIP: <u>July, 2026/2027</u>	X	X	FHWA (PL)/FTA
H.	Coordinate on Safe Route to School, SCPRT RTP, and Scenic Byways and Highways projects: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$30,000
LOCAL	\$7,500
OTHER	\$0
Total	\$37,500
% OF TOTAL BUDGET:	0.72%

Funding Sources FY2027:

FHWA (PL)/FTA	\$25,000
LOCAL	\$6,250
OTHER	\$0
Total	\$31,250
% OF TOTAL BUDGET:	0.62%

1.4: Technical Assistance

Objectives: To provide transportation data and planning reports to the public and to assist local governments on transportation and related planning issues. To foster better coordination of planning efforts across jurisdictional boundaries, promote informed decision-making by staff and policy makers, and better inform citizens of the relationships between land use and development decisions with transportation systems. To support implementation of the current CHATS *Long-range Transportation Plan* by encouraging growth patterns and community design that lessen adverse impacts of growth on the regional transportation system.

Scope/Work: BCDCOG will advise and provide staff assistance to local governments within the CHATS planning area on technical matters, as well as offer information to individuals and agencies making inquiries concerning CHATS plans and programs. Typical tasks include, but are not limited to, the following:

- A. Coordinate opportunities for discussions about land use implications on regional transportation infrastructure and programs;
 - B. Provide technical assistance regarding land use planning, urban design, transit-oriented design, multimodal planning, traffic congestion, and access management to individual jurisdictions as tools for accommodating and mitigating impacts of new growth;
 - C. Assist jurisdictions with planning for, and prioritization of, newly identified local funds for transportation improvements, including county transportation sales tax levies and competitively awarded discretionary grants;
 - D. Assist jurisdictions with identifying methods for implementing performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for transportation improvements prioritized at the local level;
 - E. Provide assistance and data, including regional travel demand model forecasts and transportation demand management strategies, to jurisdictions that undertake transportation planning associated with individual comprehensive plan updates/reviews;
 - F. Provide assistance to individual jurisdictions seeking to implement transportation programs and policies promulgated within adopted comprehensive plans;
 - G. Provide support to general comprehensive planning activities to encourage growth patterns and community design that address affordable housing needs while reducing negative impacts on transportation infrastructure;
 - H. Assist with local, regional and state disaster mitigation and recovery, and community resilience planning of transportation services and systems;
 - I. Continue presentations, conduct scenario planning activities, and update travel demand projections to enhance public education about transportation planning and specific plans completed for the region and principal corridors;
 - J. Identify, procure and maintain subscriptions to transportation data and design platforms, such as Remix and Replica, that can easily support the scenario planning process by integrating data across modes, and enable multi-agency/stakeholder development and evaluation of scenario tradeoffs, conceptual designs (visualization of alternatives), and prioritization; and
 - K. Provide training of local planning/zoning board and commission members on the interrelationship of land use planning/land development decisions with transportation mobility within the region.
-

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.-I.	Make presentations on CHATS land use and transportation initiatives: <u>As requested through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
A.-I.	Log documentation of input provided on local transportation improvements: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
D.-H.	Prepare Comprehensive Plan Transportation Elements and provide guidance and/or assist with other local transportation planning initiatives as requested: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
J.	Identify/procure a transportation data and design platform to enable multi-agency evaluation of scenario tradeoffs, conceptual design and prioritization: <u>June, 2026</u>	X	-	FHWA (PL)/FTA
K.	Prepare notices, facilitate and coordinate attendance documents for state-mandated training sessions for locally appointed officials: <u>As needed through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$300,000
LOCAL	\$75,000
OTHER	\$0
Total	\$375,000
% OF TOTAL BUDGET: 7.19 %	

Funding Sources FY2027:

FHWA (PL)/FTA	\$178,560
LOCAL	\$44,640
OTHER	\$0
Total	\$223,200
% OF TOTAL BUDGET: 4.39 %	

CHARLESTON AREA TRANSPORTATION STUDY (CHATS)MPO
UNIFIED PLANNING WORK PROGRAM

FY 2026 & FY2027

(July 1, 2025 – June 30, 2027)

2.0 SYSTEM SURVEILLANCE/DATA COLLECTION

Purpose: To collect and maintain data related to changes in land uses and socio-economic conditions and monitor travel and development patterns to determine evolving growth areas, identify potential congestion areas, and opportunities for intermodal linkages. This focus area includes coordination with the US Census Bureau and monitoring air quality requirements and potential issues affecting continued compliance with the Clean Air Act.

- 2.1 LAND USE/SOCIO-ECONOMIC DATA MONITORING
- 2.2 TRANSPORTATION SYSTEM SURVEILLANCE
- 2.3 CENSUS COOPERATION
- 2.4 AIR QUALITY MONITORING

2.1: Land Use/Socio-Economic Data Monitoring

Objective: To improve the quality of transportation plans and other planning endeavors in the CHATS planning area through on-going collection and maintenance of data related to existing and proposed land uses and evolving socio-economic conditions affecting transportation planning and issues.

Scope/work: BCDCOG will continue to collect and maintain data to refine socio-economic projections and other growth indicators in support of regional planning and assessments of the implications thereof on the transportation infrastructure. Typical tasks to be performed include, but are not limited to, the following:

- A. Maintain demographic and economic profiles of the region and subareas to support current programs and LRTP projects;
- B. Continue to monitor regional growth trends by compiling data on population, employment, housing, land use, environment, construction, economic indicators, transportation systems by appropriate units of geography, including Traffic Analysis Zone (TAZ);
- C. Continue to employ the regional travel demand model to evaluate impacts of proposed developments on the transportation network as well as the effectiveness of proposed transportation projects;
- D. Coordinate with member jurisdictions to ensure changes in land use development and transportation facilities are accurately reflected in the model;
- E. Continue to further develop/enhance socio-economic data capabilities using the travel demand model in TransCAD and the land use planning tool in Community Viz in an effort to maintain efficient and effective modeling systems;
- F. Maintain components of the Community Viz model to perform land use planning/allocation of developments and integrate new areas identified for growth, including TOD and bus rapid transit station locations. Includes associated training of BCDCOG staff (anticipated through procurement of or engagement with proprietor of Community Viz or training affiliate as needed);
- G. Continue to coordinate with jurisdictions on application of a transit-oriented development framework that identifies the balance of land uses and urban design scenarios needed to ensure efficient benefits to the region's housing affordability and transportation system;
- H. Continue to work with local jurisdictions to implement and monitor equitable transit-oriented development (e-TOD) in the region, which includes the purchase of data sources such as Replica, Remix etc. to maintain an eTOD reporting tool;
- I. Develop an affordable housing strategy through the Lowcountry Rapid Transit (LCRT) TOD Study - Phase 3: Strategic Housing Blueprint (FTA TOD Planning Pilot Program Grant), to complement and advance previous TOD planning focusing on implementation of affordable housing strategies in the LCRT corridor via station area site plans, zoning and policy progression, neighborhood plans, and community outreach and education;
- J. Evaluate the average costs of transportation incurred by residents/households commuting to/from the region's employment centers and other essential services to enhance understanding of implications the region's land use decisions have on housing affordability and transportation systems;
- K. Continue to refine and maintain the BCDCOG's web-based mapping tool for public use; and
- L. Identify and facilitate relevant training and research activities for staff to provide or attend; and invest in new databases, equipment, and software as needed.

Responsibility: BCD Council of Governments/Consultant

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.C.	Make presentations of demographic and economic growth trends: <u>As requested through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
D.	Meet with individual jurisdictions to gather information on approved land developments for projected impacts on the network: <u>September-October 2025/2026 & February-March 2026/2027</u>	X	X	FHWA (PL)/FTA
F.	Continue to integrate and refine areas identified for TOD and BRT stations in the region's land use (Community Viz) and travel demand models: <u>June 30, 2026</u>	X	-	FHWA (PL)/FTA
G.	Continue to implement recommendations of the Lowcountry Rapid Transit Corridor Transit Oriented Development and Station Area Planning Study, including providing assistance to jurisdictions on application of a model TOD ordinance: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
H.	Continue to support and implement equitable transit-oriented development in the region, and monitor progress in TOD implementation: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
I.	Develop affordable housing strategy (LCRT TOD Study Phase 3): <u>July, 2025 – December, 2027</u>	X	X	Other – See below
K.	Maintain the BCDCOG online mapping portal: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
I.	Lowcountry Rapid Transit TOD Study Phase 3	FTA TOD Pilot Program Planning Grant (FY 2023)	Consultant	FY 2026 ¹ /FY 2027	\$1,170,000/\$30,000	FTA

¹ FTA TOD Pilot Program Planning Grant (LCRT TOD Study – Phase 3) project budgeted for and planning work initiated in FY 2026 with work activities continuing through FY 2027.

Funding Sources FY2026:

FHWA (PL)/FTA	\$75,000
LOCAL	\$48,750
OTHER	\$1,170,000
Total	\$1,293,750
% OF TOTAL BUDGET: 24.79%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$50,000
LOCAL	\$12,500
OTHER	\$0
Total	\$62,500
% OF TOTAL BUDGET: 1.23%	

2.2: Transportation System Surveillance

Objective: To monitor travel and development patterns to determine growth areas and identify potential transportation/congestion management issues and intermodal linkages.

Methodology: BCDCOG will continue to employ available data resources for system simulations by monitoring regional traffic patterns. Typical tasks to be performed include, but are not limited to, the following:

- A. Catalog and assimilate data from SCDOT's statewide traffic count program with supplemental traffic counts to cover locations and/or specific studies not collected by SCDOT to support technical assistance to jurisdictions;
- B. Process SCDOT statewide traffic counts and develop traffic count maps/other infographics for use by jurisdictions and the public;
- C. Assemble and process relevant data to report commuting patterns and average transportation costs to residents and households;
- D. Invest in new databases, equipment, and software (including licenses, subscriptions, data processing costs, etc.) as necessary to monitor travel demand trends, including non-motorist (micromobility) travel and performance of the Transit Signal Priority (TSP) pilot projects; and
- E. Identify and attend available training on current surveillance techniques (including use of NPMRDS/probe data), congestion management, traffic analysis, and facility capacity determination to increase staff capacity.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will be conducted as follows.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.C.	Prepare and upload 2025/2026 Traffic Count maps and analysis: <u>June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
C.	Issue reports on average commuting costs for residents and households by Traffic Analysis Zones (TAZ): <u>Fall 2026/2027</u>	X	X	FHWA (PL)/FTA
D.	Deploy permanent and rotating counters for bicycle/pedestrian data collection and process data for planning use: <u>On-going thorough June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
D.	Identify and procure technology and/or consulting services to enhance capabilities for tracking areas of congestion and safety issues as well as performance of system improvements made in accord with SCDOT LPA process: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$30,000
LOCAL	\$7,500
OTHER	\$0
Total	\$37,500
% OF TOTAL BUDGET: 0.72%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$19,000
LOCAL	\$4,750
OTHER	\$0
Total	\$23,750
% OF TOTAL BUDGET: 0.47%	

2.3: Census Cooperation

OBJECTIVE: To coordinate with the US Census Bureau and member agencies to collect and maintain data needed for transportation planning efforts.

Scope/Work: BCDCOG will continue to work with the US Census Bureau, as well as other agencies, to analyze and distribute information collected from the 2020 Decennial Census program. Typical tasks to be performed include, but are not limited to, the following:

- A. Track past and proposed changes in data reporting parameters in Censuses to ensure data meets maximum quality standards;
- B. Continue to configure and use Census data to support transportation studies;
- C. Continue to analyze and produce Census publications, maps, and projections for use by local jurisdictions and the public;
- D. Maintain "Community Profiles" for each municipality and county in the region for publication on the BCDCOG website; and
- E. Maintain Census data feeds to the online mapping system.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an ongoing basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.C.	Post process, publish and disseminate Census data within 3 months of release by the US Census Bureau: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
A.B.C.	Assist with coordination between US Census Bureau and jurisdictions as requested: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
D.E.	Update/publish Community Profiles and feeds to BCDCOG online mapping site: <u>Jan, 2026/2027</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$8,000
LOCAL	\$2,000
OTHER	\$0
Total	\$10,000
% OF TOTAL BUDGET: 0.19%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$6,000
LOCAL	\$1,500
OTHER	\$0
Total	\$7,500
% OF TOTAL BUDGET: 0.15%	

2.4: Air Quality Monitoring

OBJECTIVE: To comply with the Clean Air Act and the IJA requirements for transportation planning activities and take proactive measures to remain an air quality attainment area.

Scope/Work: BCDCOG will continue to partner with the SC Department of Environmental Services (SC DES), the US EPA, and other agencies to increase awareness of air quality issues facing the CHATS planning area. Typical activities to be performed include, but are not limited to, the following:

- A. Continue regular coordination with state and local agencies in implementation of the local and statewide Early Action Plans developed in accord with the statewide Early Action Compact initiative. Collaborate with SC DES to conduct research and prepare documents, including an action strategy report, as needed;
- B. Continue to monitor current requirements of transportation authorization bills and EPA standards for air quality as well as impacts on the region's transportation and land use planning processes, particularly requirements that could impact the CHATS area's attainment designation;
- C. Ensure compliance with the MOA concerning criteria and procedures for determining the conformity of transportation plans, programs, and projects and consider impacts on air quality during the review of proposed transportation projects;
- D. Continue collaboration with SC DES to coordinate regular meetings of the region's Air Quality Coalition, including making arrangements for meetings: agenda preparation, composition and distribution of minutes;
- E. Work with SC DES and the regional Air Quality Coalition to educate the CHATS Policy Committee, public officials, stakeholders, and citizens on strategies to positively affect air quality, including promotion of transit and alternative transportation modes. Maintain incorporated strategies in the CMP, mobility management activities, and transportation policies;
- F. Continue to work with and provide support for the region and its partners' climate action initiatives, including the Regional Climate Action Plan, and assessment of the transportation network's vulnerabilities and data on system's outputs;
- G. Continue to work with and support the region's public transportation provider's (CARTA) transition to an electric bus fleet and monitor the air quality benefits as well as provide assistance to monitor and update CARTA's climate action plan as needed; and
- H. Work with partners to develop a regional framework for transportation electrification infrastructure and funding for implementation thereof to encourage increased use of Electric Vehicles in public and private fleets, including proposal to expand Alternative Fuel Corridor designations through the SC Energy Office and SCDOT.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an ongoing basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.-E.	Agenda and minutes of semi-annual Air Quality Coalition meetings: <u>September, 2025/2026, March, 2026/2027</u>	X	X	FHWA (PL)/FTA
F.-G.	Coordinate with partners to develop regional Climate Action Plan and support related activities: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$20,000
LOCAL	\$5,000
OTHER	\$0
Total	\$25,000
% OF TOTAL BUDGET: 0.48%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$10,000
LOCAL	\$2,500
OTHER	\$0
Total	\$12,500
% OF TOTAL BUDGET: 0.25%	

CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO **UNIFIED PLANNING WORK PROGRAM**

FY 2026 & FY2027
(July 1, 2025 – June 30, 2027)

3.0 CONGESTION MANAGEMENT

Purpose: To examine the transportation system's deficiencies and areas of congestion that can be addressed through application of congestion management strategies and planning for efficient transport of people and goods by enhanced linkages in modes of transportation. Principal emphases in this focus area are on transit service planning and management, to assist with expansion and enhancement of transit services across the region, as well as tasks encouraging development of Complete Streets and context-sensitive transportation projects and transportation demand management initiatives.

- 3.1 CONGESTION MANAGEMENT PROCESS
- 3.2 INTERMODAL MANAGEMENT EFFORT
- 3.3 TRANSIT SYSTEM MANAGEMENT/PLANNING
- 3.4 COMPLETE STREETS

3.1: Congestion Management Process

Objective: To examine transportation system deficiencies and determine areas of congestion (recurring and non-recurring) throughout the urban area, which may be reduced by congestion management techniques and strategies such as making more efficient use of the existing transportation system and faster recovery from emergencies and other disruptions.

Scope/Work: BCDCOG will continue to conduct system-wide congestion management activities to identify and promote opportunities for reducing transportation system deficiencies to manage congestion, including but not limited to, the following:

- A. Consult with and support an advisory committee to oversee implementation of the adopted Congestion Management Process (CMP), as needed, including facilitation of meetings and preparation of background information;
- B. Maintain or update the adopted CMP document, as required, based on a continued assessment of congested corridors and measuring the effectiveness of implemented strategies;
- C. Conduct activities to educate the region on recommendations and strategies identified in the CMP such as: intersection, transit, and traffic signal system improvements; Intelligent Transportation Systems; Traffic Incident Management and motorist assistance programs; Transportation Systems Management & Operations (TSMO); benefits of growth management and land use/urban design/context sensitive road design strategies (e.g. traffic calming and street space management); transit, telecommuting, ridesharing, and bicycle and pedestrian projects;
- D. Continue to assist with providing information and technical assistance to jurisdictions regarding access management and congestion management practices and strategies to encourage inclusion within transportation elements of their comprehensive plans;
- E. Coordinate initiatives of the Intelligent Transportation Systems (ITS) committee, including but not limited to, implementation of *Regional ITS Deployment Guide* recommendations and transit signal prioritization, as well as the purchase and implementation of signal system and software installation projects to relieve congestion within the region;
- F. Procure consultant assistance for the development of a Regional ITS Network Communication & Signals Plan which seeks to create a near-to mid-term plan for building and maintaining the underlying communication infrastructure and system components that will serve as the foundation for deploying more advanced ITS technology-based solutions and other transportation management and operations strategies in the region;
- G. Continue to work with partners to implement Transportation Demand Management recommendations in the CMP and other corridor plans such as I-26, I-526 and US-52 plans, including vanpool programs and implementation of park and ride facilities identified in the adopted Regional Park and Ride study;
- H. Coordinate with SCDOT on planning of the I-26 and I-526 corridors to increase efficiency in the regional movement of goods and persons;
- I. Complete engineering and design for FTA's Capital Investment Grant Program (New Starts/Small Starts) for the Lowcountry Rapid Transit Project to secure full funding grant agreement, and initiate construction;
- J. Support update and maintenance of the Regional Transit Framework Plan, and continue to work towards implementation of the plan's recommendations for a regional high-capacity transit network of Bus Rapid Transit and Express Bus corridors, including a second phase of LCRT connecting Ladson to Summerville, and development of the US 52 to Moncks Corner and Dorchester Road transit corridors; and
- K. Continue collaboration on management and operational improvement projects (intersection, signalization, and ITS improvements) and implementation of the SCDOT urban area signal system master plan and *Regional ITS Deployment Guide* recommendations, transit signal prioritization, emergency vehicle preemption, and electric vehicle infrastructure.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an ongoing basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.	Maintain and monitor effectiveness of strategies in the adopted Congestion Management Plan: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
B.	Finalize CMP Pilot development in coordination w/SCDOT: <u>September 30, 2026</u>	X	X	FHWA (PL)/FTA
C.D.	Continue to promote use/implementation of CMP recommendations and strategies: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
E.	Continue to implement ITS strategies recommended in Regional Intelligent Transportation System (ITS) Plan: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
F.	Procure and develop Regional ITS Network Communication & Signals Plan: <u>October, 2026 – December, 2027</u>	-	X	Other – See below
FG.	Implement the Commuter Service Plan – LowcountryGO and measure performance against baseline data, including coordination of a vanpool program: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
G.	Implement recommendations from the Regional Park-&-Ride Study to develop supportive facilities: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
H.	Continue engineering and design of LCRT under FTA's Capital Investment Grant Program: <u>July, 2025 – December, 2026</u>	X	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
A.-D.	Maintain/update/monitor current CMP	Congestion Management	MPO	FY 2026	\$24,800/\$6,200	CHATS RMP/STBG
				FY 2027	\$24,800/\$6,200	
E.F.	Maintain/update/monitor Regional ITS Plan	Regional Intelligent Transportation System (ITS) Plan (Maintenance & Implementation)	MPO	FY 2026	\$50,400/\$12,600	CHATS RMP/STBG
				FY 2027	\$50,400/\$12,600	
F.	Develop Regional ITS Network Communication & Signals Plan	Regional ITS Network Communication & Signals Plan	MPO/Consultant	FY 2027	\$440,000/\$110,000	CHATS RMP/STBG

Funding Sources FY2026:

FHWA (PL)/FTA	\$70,000
LOCAL	\$36,300
OTHER	\$75,200
Total	\$181,500
% OF TOTAL BUDGET:	3.48%

Funding Sources FY2027:

FHWA (PL)/FTA	\$55,000
LOCAL	\$142,550
OTHER	\$515,200
Total	\$712,750
% OF TOTAL BUDGET:	14.03%

3.2: Intermodal Management Effort

OBJECTIVE: To plan for efficient movement of people and goods through linkages between modes of transportation.

Scope/Work: As part of all planning activities, BCDCOG will continue to coordinate with air, port, trucking, rail, and bicycle and pedestrian representatives to foster creation of efficient intermodal linkages to provide more balanced transportation options to all users that support healthy and livable communities and strengthen the economic vitality of the region. Efforts to improve intermodal linkages, as identified in the CHATS 2045 *Long-range Transportation Plan* include, but are not limited to, the following:

- A. Continue to provide staff support to the (standing) Freight Advisory Committee, charged with advising the CHATS Policy Committee on planning for efficient movement of goods and implementation of the Regional Freight Plan;
- B. Build and foster relationships with partners within the freight/goods movement community and include such partners as part of ongoing freight planning in the region;
- C. Incorporate regional commodity flows and exchanges in freight logistics supply chains within the intermodal planning process;
- D. Coordinate procurement of technical/consultant assistance to develop a module for freight movement in the travel demand model, to account for accurate truck movements, particularly to and from the SC State Ports Authority terminals;
- E. Continue to support planning and monitoring activities related to expansion of multimodal transportation facilities, such as the North Charleston port terminal expansion/Port Access Road and associated surface street improvements, Navy Base Intermodal Container Transfer Facility, and the proposed Lowcountry Rapid Transit fixed guideway transit service;
- F. Continue to include truck and rail interests in congestion management activities that improve freight movement projects;
- G. Continue to coordinate with SCDOT on its planning of the I-26 and I-526 corridors for the regional movement of goods;
- H. Procure consulting support as needed and initiate an update to the regional micromobility plan (Walk Bike BCD);
- I. Conduct on-going planning activities with a comprehensive micromobility program for non-motorized travel facilities, ensuring safe connections to alternative transportation services, including the purchase of updated transportation design guides, [design sketch tools](#), and data, [such as Replica and Remix](#), (inclusive of associated licensing, subscriptions, and data processing fees) to monitor travel behavior and inform the planning process;
- J. Continue to work with local jurisdictions to maintain/update the regional bicycle and pedestrian plan as needed;
- K. Provide continued support to the CHATS Safety Improvements Committee and local jurisdictions to implement projects that improve the safety conditions of the transportation network for all modes of travel and for all users in concert with implementation of SCDOT's Complete Streets policies;
- L. Expand work with partners, including local bicycle and pedestrian advocacy groups, to address safety issues through increased community education and encouragement activities where possible;
- M. Continue to coordinate with partners to incorporate necessary improvements for multimodal systems in current and future transportation projects, such as (but not limited to) steering committees for ReThink Folly Road (RFR) and the US 52 Corridor Study;
- N. Continue development of a regional comprehensive safety action plan (SS4A grant) to better understand the safety challenges the region's communities face, identify solutions to make our streets, roads, and highways safer for all users, and support implementation of recommendations with federal, state, and local partners; and
- O. Attend training and conferences to increase staff capacity in multimodal planning.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.	Facilitate CHATS Freight Advisory Committee engagement in continued planning for efficient goods movement: <u>Annually April 2026/2027</u>	X	X	Other – See below
B.C.E.F.	Facilitate maintenance and implementation of the Regional Freight Mobility Plan and continued freight planning activities: <u>On-going through June 30, 2026/2027</u>	-	X	Other – See below
D.	Staff support for services to develop an enhanced freight module in the regional travel demand model in accordance with SCDOT LPA process: <u>December, 2026</u>	X	X	FHWA (PL)/FTA
G.	Continue participation in support of SCDOT I-26 and I-526 planning processes: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
H.	Develop update to the regional micromobility plan (WalkBike BCD): <u>July 2026 to December, 2027</u>	X	X	Other – See below
I.	Procure/subscribe to Replica probe data platform on an annual basis, to monitor travel behavior, VMT and economic spending: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
I.	Maintain subscription to Remix design/sketch tool: <u>On-going through December 31, 2027</u>	X	X	Other – See below
I.	Micromobility count program data collection and processing: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
K.L.	Participate in and procure safety related materials for use in safety education/encouragement events: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
J.	Facilitate maintenance and implementation of the regional micromobility plan as integrated in the 2045 <i>Long-range Transportation Plan</i> : <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
K.L.	Facilitate CHATS Safety Improvements Committee meetings: <u>October, 2025/26, March, 2026/27</u>	X	X	Other – See below
N.	Continue development of comprehensive regional safety action plan: <u>December, 2026</u>	X	X	Other – See below
O.	Apply to/participate in the "I-95 Corridor Coalition Freight Academy" program to expand staff freight planning capabilities: <u>Spring, 2027</u>	-	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
A.-F.	Freight Plan Imp. & Main.	Regional Freight Plan (Imp. & Maintenance)	MPO	FY 2026	\$24,800/\$6,200	CHATS RMP/ STBG
				FY 2027	\$24,800/\$6,200	
H.I.J.K.L.	Bike/Pedestrian Safety Planning	Bike/Pedestrian & Safety (Imp. & Maintenance)	MPO	FY 2026	\$30,400/\$7,600	CHATS RMP/ STBG
				FY 2027	\$30,400/\$7,600	
H.	Micromobility Plan Update	Regional Micromobility Plan Update	MPO/ Consultant	FY 2027	\$310,000/\$77,500	CHATS RMP/ STBG
I.J.	Replica data service (\$50,000), Micromobility count program and planning support (\$45,000)	Regional Bike/Ped Plan (Imp. & Maintenance)	MPO	FY 2026	\$76,000/\$19,000	CHATS RMP/ STBG
				FY 2027	\$76,000/\$19,000	
N.	BCD Comprehensive Safety Action Plan	Regional Safety Action Plan FY2023	MPO/ Consultant	FY 2027 ²	\$362,560/\$90,640	FHWA/ SS4A Grant

Funding Sources FY2026:

FHWA (PL)/FTA	\$50,000
LOCAL	\$95,300
OTHER	\$331,200
Total	\$476,500
% OF TOTAL BUDGET: 9.13%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$50,000
LOCAL	\$122,800
OTHER	\$441,200
Total	\$614,000
% OF TOTAL BUDGET: 12.09%	

² Regional Safety Action Plan was budgeted for and procurement initiated under the CHATS FY2024-2025 UPWP. Current UPWP anticipates planning activities continuing through FY2027 to deliver final plan.

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: BCDCOG will collaborate with local transit providers to implement objectives outlined in the transit component of the CHATS 2045 *Long-range Transportation Plan*, *Regional Transit Framework Plan*, and other supplemental transit plans. Typical activities to be performed include, but are not limited to, the following:

- A. Administer the Federal Consolidated Planning Grant and assist local providers with program administration of FTA Section 5307 funding and FTA Section 5309 Capital funding;
- B. 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;
- C. 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;
- D. Assist CARTA and Tri-County Link with Performance Measurement and Monitoring Program, to include coordination in the development of *Transit Asset Management Plans* (TAMP) and *Public Transit Agency Safety Plans* (PTASP) as needed, integration of such plans into the LRTP and TIP, and support with target setting, monitoring, reporting and data-sharing activities;
- E. Assist CARTA and Tri-County Link (BCD RTMA) with route planning and other services as needed, such as the development of a Comprehensive Operational Analysis (COA), to support efforts to expand and/or improve fixed routes, on-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, transit signal priority (TSP), demand response zones, Transportation Network Company (TNC) partnerships, and/or agency owned vanpools and service improvements for improved access to essential services;
- F. 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, including maintenance of a fare-payment and trip planning application;
- G. Maintain the services of an on-call planning firm for assistance with service evaluation as needed;
- H. Continue to collaborate with partners to implement plans for Vehicle Electrification infrastructure to support increasing usage of Electric Vehicles in public and private fleets throughout the region, including continued management and implementation of CARTA's Zero Emissions Bus Transition Plan and Climate Action plans;
- I. Provide support for implementation of transit recommendations from the CHATS 2045 *Long-range Transportation Plan* including evaluating the feasibility of new transit modes such on-demand transit zones and ferry service;
- J. 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;
- K. 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 initiatives

recommended in the adopted Human Service Transportation Coordination Plan through programs funded by FTA Section 5310 funding; and

- L.** 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;
- M.** Implement Mobility Management activities that support connectivity with public transportation for the region's transportation disadvantaged populations;
- N.** Support update of the Regional Transit Framework Plan, and work to implement the plan's short-term recommendations for the future expansion of the public transit system;
- O.** Support update and maintenance of *Regional Park-&-Ride Study* as required, and continue to work to implement recommendations from the study to develop critical existing park and ride locations as well as explore opportunities to develop future facilities to support the development of a regional transit network to include project delivery activities such as property acquisition, planning, design, and/or construction as needed;
- P.** Provide planning support toward the development of the Lowcountry Rapid Transit project and associated service improvements and system integration tasks;
- Q.** Provide program management support to the Lowcountry Rapid Transit project;
- R.** Continue to work with local planning agencies to implement 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 Pilot Program Planning (Phase 2 & 3) grants;
- S.** 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;
- T.** Provide technical assistance on joint development opportunities to support transit infrastructure, affordable housing, and other transit-oriented development implementation;
- U.** Collaborate with local jurisdictions to implement and maintain transit system stop and shelter infrastructure in accord with *Transit & Bus Stop Design Guidelines* to meet system needs and ensure consistency;
- V.** Support CARTA and Tri-County Link with planning and implementation of transit infrastructure improvements such as shelters, benches, signage, lighting, park-and-rides, etc.;
- W.** Continue to refine the mode split module of the regional travel demand model; work with LCRT project team on development of STOPS model inputs, including updates to the Community Viz model integrating TOD placetype inputs regionwide as needed;
- X.** 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;
- Y.** 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;
- Z.** Manage and support the planning, design, and construction of the Shipwatch Square Transit Center in coordination with Charleston County, to support CARTA and LCRT services;
- AA.** Continue work on the Dorchester Road TSP Pilot Program, to plan for and implement Transit Signal Priority technology along the corridor;

- BB.** Support implementation of CARTA *Downtown Route Restoration Plan* and BCDCOG *US-52 Bus Rapid Transit (BRT) Corridor Study*;
- CC.** Provide consultant coordination, technical review, and early implementation planning support for the TCL & Summerville Sub-Area On-Demand Transit Study and associated implementation activities, including coordination with CARTA, SCDOT Office of Public Transit, and Tri-County Link operations.
- DD.** Develop a Transit Fare Study to identify changes needed for fare structure, pass programs, and fare vending technology to support the integration of LCRT into the regional transit network.
- EE.** Attend training and conferences on transit planning best practices as available.

Responsibility: BCD Council of Governments/Consultant

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.	Administer FTA 5307, 5339 and 5310 funding as the designated recipient: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
B.	Facilitate processing of applications for distribution of FY2026/2027 FTA5310 funding: <u>June30, 2026/2027</u>	X	X	FHWA (PL)/FTA
C.D.E.F.	Assist CARTA and Tri-County Link with route planning, mapping and other planning needs: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
E.	Continue TNC Demand Response Zone Pilot/Service: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
H.	Implement bus vehicle electrification infrastructure plan recommendations: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
I.	Continue activities to explore the feasibility of new transit modes in the region: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
K.	Facilitate annual meeting of human service providers: <u>June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
N.	Support update to the Regional Transit Framework Plan and implement plan recommendations: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
O.	Coordinate purchase and development of recommended park and ride facilities: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
U.	Promote use of and coordinate implementation of the adopted systemwide transit stop and shelter design guidelines: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
X.Y.	Implement recommended Transportation Demand Management (TDM) strategies for the I26/I526 Corridors: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
X.	Continue operation of the regional vanpool program: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

CHATS Unified Planning Work Program (FY2026 & FY2027)

AA.	Support implementation of Dorchester Road Signal Improvement/TSP Pilot Project, to deploy and monitor Transit Signal Priority technology along the corridor: <u>On-going 2026/2027</u>	X	X	FHWA (PL)/FTA
BB.	Support implementation of CARTA <i>Downtown Route Restoration Plan</i> and BCDCOG <i>US-52 Bus Rapid Transit (BRT) Corridor Study</i> : <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
CC.	Continue to develop and implement TCL & Town of Summerville On-Demand Transit Study: <u>December, 2025</u>	X	-	Other – See Below
CC.	Support implementation of Town of Mount Pleasant <i>Transit Study</i> recommendations: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
DD.	Develop fare study to identify recommendations for fare structure, fare vending technology, and pass programs to support integration of LCRT into transit system: <u>October 1, 2026 – December 31, 2027</u>	-	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
N.O.R.	Transit Framework Plan Update, Imp. & Maintenance.	Regional Transit Framework Plan (Imp. & Maintenance)	MPO	FY 2026	\$24,800/\$6,200	CHATS RMP/STBG
				FY 2027	\$24,800/\$6,200	
O.	Regional Park & Ride Study Implementation	Regional Park and Ride Development Project	MPO/Consultant	FY 2026	\$1,000,000	CHATS RMP/STBG
				FY 2027	\$1,000,000	
CC.	Tri-County Link (TCL) On-Demand Transit Development Plan	FTA Areas of Persistent Poverty Grant FY 2023	MPO/Consultant	FY 2026 ³	\$342,000/\$38,000	FTA
DD.	Transit Fare Study	Regional Transit Fare Study	MPO/Consultant	FY 2027	\$240,000/\$60,000	CHATS RMP/STBG

Funding Sources FY2026:

FHWA (PL)/FTA	\$100,000
LOCAL	\$31,200
OTHER	\$1,024,800
Total	\$1,156,000
% OF TOTAL BUDGET: 22.15%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$100,000
LOCAL	\$91,200
OTHER	\$1,264,800
Total	\$1,456,000
% OF TOTAL BUDGET: 28.67%	

³ Tri-County Link (TCL) On-Demand Transit Development Plan was budgeted for and planning work initiated under the CHATS FY 2024-2025 UPWP with planning activities continuing through FY 2026 to deliver final plan.

3.4: Complete Streets

Objective: To transform transportation corridors from vehicle-dominated thoroughfares into community-oriented streets which safely and conveniently accommodate all modes of travel.

Scope/Work: BCDCOG will assist local jurisdictions and SCDOT in developing projects that are context-sensitive and meet Complete Street principles by performing activities such as, but not limited to, the following:

- A.** Coordinate transportation project design activities with SCDOT's Advanced Project Planning Review (APPR) process and/or County transportation sales tax programs to assist with development and design review of proposed transportation facilities such that they follow the DOT Complete Streets departmental directive;
- B.** Assist with facilitating implementation of the bicycle and pedestrian element of the LRTP, including on-going development of the East Coast Greenway and Palmetto Trail, as well as promoting connectivity of the bicycle/pedestrian network within the region;
- C.** Coordinate with local public transportation providers to ensure design of transportation facilities include transit operation and infrastructure needs, including safe pedestrian and bike access and connection to transit stops and service corridors, such as the LCRT corridor;
- D.** Coordinate with the school districts on integration of Safe Routes to School projects to integrate proposed facility improvements within student travel routes;
- E.** Continue to maintain/update the regional pedestrian/bicycle plan, integrate targeted safety efforts and solutions, and support implementation of the *Transit & Bus Stop Design Guidelines* to ensure complete intermodal facilities are included as an integral part of the design of local roads/transportation system improvements in accord with the adopted SCDOT Complete Streets policy;
- F.** Coordinate with local jurisdictions to develop, adopt, and implement Complete Streets policies and plans;
- G.** Assist local jurisdictions to develop Complete Street projects and provide planning and design support;
- H.** Coordinate awards of funding and implementation of Complete Street projects within the region; and
- I.** Attend and/or host staff training on latest planning techniques for Complete Streets and bicycle/pedestrian facilities.

Responsibility: BCD Council of Governments/Consultant

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.-E.	Assist with development and design review of proposed transportation facilities, in coordination with project partners including SCDOT, local jurisdictions, local transit providers, and county transportation sales tax programs: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
F.	Coordinate with local jurisdictions to encourage adoption of Complete Streets policies or plans and identify projects for implementation: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
F.	Provide technical assistance to local jurisdictions to develop Complete Street policies or plans as requested: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
F.	Develop Remount Rd Complete Streets Corridor Study: <u>October 1, 2026 – September 31, 2027</u>		X	Other – See below
H.	Work with Berkeley County to implement the Clements Ferry Rd MUP Complete Streets Improvement project: <u>June, 2027</u>	X	X	FHWA (PL)/FTA
H.	Work with RFR Steering Committee to implement Complete Streets on the Folly Road Corridor: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
I.	Attend or host training/webinars on planning strategies for achieving complete streets and improved bicycle/pedestrian facilities: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

Work	Project/Task	Description	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
F.	Complete Streets policy development (Technical assistance – as needed)	Technical Assistance – As requested	MPO/Consultant	FY 2026	\$40,000	FHWA (PL)/FTA
				FY 2027	\$25,000	FHWA (PL)/FTA
F.	Support coordinated Complete Streets plan and project development, and implementation activities	Remount Rd Complete Streets Corridor Study	MPO/Consultant	FY 2027	\$300,000	CHATS RMP / STBG
		Technical Assistance – As requested	MPO/Consultant	FY 2027	\$25,000	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$250,000
LOCAL	\$0
OTHER	\$0
Total	\$250,000
% OF TOTAL BUDGET:	4.79%

Funding Sources FY2027:

FHWA (PL)/FTA	\$50,000
LOCAL	\$0
OTHER	\$300,000
Total	\$350,000
% OF TOTAL BUDGET:	6.89%

CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO UNIFIED PLANNING WORK PROGRAM

FY 2026 & FY 2027
(July 1, 2025 – June 30, 2027)

4.0 LONG RANGE TRANSPORTATION PLANNING

Purpose: To maintain and implement the CHATS' adopted Long-Range Transportation Plan. Primary initiatives supporting this focus area include expanding the capacity and maintenance of the in-house travel demand model, conducting special studies of areas and corridors involving transportation issues, coordinating with local jurisdictions on planning efforts surrounding major transportation corridors to ensure linkages with land uses, facilitating development of strategic corridor improvement plans, evaluating and planning for environmental risks to the transportation networks, and stewarding implementation of multi-jurisdictional plans including, but not limited to *ReThink Folly Road*, the *Neck Area Master Plan*, *Walk Bike BCD*, the *Regional Transit Framework Plan*, and the regional land use plan, *OurRegion*, *OurPlan*.

- 4.1 PLAN REVIEW & DEVELOPMENT
- 4.2 SIMULATION OF TRANSPORTATION SYSTEM
- 4.3 SPECIAL STUDIES/PROJECT ANALYSIS
- 4.4 REGIONAL LAND USE PLANNING

4.1: Plan Review & Development

Objective: To maintain the CHATS Long-range Transportation Plan (LRTP) through appropriate revisions and on-going updates as needed, with a comprehensive update for adoption every five years.

Scope/Work: As BCDCOG implements elements of the 2045 LRTP, staff will prepare necessary revisions/amendments to the plan and maps as warranted. This project will be achieved by performing tasks such as, but not limited to, the following:

- A.** Maintain and adopt updated elements of the LRTP as developed, as part of ongoing initiatives' such as, but not limited to the CMP, *Regional Freight Plan*, *Walk Bike BCD Plan*, Safety Committee planning, and transit plans; and facilitate engagement with regional stakeholders, partners, and the general public in the planning process in accord with the CHATS Public Participation Plan (PPP);
 - B.** Maintain and utilize the travel demand model to forecast future system performance and evaluate impacts of various transportation improvements, in conjunction with other analyses, including environmental screening, field review, input from member jurisdictions, stakeholders and the public, in support of a comprehensive transportation needs assessment;
 - C.** Maintain and update the CHATS 2045 LRTP as needed;
 - D.** Employ the LRTP as the guiding policy for transportation initiatives, which informs the TIP;
 - E.** Coordinate with individual jurisdictions to ensure consistency between other transportation planning efforts in the region and the adopted CHATS LRTP;
 - F.** Provide assistance, including modeling services, to the member jurisdictions in their individual transportation planning and prioritization processes;
 - G.** Institute procedures for establishing and measuring performance planning targets and scenario planning in evaluating projects proposed for inclusion in the TIP;
 - H.** Coordinate inclusion of goals/targets in the LRTP to meet performance measures established by SCDOT within 6 months of setting;
 - I.** Coordinate inclusion of system performance report developed and provided by SCDOT as well as other supplemental reporting undertaken by the MPO, in the LRTP;
 - J.** Identify alternative funding sources for unfunded CHATS projects in the LRTP, including coordination with County Transportation Sales Tax and C-Fund Programs; and
 - K.** Attend seminars and training offered on innovative long-range planning practices.
-

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an ongoing basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.	Agenda, meeting minutes of the Planning Advisory Committee (CHATS Study Team): <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
A.B.	Public meeting notices, minutes and materials for major project public input meetings: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
A.-E.	Continue presentation and distribution of materials on the LRTP to the general public: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
A.-E.	Continue review/maintenance of plan and tracking project implementation: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
C.	Amend the CHATS 2045 LRTP as needed: <u>On-going through June 30, 2026/2027</u>	X	X	Other – See below
F.	Continue application of adopted performance measures for LRTP projects moving forward to the TIP: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
G.	Inclusion of performance measures/targets established by SCDOT into the LRTP: <u>On-going (within 6 months of setting)</u>	X	X	FHWA (PL)/FTA
H.	Inclusion of system performance report developed by SCDOT into the LRTP: <u>April 2026/2027</u>	X	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
A.-H.	LRTP maintenance/updates	Long-range Transportation Plan	MPO	FY 2026	\$24,800/\$6,200	CHATS RMP/
				FY 2027	\$24,800/\$6,200	STBG

Funding Sources FY2026:

FHWA (PL)/FTA	\$70,000
LOCAL	\$23,700
OTHER	\$24,800
Total	\$118,500
% OF TOTAL BUDGET:	2.27%

Funding Sources FY2027:

FHWA (PL)/FTA	\$75,000
LOCAL	\$24,950
OTHER	\$24,800
Total	\$124,750
% OF TOTAL BUDGET:	2.46%

4.2: Simulation of Regional Transportation System

Objective: To maintain an in-house macroscopic travel demand forecasting tool in TransCAD, as well as microscopic traffic operations analysis tool in TransModeler for the region that provide the capability to perform regional travel forecasting and localized traffic simulation on a continual basis.

Scope/Work: BCDCOG will continue to maintain, operate and update the regional travel demand model and further develop its capabilities by performing tasks such as, but not limited to, the following:

- A. Continue to prioritize opportunities and identify costs for updating the current regional travel demand model to support the long-range transportation planning process, as well as the development of a traffic simulation model to illustrate and evaluate traffic flow dynamics;
- B. Coordinate with SCDOT to identify data formats that will inform target setting then explore opportunities and costs for improving methods for data collection and/or parameters applied to project growth;
- C. Continue to use the procurement process to establish contracts with modeling consultants as needed to assist with updating/maintaining the TDM, to ensure data inputs are current;
- D. Invest in computer equipment, software upgrades, and/or new software to maintain and expand in-house travel forecasting and traffic simulation capabilities;
- E. Regularly review and update information included in both macroscopic and microscopic models;
- F. Provide revised versions of the models to SCDOT as needed and to member governments upon request;
- G. Assist member jurisdictions investigating projects with transportation planning by analyzing the system as requested (see Item 4.1);
- H. Continue to expand modeling services to support subarea analysis and development scenario planning, evaluate congestion mitigation measures, and review of Traffic Impact Studies of individual developments submitted to member jurisdictions;
- I. Explore and incorporate specific elements of transit and non-motorized forecasting methodologies from the STOPS model developed for the LCRT project in the travel demand model;
- J. Initiate procurement process to secure consultant services to incorporate freight forecasting component in the travel demand model (TDM Freight Module Development), employing best practices in data collection of existing freight and urban goods movement traffic;
- K. Continue to collect up-to-date socio-economic data and develop projections for interim and horizon years of the travel demand model, particularly in areas added to the CHATS planning area based on the 2020 census;
- L. Coordinate with SCDOT to review and evaluate needs and recommend system improvements to the CHATS Policy Committee; and
- M. Attend training to stay current with modeling techniques and strategies.

Responsibility: BCD Council of Governments/Consultant

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.C.	Continue to maintain and improve inputs to the TDM and expand its use in the transportation planning process: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
D.	Compile data and develop a microsimulation model using TransModeler for a local high-activity area as a case study: <u>On-going through June30, 2026/2027</u>	X	X	FHWA (PL)/FTA
C.J.	Identify and procure technical assistance to update the TDM as needed and incorporate a robust freight module (Travel Demand Model Freight Module Development) in accordance with SCDOT LPA process: <u>December, 2026</u>	X	X	Other – See below
G.	Run localized modelling for projects based on requests: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
K.	Update proposed development inputs applied in the travel demand model to reflect recent development approvals: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed./Local)	Proposed Funding
J.	TDM Update/Freight Module Development	Transportation Modeling/Simulation Systems Imp. FFY 2026	MPO/Consultant	FY 2027	\$740,000/\$185,000	CHATS RMP/STBG
A.M.	TDM Imp. & Maintenance	Transportation Modeling/Simulation Systems Imp. FFY 2027	MPO/Consultant	FY 2027	\$50,400/\$12,600	CHATS RMP/STBG

Funding Sources FY2026:

FHWA (PL)/FTA	\$100,000
LOCAL	\$125,200
OTHER	\$400,800
Total	\$626,000
% OF TOTAL BUDGET: 11.99%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$50,000
LOCAL	\$210,100
OTHER	\$790,400
Total	\$1,050,500
% OF TOTAL BUDGET: 20.68%	

4.3: Special Studies/Project Analysis

Objective: To examine specific projects involving transportation issues and linkages with land use, as well as factors that affect future growth patterns, economic development, community design, and impacts on the transportation system.

Scope/Work: BCDCOG will continue to research and analyze specific planning and project proposals for design, location, and feasibility of transportation projects as needed by performing activities such as, but not limited to, the following:

- A. Provide staff support at meetings of any subcommittees, elected officials, or planning commissions to analyze traffic issues facing special areas or corridors and evaluate potential solutions;
- B. Conduct analyses of specific project proposals to assist in programming and funding decisions and report findings to the CHATS Policy Committee;
- C. Conduct major investment studies focusing on sub-areas and corridors, similar to the Folly Road Corridor study or projects placing emphasis on efficient use of existing facilities through congestion management strategies as needed;
- D. Coordinate with Berkeley County, Dorchester County, and the Town of Summerville to conduct a comprehensive corridor study along US-17A/Main Street;
- E. Provide assistance to local governments within the CHATS planning area with studies of transportation projects, including land use regulations and development review as requested;
- F. Assemble evaluations of proposed plans, projects, funding, traffic, transportation needs and alternatives, and land use/growth patterns as reports, presentations, or graphics;
- G. Utilize assistance of previously approved on-call consultants and/or other professional consulting services as needed and procured in accordance with state/federal requirements;
- H. Conduct activities that implement the Federal Partnership for Sustainable Communities (HUD, USDOT, and EPA) initiative to advance livability especially transportation-land use planning strategies, including but not limited to a study of how capturing regional demand for affordable housing along major transit corridors can mitigate increasing congestion;
- I. Coordinate implementation of special area plans, corridor studies, SIB applications, the regional housing needs assessment and recommendations of the TOD framework study with specific focus in reducing barriers to affordable housing and promoting equitable TOD development;
- J. Continue coordination with Berkeley County, City of Goose Creek and Town of Moncks Corner to implement corridor and BRT study recommendations for land uses and transportation improvements along US-52;
- K. Coordinate with jurisdictions on implementation of projects identified in the ReThink Folly Road plan;
- L. Continue to coordinate with Joint Base Charleston to identify and address concerns with community infrastructure and access to base facilities that impact military service in the region; and
- M. Continue to work with regional planning partners and coordinate with other initiatives assessing the resiliency of the region's transportation system.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during both FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.C.	Evaluate specific special areas or project proposals as requested to identify potential solutions: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
C.E.F.I.	Coordinate with municipalities on implementation of special area plans: <u>On-going through June, 2026/2027</u>	X	X	FHWA (PL)/FTA
D.	Develop comprehensive corridor study for US-17A/Main Street: <u>July, 2026</u>	X	X	Other – See below
F.	Develop implementation matrices and performance measures for recently approved special area plans: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
H.I.	Collaborate with jurisdictions to implement recommendations of the TOD framework study and other special area plans to increase affordable housing along premium transit corridors: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
I.	Coordinate with Berkeley County, City of Goose Creek and Town of Moncks Corner on implementation of recommendations of the US-52 Corridor Study and US-52 BRT Study: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
J.	Coordinate implementation of ReThink Folly Phase 1 multi-use path: <u>On-going through 2027</u>	X	X	FHWA (PL)/FTA
J.	Assist/participate in collaborative efforts of jurisdictions to construct/implement improvements recommended in the <i>ReThink Folly Complete Streets Corridor Study</i> : <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

Work	Project/Task	Programming in TIP	Proposed Procurement	Schedule	Budget (Fed/State)	Proposed Funding
J.	US17A/Main St Corridor Study	US17A/Main St Corridor Study	MPO/Consultant	FY 2026 ⁴	\$400,000/\$100,000	CHATS RMP/STBG

Funding Sources FY2026:

FHWA (PL)/FTA	\$50,000
LOCAL	\$12,500
OTHER	\$0
Total	\$62,500
% OF TOTAL BUDGET:	1.20%

Funding Sources FY2027:

FHWA (PL)/FTA	\$30,000
LOCAL	\$7,500
OTHER	\$0
Total	\$37,500
% OF TOTAL BUDGET:	0.74%

⁴ US-17A/N. Main St Corridor Study was budgeted for and procurement initiated under the CHATS FY 2024-2025 UPWP with planning activities continuing through FY 2027 to deliver final plan.

4.4: Regional Land Use Planning

Objective: To increase public awareness and implement the shared long-term vision of the tri-county region through 2045, particularly focused on enhancement of identified corridors and transit related centers.

Scope/Work: The BCDCOG will continue to steward the regional land use plan, OurRegion OurPlan, the Neck Area Master Plan, One Region and other regional planning initiatives by engaging all jurisdictions in the CHATS planning area in implementation and continue to use the Vision Plans to inform updates of the LRTP and travel demand model. Activities to achieve this task include, but are not limited to, the following:

- A. Educate decision makers and the general public on specific implementation strategies within the regional land use plan that will enhance transportation planning and facilitate efficient movement of goods and people, including but not limited to expanded efforts/initiatives in support of affordable housing development;
- B. Capitalize on the collaborative process, including nontraditional partners, used to develop the plan, as a basis for stewarding implementation of the regional plan and strategies to link land use development and transportation planning;
- C. Maintain Regional Plan Blueprint (OurRegion, OurPlan) and support implementation of its diverse goals with all jurisdictions and the public including, but not limited to, facilitation of a regional Stormwater Management Committee and collaboration on natural or nature-based infrastructure initiatives;
- D. Familiarize the CHATS Policy Committee and local governments with the range of tools that can be used to implement regional land use and other transportation plans especially as they relate to funding of infrastructure and regional transportation, including but not limited to an updated Community Viz GIS extension/model;
- E. Refine integration of land use data from the Vision Plan and jurisdictional comprehensive plans within the travel demand model;
- F. Identify and prioritize specific implementation strategies that will result in short-term improvements in mobility throughout the urban area while major, long-term projects are under design and engineering;
- G. Support the One Region Advisory Committee as Lead Agent for coordination with partners and Reality Check 2.0 implementation committee to implement goals and strategies in the One Region Roadmap and Reality Check to ensure the community transportation systems are prepared for a disruption (natural or man-made);
- H. Purchase necessary software, software upgrades, or equipment to enhance modeling capabilities, including Community Viz updates, needed to incorporate data from the regional land use process; and
- I. Participate in conferences and attend training on application of tools, land use planning and sustainable communities' initiatives.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.C.D.	Agendas and presentations for meetings where the regional plan is presented and/or discussed: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
B.C.	Support implementation of the adopted regional Plans/Blueprints: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
A.-F.	Document discussions with individual jurisdictions on coordination of local planning policies with the regional plan policies and strategies: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$50,000
LOCAL	\$12,500
OTHER	\$0
Total	\$62,500
% OF TOTAL BUDGET: 1.20%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$30,000
LOCAL	\$7,500
OTHER	\$0
Total	\$37,500
% OF TOTAL BUDGET: 0.74%	

CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO
UNIFIED PLANNING WORK PROGRAM

FY2026 & FY2027

(July 1, 2025 – June 30, 2027)

5.0 PUBLIC PARTICIPATION

Purpose: To facilitate active citizen education about and participation in all CHATS planning processes in accord with the adopted Public Participation Plan, Program Management Plan, Title VI and DBE plans.

5.1 PUBLIC PARTICIPATION/EDUCATION/INVOLVEMENT

5.1: Public Participation/Education/Involvement

Objective: To continue active citizen education, participation and non-traditional partner involvement in all aspects of the CHATS planning process.

Scope/Work: BCDCOG will keep citizens informed of the CHATS planning and programming process through a variety of public outreach and involvement techniques in accord with the CHATS *Public Participation Plan* (PPP), including the Title VI and Limited English Proficiency requirements. Activities to achieve this task include, but are not limited to, the following:

- A. Inform citizens of CHATS planning and programming activities through speaking engagements, traditional media, social media, the BCDCOG website, newsletter, and meetings;
- B. Manage public notices of all MPO meetings to ensure wide distribution and clarity that these meetings are open to the public, advertised and media notified as specified in the CHATS PPP;
- C. Maintain a file of traditional partners and interested persons to be notified of MPO events and meetings;
- D. Investigate new ways to involve the general public and non-traditional partners, especially the transportation disadvantaged, in the transportation planning process;
- E. Seek new avenues for outreach to low-income and minority communities, including Limited English Proficiency speaking populations as well as Disadvantaged Business Enterprises;
- F. Continue an active program of citizen participation in special projects, encouraging a significant diversity of individuals and agencies to participate;
- G. Document attendance and public input received at all CHATS functions to assist in evaluating the effectiveness of current public involvement practices;
- H. Provide opportunity for the public to comment verbally or in writing at each meeting;
- I. Procure and purchase software and tablets to document attendance, and diversity thereof, at all CHATS public meetings;
- J. Develop presentations and purchase any necessary graphics equipment to adequately convey information to the public;
- K. Present transportation documents in an easily understandable format, including graphics and other visualization techniques;
- L. Regularly report on the transportation process and planning initiatives through the BCDCOG website, social media and newsletters;
- M. Maintain files, maps and plans for TIP projects in the region for public review;
- N. Annually assess the effectiveness of public involvement techniques and incorporate changes in an updated Public Participation Plan to increase the quantity and quality of public involvement;
- O. Maintain and update the CHATS *Public Participation Plan*, as needed, to include evolving best practices and innovative engagement; and
- P. Increase the use of technology through the purchase of software platforms such as Public Input, to include associated maintenance through licensing, subscriptions, etc., to expand public engagement, implement, track and monitor success of public involvement efforts.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this task area will principally be conducted on an on-going basis during FY2026 and FY2027.

Schedule of Products FY2026/2027:

Work	Products	FY 2026	FY 2027	Proposed Funding
A.B.	Copies of agendas and meeting notices: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
B.C.D.E.F.	Copies of BCDCOG media outreach: <u>Monthly through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
G.H.I.	Copies of meeting sign-in sheets and public feedback: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
I.P.	Maintain engagement software and procure equipment to facilitate engagement, document and track public participation at meetings: <u>June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
A.J.K.	Retain files of presentations given to outside organizations: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
L.M.N.	Annual report on effectiveness of various public participation techniques employed: <u>June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA
O.	Maintain/Update the CHATS PPP as needed: <u>On-going through June 30, 2026/2027</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2026:

FHWA (PL)/FTA	\$90,000
LOCAL	\$22,500
OTHER	\$0
Total	\$112,500
% OF TOTAL BUDGET: 2.16%	

Funding Sources FY2027:

FHWA (PL)/FTA	\$55,000
LOCAL	\$13,750
OTHER	\$0
Total	\$68,750
% OF TOTAL BUDGET: 1.35%	

CHARLESTON AREA TRANSPORTATION STUDY (CHATS) MPO
UNIFIED PLANNING WORK PROGRAM

FY 2026 & FY2027
(July 1, 2025 – June 30, 2027)

APPENDIX A: GLOSSARY OF TERMS

APPENDIX B: FISCAL YEAR 2027 PROJECT TIMELINE/MILESTONES

APPENDIX C: BUDGET SUMMARY

APPENDIX A: Transportation Glossary of Terms

Access/Accessibility — The opportunity to reach a given end use within a certain time frame, or without being impeded by physical, social or economic barriers.

Alternative Modes of Transportation — Forms of transportation that provide transportation alternatives to the use of single-occupant automobiles. Examples include: rail, transit, carpools, bicycles and walking.

Amendment — A major change in the approved TIP or Plan that requires public review and comment, demonstration of fiscal constraint, or a conformity determination (for 'non-exempt' projects in nonattainment and maintenance areas).

American Association of State Highway and Transportation Officials (AASHTO) — A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

Americans with Disabilities Act (ADA) — Federal civil rights legislation for persons with disabilities, signed into law in 1990, that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications and transportation. Transportation requirements include the provision of "comparable para-transit service" that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

Arterial Street — A class of street serving major traffic movements (high-speed, high volume) for travel between major points.

Attainment Area — An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Nonattainment areas are areas considered not to meet these standards for designated pollutants. An area may be an attainment area for one pollutant and a non-attainment area for others.

Capacity — A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period. The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing

roadway, traffic and control conditions; usually expressed as vehicles per hour or persons per hour.

Capital Improvement Program (CIP) — A plan for future capital infrastructure and program expenditures which identifies each capital project, its anticipated start and completion and allocates existing funds and known revenue sources for a given period of time. Most local governments have a CIP.

Charleston Area Regional Transportation Authority (CARTA) - The public transit provider in the Charleston-North Charleston Urban Area.

Clean Air Act (CAA) — Federal statutes established by the United States Congress which set the nation's air quality goals and the process for achieving those goals. The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 version of the law. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law.

Congestion — A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.

Congestion Management Process (CMP) — Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) — a categorical Federal-aid funding program created with the ISTEA which directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single occupant vehicles).

Context Sensitive Solution (CSS) — A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

Design Standards — Standards that are met when a new road is constructed, or when a deficient section is improved. These standards pertain to all relevant geometric and structural features required to provide a desired level of service over the life of the project. The life of the project is generally 20 years beyond its implementation.

Environmental Assessments (EA) — Prepared for federal actions under the National Environmental Policy Act (NEPA) where it is not clearly known how significant the environmental impact might be. If, after preparing an environmental assessment, it is determined that the project impact is significant, an Environmental Impact Statement (EIS) is then prepared. If not, a "finding of no significant impact" (FONSI) is documented.

Environmental Impact Statements (EIS) — Prepared for federal actions that have a significant effect on the human and natural environment. These are disclosure documents prepared under the National Environmental Policy Act (NEPA) that provide a full description of the proposed project, the existing environment and analysis of the anticipated beneficial and adverse environmental effects of all reasonable alternatives. There are various stages — Draft EIS and Final EIS.

Environmental Justice (EJ) — Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

Environmental Protection Agency (EPA) — The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act and others. EPA is the source agency of air quality control regulations affecting transportation.

Federal Highway Administration (FHWA) — A branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads and other Federal lands roads.

Federal Transit Administration (FTA) — A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development and improvement of public or mass transportation systems. FTA provides leadership, technical assistance and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the nation's communities and natural environment and to strengthen the national economy.

Financial Planning — The process of defining and evaluating funding sources, sharing information and deciding how to allocate the funds.

Financial Programming — A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Program (see TIP).

Fiscal or Financial Constraint — Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

Geographic Information System (GIS) — Computerized data management system designed to capture, store, retrieve, analyze and display geographically referenced information.

High-Occupancy Vehicle (HOV) — Vehicles carrying two or more people. The number that constitutes an HOV for the purposes of HOV highway lanes may be designated differently by different transportation agencies.

Infrastructure Investment & Jobs Act (IIJA) — The Infrastructure Investment & Jobs Act (IIJA) ([Public Law 117-58](#)), was signed into law on November 15, 2021 and provides five years of funding for surface transportation infrastructure, water infrastructure, resiliency projects, and broadband. IIJA authorized \$550 billion over fiscal years 2022 through 2026 and maintains the transportation focus on safety, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight and micromobility projects.

Intelligent Transportation Systems (ITS) — the application of advanced technologies to improve the efficiency and safety of transportation systems.

Intermodal — The ability to connect and the connections between modes of transportation.

Level of Service (LOS) — a qualitative rating of how well a unit of transportation supply (e.g. street, intersection, bikeway, etc.) serves its current or projected demand. LOS A = free-flow condition (32 percent of capacity); B = reasonably free-flow conditions (51 percent); C = operation stable but becoming more critical (75 percent); D = lower speed range of stable flow (92 percent); E = unstable flow (100 percent); F = forced flow; >100 percent of capacity, stop-and-go operation.

Long-range Transportation Plan (LRTP) — A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system and serving as the defining vision for the regions or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over a minimum of the next 20 years.

Maintenance Area — Maintenance area is any geographic region of the United States previously designated non-attainment pursuant to the CAA Amendments of 1990 and subsequently re-designated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

Metropolitan Planning Organization (MPO) — A planning agency established by federal law to assure a continuing, cooperative and comprehensive transportation planning process takes place that results in the development of plans, programs and projects that consider all transportation modes and supports the goals of the community. Any urbanized area or contiguous urbanized areas, as defined by the U.S. Census Bureau, containing a population of greater than 50,000 are required to have an MPO.

Mode, Intermodal, Multimodal — Form of transportation, such as automobile, transit, bicycle and walking. Intermodal refers to the connections between modes and multimodal refers to the availability of transportation options within a system or corridor.

National Environmental Policy Act of 1969 (NEPA) — An established national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and

alternative choices on the environment before a federal decision is made.

National Historic Preservation Act (NHPA) — Law requiring federal agencies to consider the potential effect of a project on a property that is registered on or eligible for the National Register of Historic Places, and for federal and state agencies and the public to identify means to mitigate harm if effects are identified.

Non-attainment — Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990. An area can at the same time be classified as in attainment for one or more air pollutants and as a non-attainment area for another air pollutant.

Para-transit — Alternative known as "special or specialized" transportation, which often includes flexibly scheduled and routed transportation services. These services use low-capacity vehicles such as vans to operate within normal urban transit corridors or rural areas. Services usually cater to the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

Planning and Environmental Linkages (PEL) — A collaborative and integrated approach to transportation decision-making that considers benefits and impacts of proposed transportation system improvements to the environment, community, and economy during the transportation planning process to inform the environmental review process.

Planning Funds (PL) — Primary source of funding for metropolitan planning designated by the FHWA.

Revision - A change to a long range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment," while a minor revision is an "administrative modification".

Right-of-Way (ROW) — Public space legally established for the use of pedestrians, vehicles or utilities. Right-of-way typically includes the street, sidewalk and buffer strip areas.

Rural Planning Organization (RPO) — An organization similar to an MPO, composed of representatives of rural local governments and appointed representatives from the geographic area covered by

the organization with the purpose of involving local officials in multi-modal transportation planning through a structured process.

Stakeholders — Individuals and organizations involved in or affected by the transportation planning process. Include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

Surface Transportation Program (STP) — Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike and pedestrian facilities.

South Carolina Department of Transportation (SCDOT) — The State agency that manages the highway system within South Carolina. SCDOT's mission is to plan, implement, maintain and manage an integrated transportation system for the movement of people and products, with emphasis on quality, safety, efficiency and the environment for citizens. SCDOT is the administrative agency that responds to policy set by the South Carolina Legislation.

Title VI — Title VI of the Civil Rights Act of 1964. The legislation prohibits discrimination in any program receiving federal assistance.

Transit Oriented Development (TOD) – A Walkable, compact, mixed-use, higher-density pattern of development within walking distance of a transit facility. Higher housing densities, mixed with commercial services and employment uses are located closest to the transit center in order to decrease sprawl and promote compactness.

Transportation Conformity — Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Transportation Demand Management (TDM) — “Demand-based” techniques that are designed to change travel behavior in order to improve the performance of transportation facilities and to reduce the need for additional road capacity. Methods include the use of

alternative modes, ride-sharing and vanpool programs and trip-reduction programs and/or ordinances.

Transportation Improvement Program (TIP) — A staged, multiyear (typically three to five years) listing of surface transportation projects proposed for federal, state and local funding within a metropolitan area. MPOs are required to prepare a TIP as a short-range programming document to complement its long-range transportation plan. The TIP contains projects with committed funds over a multiyear period (five years).

Transportation Management Area (TMA) — All urbanized areas over 200,000 in population and any other area that requests such designation. The MPO is responsible for transportation planning with a TMA.

Transportation Network Company (TNC) also known as a ride-hailing company, provides on-demand transportation services for passengers. In contrast to taxis and other more traditional for-hire transportation services, TNCs typically do not maintain their own vehicle fleets or operate conventional dispatch centers.

Transportation Planning —A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state and federal transportation funding. Long-range planning is typically done over a period of 25 years; short-range programming of specific projects usually covers a period of 3 to 5 years.

Unified Planning Work Program (UPWP) —The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

Urban Area — Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

Vehicle Miles of Travel (VMT) — The sum of distances traveled by all motor vehicles in a specified region.

FY27 Project Timelines* CHATS Unified Planning Work Program																
Task	Ongoing from FY2026	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Estimated Completion	Tracking Schedule	
1.1 CHATS Administration		Policy Committee Meeting	X	X	Policy Committee Meeting	X	X	Policy Committee Meeting Annual list of Obligated Projects	Prepare FY28-29 UPWP Update	X	Policy Committee Meeting Adoption FY28-29 UPWP Update	X	X	Continuous Annual list of obligated projects: January 2027 FY2028-29 UPWP Update/Adoption: February/April 2027	PL Quarterly Report	
1.2 TIP Development and Maintenance		X	X	X	X	X	X	Annual Status Report to Policy Committee	X	X	X	X	X	Continuous Annual Status Reports to Policy Committee: January 2027	PL Quarterly Report	
1.3 Transportation Alternatives Program		X	X	X	X	X	X	Annual Status Report	Initiate process/ schedule for accepting funding requests		X	X	X	Continuous Initiate and conduct process for next round of project funding: Feb-March 2027 Annual Progress Report: January 2027	PL Quarterly Report	
1.4 Technical Assistance		X	X	X	X	X	X	X	X	X	X	X	X	Continuous Prepare Comp Plan Transportation elements as requested Facilitate Planning/ Zoning Training as requested	PL Quarterly Report	
2.1 Land Use/Socio-Economic Data Collection/Projections		X	X	Meet with Jurisdictions for updates on approved land developments		X	X	X	Meet with Jurisdictions for updates on approved land developments		X	X	X	Presentations on request Continued maintenance of online mapping site Meet with jurisdictions to update development projections: September/October 2026 & February/March 2027 Develop TOD Phase 3 Affordable Housing Strategy: December 2026	PL Quarterly Report	
		Develop an affordable housing strategy through the Lowcountry Rapid Transit (LCRT) TOD Study - Phase 3: Strategic Housing Blueprint (FTA TOD Pilot Program Grant)														
2.2 System Surveillance		X	X	X	Develop estimates and prepare report on average transportation costs by household locations			X	X	X	X	Prepare and publish updated Traffic Count Maps (based on data from SCDOT)		Continuous Issue Report on average commuting costs: Fall 2026 Prepare and post Traffic Count Maps: June 2027	PL Quarterly Report	
2.3 Census Cooperation		X	X	X	X	X	X	X	X	X	X	X	X	Continuous Publish updated community profiles for all three counties: January 2027	PL Quarterly Report	
2.4 Air Quality Monitoring		X	X	Semi-annual meeting	X	X	X	X	X	Semi-annual meeting	X	X	X	Continuous Semi-annual AQC meetings coordinated with DES Support regional partners' climate action initiatives	PL Quarterly Report	
3.1 Congestion/Travel Demand Management		Implement I-526/I-26 TDM Strategies as outlined in corridor plan, including Lowcountry Go Vanpool program Report on performance of TDM initiatives													Continuous	PL Quarterly Report
- LCRT BRT Project Development		Continue design/right-of-way of Lowcountry Rapid Transit under the FTA CIG program													Continue Engineering/Design/ROW of LCRT following authorization by FTA: Dec 2027	PL Quarterly Reports Technical Memos
- Congestion Management Process		Implement CMP strategies regionwide where appropriate, and maintain and monitor effectiveness of strategies in CMP													On-going	PL Quarterly Report, Technical Memo
- Transit Enhancements		Provide transit planning support to regional public transportation providers Implement recommendations of Regional Park and Ride Plan Continue to administer and manage Locountry GO vanpool program													On-going coordination to implement recommended Park and Ride improvements and vanpool program coordination	PL Quarterly Reports
- Regional ITS Plan Implementation		X	X	X	X	X	X	X	X	X	X	X	X	Coordinate implementation of Regional ITS Architecture plan recommendations	PL Quarterly Reports	
- Regional ITS Network Communication & Signals Plan		Develop regional ITS Network Communication & Signals Plan													Plan Adoption: December 2027	PL Quarterly Reports
3.2 Intermodal Management		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Report	
- Regional Freight Mobility Plan implementation		X	X	X	X	X	X	X	X	X	X	X	X	Plan maintenance & implementation: Continuous	PL Quarterly Report, Draft document	
- Regional Micromobility Plan Update		Develop update to the regional Micromobility Plan													Plan Adoption: December 2027	PL Quarterly Report, Draft/Final Document
- Regional Safety Action Plan		Develop Regional Safety Action Plan						X	X	X	X	X	X	Plan Adoption: December 2026	PL Quarterly Report, Draft/Final Document	
3.3 Transit Service Management/Planning		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Report	
- Administer/Support FTA funding recipients		Facilitate application process for FFY25 5310 funding					Prepare contractual agreements with awarded subrecipients		X	X	X	X	X	On-going	PL Quarterly Report, Study document	
- Coordinate with regional Human Service Providers		X	X	X	X	X	X	X	X	X	X	X	Annual meeting	On-going with annual coordination meeting	PL Quarterly Reports	
- Support update/maintenance of Regional Transit Framework Plan		Support update/maintenance of RTFP						X	X	X	X	X	X	Plan maintenance/ update: December 2026	PL Quarterly Reports	
- Coordinate implementation of Regional Transit Framework Plan		X	X	X	X	X	X	X	X	X	X	X	X	Implementation on-going	PL Quarterly Reports	
- Demand Response Services		X	X	X	X	X	X	X	X	X	X	X	X	On-going administer/ manage On-Demand program	PL Quarterly Reports	
- Implementation of On-Demand Transit Study recommendations		X	X	X	X	X	X	X	X	X	X	X	X	On-going implementation of TCL Transit Study recommendations	PL Quarterly Report, Published Plan	
- Develop Regional Transit Fare Study		Develop Regional Transit Fare Study													Plan Adoption: December 2027	PL Quarterly Report, Draft/Final Document
- Coordinate development and implementation of recommended park and ride facilities		X	X	X	X	X	X	X	X	X	X	X	X	On-going	PL Quarterly Reports	
3.4 Complete Streets		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Reports	
- Remount Rd Complete Streets Plan		Develop complete streets corridor plan for the Remount Rd corridor													Corridor Plan: June 2027	PL Quarterly Reports, Draft/Final Plan
4.1 Plan Review and Development		X	X	X	X	X	X	X	X	X	X	X	X	Continuous review and monitoring data for performance measures Update CHATS LRTP as needed	PL Quarterly Reports, Plan document, Committee Adoption of Plan	
4.2 Simulation/Network Modeling of Transportation System		Develop update to the regional TDM , including development/additon of freight module													Continuous Develop TDM update and addition of freight module: December 2027	PL Quarterly Report
4.3 Special Studies (Implementation)		X	X	X	X	X	X	X	X	X	X	X	X	Continuous: Support implementation of special studies recommendations (US-52 Corridor Study, US-52 BRT Study, etc.)	PL Quarterly Report, Published Plan	
- Coordinate development of US-17A/Main St Corridor Study		Develop US-17A/Main St Corridor Study						X	X	X	X	X	X	Facilitate public process to develop Corridor Management Plan: December 2026	PL Quarterly Reports, Tech Memos, Plan document	
4.4 Outreach and implementation of Regional Plan, Neck Area Master Plan, JLUS, Riverland Drive and Folly Road Corridor plans		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Reports	
5.1 Information to Public (Presentations/Education)		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Reports, Plan document, Committee Adoption of Plan	

**This is a depiction of milestones and benchmarks that may or may not be attained. Other tasks and routine activities, for which specific deadlines may not be reasonably anticipated, are expected and continuous. This list is in no way comprehensive as additional projects may evolve.

CHATS Unified Planning Work Program

Fiscal Year 2026 Funding Sources Table

TASK CODE	TASK DESCRIPTION	Consolidated Planning Grant			ADDITIONAL FUNDS					TASK FUNDING SUMMARY			
		Transit / Highway								LOCAL	STATE	FEDERAL	TOTAL
		Local	SCDOT	FHWA	Local	SCDOT	FHWA	FTA	SCDOT				
		20%	20%	80%	20%	20%	80%	80%	100%				
Section 1	<u>Program Administration</u>	\$ 161,390	\$ -	\$ 645,560	\$0	\$0	\$0	\$0	\$0	\$ 161,390	\$0	\$ 645,560	\$ 806,949
1.1	Admin. & Program Management	\$ 75,000		\$ 300,000						75,000	\$0	300,000	375,000
1.2	TIP Development	\$ 3,890		\$ 15,560						3,890	\$0	15,560	19,449
1.3	Transportation Alternatives Program	\$ 7,500		\$ 30,000						7,500	\$0	30,000	37,500
1.4	Technical Assistance	\$ 75,000		\$ 300,000						75,000	\$0	300,000	375,000
Section 2	<u>Surveillance / Data Collection</u>	\$ 33,250	\$ -	\$ 133,000	\$30,000	\$0	\$0	\$1,170,000	\$0	\$ 63,250	\$0	\$ 1,303,000	\$ 1,366,250
2.1	Land Use / Socioeconomic Data	\$ 18,750		\$ 75,000	\$30,000			\$1,170,000		48,750	\$0	1,245,000	1,293,750
2.2	Transportation System Surveillance	\$ 7,500		\$ 30,000						7,500	\$0	30,000	37,500
2.3	Census Cooperation	\$ 2,000		\$ 8,000						2,000	\$0	8,000	10,000
2.4	Air Quality Monitoring	\$ 5,000		\$ 20,000						5,000	\$0	20,000	25,000
Section 3	<u>Congestion Management</u>	\$ 55,000	\$ -	\$ 470,000	\$107,800	\$0	\$1,431,200	\$0	\$0	\$162,800	\$0	\$1,901,200	\$ 2,064,000
3.1	Congestion Management Process	\$ 17,500		\$ 70,000	18,800		75,200			36,300	\$0	145,200	181,500
3.2	Intermodal Management	\$ 12,500		\$ 50,000	82,800		331,200			95,300	\$0	381,200	476,500
3.3	Public Transit Management / Planning	\$ 25,000		\$ 100,000	6,200		1,024,800			31,200	\$0	1,124,800	1,156,000
3.4	Complete Streets*	\$ -		\$ 250,000						-	\$0	250,000	250,000
Section 4	<u>Long Range Transportation Planning</u>	\$ 67,500	\$ -	\$ 270,000	\$106,400	\$0	\$425,600	\$0	\$0	\$173,900	\$0	\$695,600	\$ 869,500
4.1	Plan Review & Development	\$ 17,500		\$ 70,000	6,200		24,800			23,700	\$0	94,800	118,500
4.2	Simulation of Transportation System	\$ 25,000		\$ 100,000	100,200		400,800			125,200	\$0	500,800	626,000
4.3	Special Studies / Project Analysis	\$ 12,500		\$ 50,000						12,500	\$0	50,000	62,500
4.4	Regional Land Use Plan	\$ 12,500		\$ 50,000						12,500	\$0	50,000	62,500
Section 5	<u>Public Participation</u>	\$ 22,500	\$ -	\$ 90,000	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$90,000	\$ 112,500
5.1	Public Participation/Education/Involvement	\$ 22,500		\$ 90,000						22,500	\$0	\$ 90,000	112,500
	<u>Management & Operations</u>												
TOTALS		\$ 339,640	\$ -	\$ 1,608,560	\$244,200	\$0	\$1,856,800	\$1,170,000		\$583,840	\$0	\$4,635,360	\$5,219,199

Note - *Non-federal match for PL funds may be waived on permissible Complete Streets planning activities under BIL

CHATS Unified Planning Work Program

Fiscal Year 2027 Funding Sources Table

TASK CODE	TASK DESCRIPTION	Consolidated Planning Grant			ADDITIONAL FUNDS					TASK FUNDING SUMMARY			
		Transit / Highway								LOCAL	STATE	FEDERAL	TOTAL
		Local	SCDOT	FHWA	Local	SCDOT	FHWA	FTA	SCDOT				
		20%	20%	80%	20%	20%	80%	80%	100%				
Section 1	<u>Program Administration</u>	\$ 104,165	\$0	\$ 416,658	\$0	\$0	\$0	\$0	\$0	\$ 104,165	\$0	\$ 416,658	\$ 520,823
1.1	Admin. & Program Management	50,275		201,098						50,275	\$0	201,098	251,373
1.2	TIP Development	3,000		12,000						3,000	\$0	12,000	15,000
1.3	Transportation Alternatives Program	6,250		25,000						6,250	\$0	25,000	31,250
1.4	Technical Assistance	44,640		178,560						44,640	\$0	178,560	223,200
Section 2	<u>Surveillance / Data Collection</u>	\$ 21,250	\$0	\$ 85,000	\$0	\$0	\$0	\$0	\$0	\$ 21,250	\$0	\$ 85,000	\$ 106,250
2.1	Land Use / Socioeconomic Data	12,500		50,000						12,500	\$0	50,000	62,500
2.2	Transportation System Surveillance	4,750		19,000						4,750	\$0	19,000	23,750
2.3	Census Cooperation	1,500		6,000						1,500	\$0	6,000	7,500
2.4	Air Quality Monitoring	2,500		10,000						2,500	\$0	10,000	12,500
Section 3	<u>Congestion Management</u>	\$51,250	\$0	\$255,000	\$305,300	\$60,000	\$2,461,200	\$0	\$0	\$356,550	\$60,000	\$2,716,200	\$ 3,132,750
3.1	Congestion Management Process	13,750		55,000	128,800		515,200			142,550	\$0	570,200	712,750
3.2	Intermodal Management	12,500		50,000	110,300		441,200			122,800	\$0	491,200	614,000
3.3	Public Transit Management / Planning	25,000		100,000	66,200		1,264,800			91,200	\$0	1,364,800	1,456,000
3.4	Complete Streets*	-		50,000		60,000	240,000			-	\$60,000	290,000	350,000
Section 4	<u>Long Range Transportation Planning</u>	\$46,250	\$0	\$185,000	\$203,800	\$0	\$815,200	\$0	\$0	\$250,050	\$0	\$1,000,200	\$ 1,250,250
4.1	Plan Review & Development	18,750		75,000	6,200		24,800			24,950	\$0	99,800	124,750
4.2	Simulation of Transportation System	12,500		50,000	197,600		790,400			210,100	\$0	840,400	1,050,500
4.3	Special Studies / Project Analysis	7,500		30,000						7,500	\$0	30,000	37,500
4.4	Regional Land Use Plan	7,500		30,000						7,500	\$0	30,000	37,500
Section 5	<u>Public Participation</u>	\$13,750	\$0	\$55,000	\$0	\$0	\$0	\$0	\$0	\$13,750	\$0	\$55,000	\$ 68,750
5.1	Public Participation/Education/Involvement	13,750		55,000						13,750	\$0	55,000	68,750
	<u>Management & Operations</u>												
TOTALS		\$236,665	\$0	\$996,658	\$509,100	\$60,000	\$3,276,400	\$0	\$0	\$745,765	\$60,000	\$4,273,058	\$5,078,823

Note - *Non-federal match for PL funds may be waived on permissible Complete Streets planning activities under BIL

FY 2027 Summary of Complete Streets Eligible Projects for 100% Waiver

Task #	Task Category	Milestone/Deliverable	\$ Budget (100% Fed)
3.0	Congestion Management		
3.4	Complete Streets	- Complete Streets project development, design reviews, etc.	\$ 25,000.00
		in coordination with partners SCDOT, local jurisdictions, and	
		transit providers as needed	
		- Technical assistance to local jurisdictions to develop, adopt,	
		and implement complete streets policies/plans/projects as needed	\$ 25,000.00
\$ TOTAL:			\$ 50,000.00
PL/FTA Allocation (FY 2026-2027)*:			\$ 996,657.95
PL/FTA Carryover (FY 2025)*:			\$ 0.08
Total Programmed UPWP \$ Budget:			\$ 996,658.03
% of Total Budget Complete Streets Eligible*:			5.02%

Notes - * FHWA/FTA PL funding allocation under BIL subject to 2.5% minimum expenditure on planing activities related to Complete Streets