

THE CHARLESTON AREA TRANSPORTATION STUDY (CHATS) POLICY COMMITTEE

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

FY2022-FY2023 CHATS UNIFIED PLANNING WORK PROGRAM (UPWP)

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from **July 29, 2022 to August 19, 2022**

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Fiscal Year 2022 & 2023

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CHATS

CHARLESTON AREA
TRANSPORTATION
STUDY



UNIFIED PLANNING WORK PROGRAM



ADOPTED MAY 10, 2021

(Amended April 18, 2022)

(Draft Amendment August 8, 2022)

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**RESOLUTION CERTIFYING THE
CHARLESTON AREA TRANSPORTATION STUDY'S TRANSPORTATION PLANNING PROCESS
FY2022 & FY2023**

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 2040 Long Range Transportation Plan;

WHEREAS, the CHATS Long Range Transportation Plan has a planning horizon year of 2040, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the CHATS Metropolitan Planning Organization's Transportation Policy Committee certifies the transportation planning process for the Charleston-North Charleston Metropolitan Planning Organization as amended on this the 10th day of May 2021.

READ AND ADOPTED the 10th day of May 2021.


George H. Bailey, Chairman

Certified true and correct copy of a resolution adopted by the Charleston Area Transportation Study Policy Committee on May 10, 2021.


Ronald E. Mitchum

Executive Director
Title

5/10/2021 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 purpose of the original 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 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 the 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 The Charleston Area Transportation Study (CHATS) is developed biannually, with an interim annual update, to outline all major transportation planning and related activities within the CHATS Study Area anticipated for the upcoming fiscal years. 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 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); as well as local funding assistance from the member jurisdictions.

ORGANIZATION AND MANAGEMENT

Policy Committee: 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 2035. Within the CHATS area, there are fourteen 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* includes staff from each of the counties and municipalities within the CHATS Study area, as well as SCDOT, FHWA, CARTA, SC Ports Authority, Joint Base Charleston, school districts, and utilities.

Implementation of the program is a joint effort of the BCDCOG, SCDOT, and various member agencies or governments within the CHATS Study Area. Administration of the transportation planning program is the responsibility of the BCD Council of Governments. 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 the South Carolina Department of Transportation (SCDOT) Office of Planning and Office of Public Transit and oversight of the entire CHATS process is provided by the Federal Highway Administration (FHWA) in cooperation with the Federal Transit Administration (FTA). Additional coordination is maintained with the SC State 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.

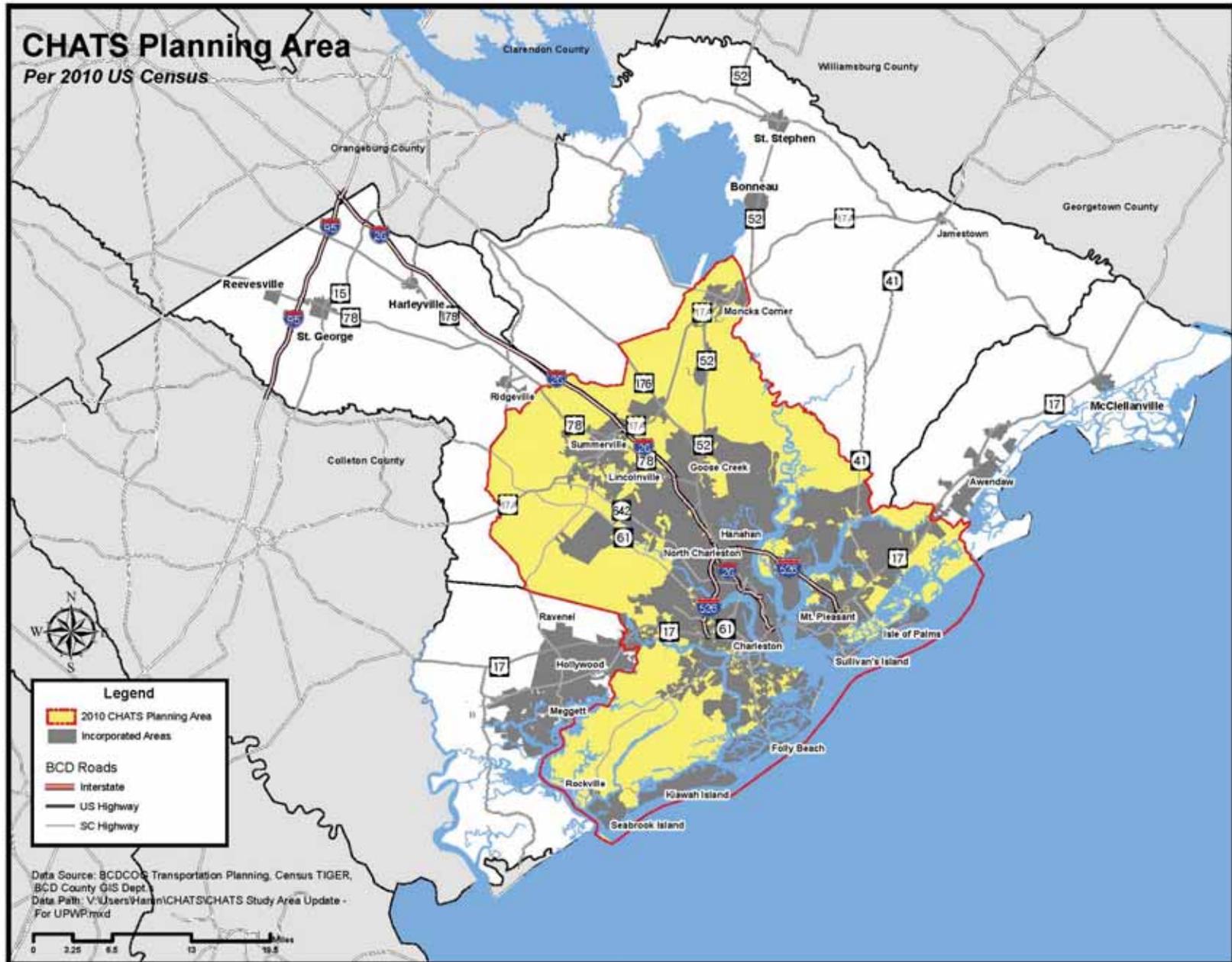
Specifically, CHATS required plans and programs include:

- 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 Process (PPP) in accord with the adopted Title VI Civil Rights and Limited English Proficiency Plan
- Development and maintenance of a Congestion Management Program (CMP)
- Implementation of transportation demand management/reduction initiatives, including the I-26/ I-526 Commuter Services Program, Lowcountry GO
- Implementation of the regional Human Service 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 Program (TAP)
- Support for intermodal planning activities; i.e. freight movement
- Update and maintenance of the CHATS Travel Demand Model

STUDY AREA

A map depicting the CHATS Planning Area based on the 2010 Census identified urbanized 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



Bipartisan Infrastructure Law (BIL)

On November 15, 2021, President Biden signed the Infrastructure Investment & Jobs Act ([Public Law 117-58](#), also known as the Bipartisan Infrastructure Law or “BIL”) into law providing five years of funding for surface transportation infrastructure, water infrastructure, resiliency projects, and broadband. The BIL 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 the BIL, states and local governments are moving forward with critical transportation projects.

CHATS

Utilizing annual 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 guided to achieve the following goals:

1. ***Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.*** The CHATS MPO work program focuses on coordination of transportation projects with local governments and agencies to improve the MPO region’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 Folly Road Complete Streets Plan, completion of I-526, and addressing traffic congestion on I-26 and I-526.
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 facilities, bicycle facilities, and coordinating with the local schools on the Safe Routes to School program.
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.
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 2021-2027 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.
5. ***Protect and enhance the environment, promote energy conservation, and promote consistency between transportation improvements and state and local planned growth 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 and economic development nodes, in a consistent and environmentally

sound manner including the identification of electric vehicle charging stations and autonomous vehicle corridors.

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. 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.
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.
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.
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 entities, including but not limited to the Charleston Resiliency Network, to identify strategies for mitigating impacts of nuisance flooding and inadequate stormwater systems while improving the resiliency of the region's infrastructure, including transportation.

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 by focus in five (5) broad areas:

- ✓ ***Program Administration,*** including the coordination and administrative management of a 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 Transportation Alternatives Program (TAP) 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 effecting 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 on 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 2040 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, and stewarding implementation of multi-jurisdictional plans including, but not limited to ReThink Folly Road, the Neck Area Master Plan, WalkBike BCD, the Regional Transit Framework Plan, and the regional land use plan, OurRegion, OurPlan.
- ✓ ***Public Participation***, facilitating active citizen education and participation in all CHATS planning processes in accord with the adopted Public Participation Plan, Program Management Plan, Title VI and DBE plans.

FY2020 AND FY2021 MAJOR ACCOMPLISHMENTS

The CHATS planning work program for fiscal years 2020 and 2021 was successful in accomplishing a number of these objectives including:

- Coordinating CHATS Policy Committee and standing committee meetings;
- Preparing and adopting amendments to the current TIP;
- Preparing and adopting new FY 2021-2027 TIP;
- Coordinating with SCDOT on implementation of an electronic Statewide Transportation Improvement Program (eSTIP);
- Assisting with implementation of previously approved Transportation Enhancement/Transportation Alternatives Program projects; including serving as a designated Local Project Administrator;
- Assisting local jurisdictions in 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;
- Annually preparing and distributing maps of 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;
- Analyzing transportation pattern data from the US Census and Travel Demand Model;
- Coordinating with SCDHEC to facilitate air quality monitoring and public education activities;
- Assisting member jurisdictions with employment of congestion management strategies;
- Coordinating semi-annual meetings of human service transportation providers to support implementation of the regional Human Service Transportation Coordination Plan and related updates;
- Continuing implementation of the regional Mobility Management programs;
- Collaborating with member jurisdictions and regional organizations to improve bike/pedestrian facilities and their safety/connectivity within the region;
- Coordinating new initiatives with implementation of adopted Plans such as the Neck Area Master Plan, the Regional Transit Framework Plan and I-26ALT;
- Providing oversight of FTA Section 5310 subrecipients' grant implementation;
- Coordinating efforts to further achieve recommendations of the Transit Service Consolidation Study;
- Managing project development, including NEPA for the Lowcountry Rapid Transit's entry into the FTA New Starts project development;
- Maintaining and reporting on mandated documents including the region's DBE Plan;
- Implementing the regional Human Service Transportation Coordination Plan;
- Implementing initiatives called for in the Commuter Services Plan (Lowcountry GO) focused on I-26 & I-526;
- Initiating a regional vanpool program
- Initiating and completing a draft Regional Freight Mobility Plan for adoption and integration in the LRTP;
- Initiating a comprehensive study of the US 52 corridor;
- Coordinating with the 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 2022/FY2023

(July 1, 2021 – June 30, 2023)

- 1.0 PROGRAM ADMINISTRATION
 - 1.1 CHATS ADMINISTRATION AND MANAGEMENT
 - 1.2 TRANSPORTATION IMPROVEMENT PROGRAMMING
 - 1.3 TRANSPORTATION ALTERNATIVES PROGRAM
 - 1.4 TECHNICAL ASSISTANCE

1.1: CHATS Administration and 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: The 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. The Staff will implement work tasks contained in this UPWP and other administrative activities including, but not limited to, the following:

- A. Arrange meetings, prepare and distribute meeting notices, agendas, and agenda materials;
 - B. Prepare certification documentation, agreements, resolutions, and memoranda of understanding etc. on behalf of CHATS;
 - C. Maintain financial records of all revenues and expenditures;
 - D. Prepare timesheets, annual and quarterly reports documenting activities;
 - E. Make application and administer related grants in accord with requirements on contracts, purchases, fiscal accountability and audits;
 - 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 annual update to the two-year UPWP for FY2023;
 - G. Evaluate, reconcile and prepare an annual report/listing of federally funded projects with new obligations and de-obligations;
 - H. Conduct research, 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, the SC State Ports Authority, local transportation transit providers, trucking and rail industry representatives, and the Charleston Aviation Authority; 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;
 - K. Continue to ensure all programs and activities comply with Title VI of the Civil Rights Act of 1964, Environmental Justice principles and procedures, SCDOT/FTA DBE programs, and FAST ACT.
-

Responsibility: BCD Council of Governments

Work Schedule: The activities in this Task area will principally be conducted on an ongoing basis during FY2022 and FY2023.

Schedule of Products FY 2022/2023:

Work	Products	FY 2022	FY 2023	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 2021/2022, January, and April 2022/2023</u>	X	X	FHWA (PL)/FTA
B.	Collect documents to demonstrate Compliance for the next MPO Certification Review: <u>Ongoing</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 2021/2022, January, April, and July 2022/2023</u>	X	X	FHWA (PL)/FTA
E.	Prepare Grant Applications as opportunities are announced, quarterly financial reports and annual audits: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
F.	Maintain and amend adopted FY2022/FY2023 UPWP: <u>Ongoing with update for FY24-25 to SCDOT by February 2023/CHATS Policy Committee approval by May 2023</u>	X	X	FHWA (PL)/FTA
G.	Prepare annual list of obligated projects for approval and public notification: <u>January 1, 2022/2023</u>	X	X	FHWA (PL)/FTA
H.I.	Participate in quarterly meetings/trainings with SCDOT on performance planning/measuring/monitoring: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
J.	Purchase/maintain any computer software/hardware needed to maintain records of the CHATS planning program: <u>As needed by June 30, 2022/2023</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$300,000
LOCAL	\$75,000
OTHER	\$
Total	\$375,000
% OF TOTAL PL BUDGET:	5.48%

Funding Sources FY2023:

FHWA (PL)/FTA	\$200,000
LOCAL	\$50,000
OTHER	\$
Total	\$250,000
% OF TOTAL PL BUDGET:	3.06%

1.2: Transportation Improvement Program

Objectives: To continue producing and maintaining a TIP document compliant with the current Transportation Authorization Bill, including any amendments, updates and administrative corrections needed to address federal funding of projects and projects of regional significance 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/or provide input. Other work activities related to this project include, but are not limited to, the following:

- A. Coordinate with SCDOT for guidance on the process, and requirements of FHWA/FTA 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 and cities) 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 expected cost benefits of proposed improvements;
- F. Post draft TIP/STIP amendments for public comment in accord with the updated 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 complete TIP document for FY2021-2027;
- 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 ongoing basis during FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.-I.	FY 2021-2027 TIP maintained/amended/updated: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
E.	Evaluate project baselines and alignment with MPO performance targets when considering amendments involving new projects: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
F.	Publish advertisements of TIP amendments for public review: <u>In accord with the adopted Public Participation Plan</u>	X	X	FHWA (PL)/FTA
H.	Prepare status reports on implementation of all TIP projects to CHATS: <u>Annually-January 2022/2023</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 FY2022:

FHWA (PL)/FTA	\$30,000
LOCAL	\$7,500
OTHER	\$
Total	\$37,500
% OF TOTAL PL BUDGET: 0.55%	

Funding Sources FY2023:

FHWA (PL)/FTA	\$7,000
LOCAL	\$1,750
OTHER	\$
Total	\$8,750
% OF TOTAL PL BUDGET: 0.11%	

1.3: Transportation Alternatives Program

Objectives: To facilitate a process that plans and prioritizes Transportation Alternatives (TA) activities under the FAST ACT, including active Transportation Enhancement (TE) projects, Safe Routes to School and Recreational Trails activities under prior transportation bills. To conduct activities that advance implementation and monitoring of local TE/TAP/TA projects.

Scope/Work: The BCDCOG staff will coordinate tasks in support of the Transportation Alternative (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 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;
- 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 ongoing basis during FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.	Prepare meeting materials, information, and reports to the standing Transportation Enhancement Advisory Committee*: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
B.C.	Facilitate the process to review requests and program funding for new TAP projects pending reconciliation of available funding due to lapsed funds: <u>July-August 2022</u>	-	X	FHWA (PL)/FTA
D.E.	Prepare and present annual project status report to the standing Transportation Enhancement Advisory Committee* and CHATS Policy Committee: <u>January 2023</u>	-	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 projects in the TIP and STIP: <u>September 2022</u>	-	X	FHWA (PL)/FTA
H.	Coordinate on Safe Route to School, SCRTP RTP, and Scenic Byways and Highways projects: Ongoing	X	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$15,000
LOCAL	\$3,750
OTHER	\$
Total	\$18,750
% OF TOTAL PL BUDGET:	0.27%

Funding Sources FY2023:

FHWA (PL)/FTA	\$6,000
LOCAL	\$1,500
OTHER	\$
Total	\$7,500
% OF TOTAL PL BUDGET:	0.09%

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 MPO Long Range Transportation Plan by encouraging growth patterns and community design to lessen adverse impacts of growth on the regional transportation system.

Scope/Work: The 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 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 and procure transportation data and design platform 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;
- 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 ongoing basis during FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.-I.	Make presentations on CHATS land use and transportation initiatives: <u>As requested</u>	X	X	FHWA (PL)/FTA
A.-I.	Log documentation of input provided on local transportation improvements: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
D.-H.	Prepare Comprehensive Plan Transportation Elements as requested: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
J.	Procure a transportation data and design platform to enable multi-agency evaluation of scenario tradeoffs, conceptual design and prioritization: <u>June 2022</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</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$150,000
LOCAL	\$37,500
OTHER	\$
Total	\$187,500
% OF TOTAL PL BUDGET: 2.74 %	

Funding Sources FY2023:

FHWA (PL)/FTA	\$150,000
LOCAL	\$37,500
OTHER	\$
Total	\$187,500
% OF TOTAL PL BUDGET: 2.29 %	

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

FY 2022/FY2023

(July 1, 2021 – June 30, 2023)

- 2.0 SYSTEM SURVEILLANCE/DATA COLLECTION
 - 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 ongoing collection and maintenance of data related to existing and proposed land uses and evolving socio-economic conditions affecting transportation planning and issues.

Scope/work: The 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 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 CommunityViz in an effort to maintain efficient and effective modeling systems;
- F. Update and expand components of the CommunityViz model to conduct land use planning/allocation of developments and integrate areas identified for TOD and LCRT stations in the Lowcountry Rapid Transit Corridor Transit Oriented Development and Station Area Planning Study (to also include associated training of BCDCOG staff). Anticipates procurement of/engagement with proprietor of CommunityViz – City Explained, Inc.;
- 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. Develop a strategic plan to support implementation of equitable transit-oriented development in the region, and develop and maintain an application to monitor and report on progress made in TOD implementation;
- I. 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;
- J. Continue to refine and maintain the BCDCOGs web-based mapping tool for public use;
- K. 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

Work Schedule: The activities in this Task area will principally be conducted on an ongoing basis during FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.C.	Make presentations of demographic and economic growth trends: <u>As requested</u>	X	X	FHWA (PL)/FTA
D.	Meet with individual jurisdictions to gather information on approved land developments: <u>September-October 2021/ January-March 2023</u>	X	X	FHWA (PL)/FTA
F.	Initiate update to integrate and refine areas identified for TOD and LCRT stations in the region's CommunityViz and travel demand models: <u>December 2022</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>Ongoing</u>	-	X	FHWA (PL)/FTA
H.	Develop strategic plan (LCRT TOD Study Phase 2) to support implementation of equitable transit-oriented development in the region, and application to monitor progress in TOD implementation: <u>August 2022</u>	-	X	Other – See below
J.	Maintain the BCDCOG online mapping site: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
K.	Facilitate staff continuing training in CommunityViz software/applications/tools: <u>June 2022</u>	X	-	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

<i>Work</i>	<i>Project/Task</i>	<i>Programming in TIP</i>	<i>Proposed Procurement</i>	<i>Schedule</i>	<i>Budget (Fed./Local)</i>	<i>Proposed Funding</i>
H.	Lowcountry Rapid Transit TOD Study Phase 2	FTA TOD Pilot Program Planning Grant (FY 2021)	Consultant	FY 2023	\$860,000/\$215,000	FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$200,000
LOCAL	\$50,000
OTHER	\$
Total	\$250,000
% OF TOTAL PL BUDGET:	3.65%

Funding Sources FY2023:

FHWA (PL)/FTA	\$70,000
LOCAL	\$232,500
OTHER	\$860,000
Total	\$1,162,500
% OF TOTAL PL BUDGET:	14.21%

2.2: Transportation System Surveillance

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

Methodology: The 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 the SCDOT 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 as necessary to monitor travel demand trends, including non-motorist (micro-mobility) travel and performance of the TSP pilot projects.
- 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 FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.C.	Publish 2021/2022 Traffic Count maps and analysis: <u>April 2022 / April 2023</u>	X	X	FHWA (PL)/FTA
C.	Issue reports on average commuting costs for residents and households by Traffic Analysis Zones (TAZ): <u>March-April 2023</u>	-	X	FHWA (PL)/FTA
D.	Deploy permanent and rotating counters for bicycle/pedestrian data collection, and process data for planning use: <u>Ongoing</u>	-	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>Ongoing</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$25,000
LOCAL	\$6,250
OTHER	\$
Total	\$31,250
% OF TOTAL PL BUDGET: 0.46%	

Funding Sources FY2023:

FHWA (PL)/FTA	\$12,000
LOCAL	\$3,000
OTHER	\$
Total	\$15,000
% OF TOTAL PL BUDGET: 0.18%	

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 2010 and 2020 Decennial Census programs. 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. Evaluate impact to and potential adjustment to CHATS planning area boundary based on release of 2020 Decennial Census urbanized area designation;
- E. Maintain "Community Profiles" for each municipality and county in the region for publication on the BCDCOG website;
- F. 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 FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.C.	Post process, publish and disseminate Census data within 3 months of release by the US Census Bureau: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
A.B.C.	Assist with coordination between US Census Bureau and jurisdictions as released: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
D.	Coordinate adjustment to CHATS MPO planning area boundary, as required: <u>July 2022</u>	-	X	FHWA (PL)/FTA
E.F.	Update/publish Community Profiles and feeds to BCDCOG online mapping site: <u>January 2023</u>	-	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$50,000
LOCAL	\$12,500
OTHER	\$
Total	\$62,500
% OF TOTAL PL BUDGET: 0.91%	

Funding Sources FY2023:

FHWA (PL)/FTA	\$10,000
LOCAL	\$2,500
OTHER	\$
Total	\$12,500
% OF TOTAL PL BUDGET: 0.15%	

2.4: Air Quality Monitoring

OBJECTIVE: To comply with the Clean Air Act and the FAST ACT 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 SCDHEC, 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 SCDHEC 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 SCDHEC 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 SCDHEC 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 support the region's public transportation provider's (CARTA) transition to an electric bus fleet and monitor the air quality benefits;
- G. Work with partners to develop a regional model for transportation electrification infrastructure and funding for implementation thereof to encourage increased use of Electric Vehicles in public and private fleets.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this Task area will principally be conducted on an ongoing basis during FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.-E.	Agenda and minutes of Quarterly Air Quality Coalition meetings: <u>August & November 2021/22, February & April 2022/23</u>	X	X	FHWA (PL)/FTA
F.-G.	Coordinate with partners to develop model for and implementation of regional transportation electrification infrastructure: <u>Ongoing</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$3,000
LOCAL	\$ 750
OTHER	\$
Total	\$3,750
% OF TOTAL PL BUDGET: 0.05%	

Funding Sources FY2023:

FHWA (PL)/FTA	\$6,000
LOCAL	\$1,500
OTHER	\$
Total	\$7,500
% OF TOTAL PL BUDGET: 0.09%	

DRAFT

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

FY 2022/FY2023

(July 1, 2021 – June 30, 2023)

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

3.1: Congestion Management

Objective: To examine transportation system deficiencies and determine areas of congestion (incident and recurring) throughout the urban area, which may be reduced by congestion management techniques and strategies, making more efficient use of the existing transportation system including times of emergencies.

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 and/or update the adopted CMP document, as required, based on a continuing assessment of congested corridors and monitor the effectiveness of strategies therein;
- 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 and incident management and motorist assistance programs; benefits of growth management and land use/urban design/context sensitive road design strategies (e.g. traffic calming and street space management); promoting transit, telecommuting, ridesharing, bicycle and pedestrian projects;
- D. Continue to assist with providing information and technical assistance to jurisdictions regarding access management and congestion management practices 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, the development of a regional ITS architecture plan, that accounts for transit signal prioritization and emergency signal preemption technology, as well as the purchase and implementation of signal system and software installation projects to relieve congestion within the region;
- F. Coordinate development of Regional ITS Plan which seeks to establish a regional architecture and deployment guide so the planning and implementation of such technologies amongst partner agencies/jurisdictions, can be done in an organized, coordinated and cost-efficient manner;
- G. Coordinate closely with SCDOT on implementation of Transportation Demand Management recommendations in the CMP and Commuter Services Plan for I-26 and I-526, including vanpool programs and implementation of park and ride facilities identified in the adopted Regional Park and Ride study;
- H. Coordinate with SCDOT on its analysis of the I-26 and I-526 corridors for the regional movement of goods and persons;
- I. Receive approval to enter engineering and continue to advance design for FTA's Capital Investment Grant Program (New Starts/Small Starts) for the Lowcountry Rapid Transit Project.
- J. Continue to work towards implementation of the Regional Transit Framework Plan 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.
- K. Continue collaboration on management and operational improvement projects (intersection, signalization, and ITS improvements), implementation of Transit Consolidation Study recommendations, implementation of the SCDOT urban area signal system master plan and development of regional ITS plan; 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 FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.	Maintain and monitor effectiveness of strategies in the adopted Congestion Management Plan: <u>Ongoing</u>	X	X	Other – See below
C.	Continue to promote use/implementation of CMP recommendations and strategies: <u>Ongoing</u>	X	X	Other – See below
E.F.	Coordinate development of a Regional Intelligent Transportation System (ITS) Plan: <u>June 2022</u>	X	X	Other – See below
E.F.	Implement ITS initiatives recommended in Regional Intelligent Transportation System Plan: <u>June 2023</u>	-	X	Other – See below
G.	Implement TDM initiatives recommended in the TIP for the I-526 and I-26 corridors including establishment of a vanpool program for commuters: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
G.	Implement the Commuter Service Plan – LowcountryGO and measure performance against baseline data, including coordination of a vanpool program: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
G.	Establish baseline data for measuring performance of the TDM initiatives, including congestion relief resulting from the Beach vanpools/shuttles: <u>September 2021</u>	X	-	FHWA (PL)/FTA
G.	Implement recommendations from the Regional Park and Ride Study to develop supportive facilities: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
I.	Initiate Engineering phase for LCRT in the FTA's Capital Investment Grant Program (New Starts/Small Starts): <u>April 2022</u>	X	-	FHWA (PL)/FTA
I.	Continue Engineering of LCRT under FTA's Capital Investment Grant Program	X	X	FHWA (PL)/FTA
K.	Coordinate strategy for implementation of improvements in the CHATS area signal system master plan: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
K.	Continue activities to combine overlapping agency functions for cost efficiencies that implement the Transit Consolidation Study: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
K.	Coordinate development and implementation of a regional plan for electric vehicle infrastructure: <u>April 2023</u>	X	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

<i>Work</i>	<i>Project/Task</i>	<i>Programming in TIP</i>	<i>Proposed Procurement</i>	<i>Schedule</i>	<i>Budget (Fed./Local)</i>	<i>Proposed Funding</i>
A.B.	Maintain/update/monitor current CMP	Congestion Management	MPO	FY 2022	\$50,000/\$12,000	Guideshare/ STBG
				FY 2023	\$120,000/\$30,000	
F.	Regional ITS Architecture/Deployment Guide	Regional Intelligent Transportation System (ITS) Plan	Consultant	FY 2022 ¹	\$300,000/\$76,000	Guideshare/ STBG
E.F.	Maintain/update/monitor Regional ITS Plan	Regional Intelligent Transportation System (ITS) Plan (Maintenance & Implementation)	MPO/ Consultant	FY 2023	\$50,000/\$13,000	Guideshare/ STBG
E.	ITS Implementation	ITS System Implementation	MPO/ Consultant	FY 2023	\$1,000,000	Guideshare/ STBG

Funding Sources FY2022:

FHWA (PL)/FTA	\$50,000
LOCAL	\$100,500
OTHER	\$350,000
Total	\$500,500
% OF TOTAL PL BUDGET:	7.31%

Funding Sources FY2023:

FHWA (PL)/FTA	\$50,000
LOCAL	\$55,500
OTHER	\$170,000
Total	\$275,500
% OF TOTAL PL BUDGET:	3.37%

¹ Funding for ITS Plan obligated in FY2022. Pending contract approval, anticipates plan development will occur in FY2023.

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 and port, trucking and rail, 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 2040 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 development of 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 assistance to develop a module for freight movement in the CHATS Travel Demand Model, to account for accurate truck movements, particularly to and from the SC State Ports Authority terminals;
- E. Continue to support planning activities related to expansion of multimodal transportation facilities, such as the North Charleston port terminal expansion/Port Access Road and associated surface street improvements, Palmetto Railways 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 analyses of the I-26 and I-526 corridors for the regional movement of goods;
- H. Conduct ongoing planning activities with a comprehensive micro-mobility program for non-motorized travel facilities, ensuring safe connections to alternative transportation services, including the purchase of updated transportation design guides and data to monitor travel behavior and inform the planning process;
- I. Continue to work with local jurisdictions to maintain/update the regional bicycle and pedestrian plan as needed;
- J. Provide continued support to the CHATS Safety Improvements Committee to implement the regional pedestrian and bicycle plan and to monitor/address safety issues in the non-motorized transportation system in concert with implementation of SCDOT's complete streets policies;
- K. Expand work with partners, including local bike/pedestrian advocacy groups, to address safety issues through increased community education and encouragement activities where possible;
- L. Continue to coordinate with partners to incorporate necessary improvements for multimodal systems in current and future transportation projects, such as (but not limited to) the ReThink Folly Road (RFR) Complete Streets Steering Committee and the US 52 Corridor Study;
- M. 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 ongoing basis during FY2022 and FY 2023

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.	Facilitate CHATS Freight Advisory Committee adoption of the Regional Freight Mobility Plan and engagement of committee in continued planning for efficient goods movement: <u>August 2021/ Ongoing</u>	X	X	Other – See below
B.C.D.E.F.	Facilitate maintenance and implementation of the Regional Freight Mobility Plan and continued freight planning activities: <u>Ongoing</u>	-	X	Other – See below
D.	Staff support of services to develop an enhanced freight module to the CHATS Travel Demand Model in accord with SCDOT LPA process: <u>June 2023</u>	-	X	FHWA (PL)/FTA
G.	Continue participation in support of SCDOT I-26 and I-526 CMP process: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
H.	Procure probe data platform to monitor travel behavior, VMT and economic spending: <u>July 2022</u>	-	X	Other – See below
H.J.K.	Participate in and procure safety related materials for use in safety education/encouragement events: <u>Ongoing</u>	X	X	Other – See below
I.	Facilitate maintenance and implementation of the regional bicycle/pedestrian plan as integrated in the 2040 Long Range Transportation Plan: <u>Ongoing</u>	X	X	Other – See below
J.L.	Facilitate CHATS Safety Improvements Committee meetings: <u>October 2021/22, February and June 2022/23</u>	X	X	Other – See below
M.	Apply to/participate in the “I-95 Corridor Coalition Freight Academy” program to expand staff freight planning capabilities: <u>June 2023</u>	-	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

<i>Work</i>	<i>Project/Task</i>	<i>Programming in TIP</i>	<i>Proposed Procurement</i>	<i>Schedule</i>	<i>Budget (Fed./Local)</i>	<i>Proposed Funding</i>
A.-F.	Freight Plan Imp. & Main.	Regional Freight Plan (Imp. & Maintenance)	MPO	FY 2023	\$50,000/\$12,000	Guideshare/ STBG
H.J.K.	Bike/Pedestrian Safety Planning	Bike/Pedestrian & Safety	MPO	FY 2022	\$30,000/\$8,000	Guideshare/ STBG
				FY 2023	\$30,000/\$8,000	
I.K.	Bike/Ped Plan Imp. & Main.	Regional Bike/Ped Plan (Imp. & Maintenance)	MPO	FY 2022	\$50,000/\$12,000	Guideshare/ STBG
				FY 2023	\$25,000/\$6,000	

Funding Sources FY2022:

FHWA (PL)/FTA	\$50,000
LOCAL	\$38,500
OTHER	\$105,000
Total	\$193,500
% OF TOTAL PL BUDGET: 2.83%	

Funding Sources FY2023:

FHWA (PL)/FTA	\$30,000
LOCAL	\$33,500
OTHER	\$105,000
Total	\$168,500
% OF TOTAL PL BUDGET: 2.06%	

DRAFT

3.3: Transit Service Management/Planning

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

Scope/Work: The BCDCOG will collaborate with local transit providers to implement objectives outlined in the transit component of the 2040 Long Range Transportation Plan. 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. Develop and assist CARTA and Tri-County Link with Performance Measures and Monitoring Program.
- E. Assist CARTA and Tri-County Link (BCD RTMA) with route planning and other services as needed to support efforts to expand and/or improve fixed routes, demand and paratransit service, related facilities such as park and ride lots, additional express routes, installation of technology, such as but not limited to Automatic Vehicle Locators, park and ride facilities, demand response zones, 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 the development of a fare-payment and trip planning application;
- G. Employ services of an on-call planning firm for assistance with service evaluation as needed;
- H. Collaborate with partners to develop a regional guide/plan for Vehicle Electrification infrastructure to support increasing usage of Electric Vehicles in public and private fleets throughout the region;
- I. Provide project support for implementation of the Transit System Consolidation Feasibility study as needed;
- 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 the adopted Human Service Transportation Coordination Plan through programs funded by FTA Section 5310 funding;
- 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. Implement short term recommendations from the Regional Transit Framework plan for the future expansion of the public transit system;

- O. Implement recommendations from the Regional Park & Ride study to continue 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. Includes 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;
- Q. Provide program management support to the Lowcountry Rapid Transit project, including hiring of program manager and purchase necessary project controls technology to manage CIG grant program for LCRT;
- 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) grant;
- 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. Collaborate with local jurisdictions to implement and maintain transit system stop and shelter infrastructure in accord with Transit and Bus Stop Design Manual to meet system needs and ensure consistency;
- U. Support CARTA and Tri-County Link with planning and implementation of transit infrastructure improvements, such as shelters, benches, signage, lighting, park and rides, etc.;
- V. Continue to refine the split mode module of CHATS' Travel Demand model; work with LCRT project team on development of STOPS model inputs, including updates to the CommunityViz model integrating TOD placetype inputs;
- W. 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;
- X. 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;
- Y. 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;
- Z. Continue work on the Dorchester Road TSP Pilot Program, to plan for and implement Transit Signal Priority technology along the corridor.
- AA. Develop CARTA Downtown Route Restoration Plan and BCDCOG US-52 Bus Rapid Transit (BRT) Corridor Study as part of FTA's American Rescue Plan Route Planning Restoration Program Grant award which is designated to help restore and improve transit service impacted by the COVID-19 pandemic.
- BB. Continue to work on community subarea transit studies such as the Summerville Transit Study & TCL On-Demand Transit Study, to identify solutions, including micro-transit service options, and support implementation of plan recommendations.
- CC. Attend training and conferences on transit planning best practices as available.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this Task area will principally be conducted on an ongoing basis during FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.	Administer FTA 5307, 5339 and 5310 funding as the designated recipient: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
B.	Facilitate processing of the application for distribution of FY2022/2023 FTA5310 funding: <u>June 2022/2023</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>Ongoing</u>	X	X	FHWA (PL)/FTA
E.	Complete purchase and installation of Automatic Vehicle Locators: <u>September 2022</u>	X	X	FHWA (PL)/FTA
E.	Implement TNC Demand Response Zone Pilot: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
H.	Continue/complete development of bus vehicle electrification infrastructure study and plan: <u>June 2022</u>	X	-	Other – See below
I.	Continue activities to combine overlapping agency functions for cost efficiencies that implement the Transit Consolidation Study: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
K.	Facilitate semi-annual meetings of human service providers: <u>July 2021/2022, January 2022/2023</u>	X	X	FHWA (PL)/FTA
N.	Implement Regional Transit Framework Plan recommendations: <u>Ongoing</u>	X	X	Other – See below
O.	Coordinate purchase and development of recommended park and ride facilities: <u>Ongoing</u>	X	X	Other – See below
T.	Coordinate implementation of a systemwide transit stop and shelter design manual: <u>Ongoing</u>	X	-	FHWA (PL)/FTA
W.X.	Implement recommended Transportation Demand Management (TDM) strategies in the I26/I526 Corridors: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
W.	Continue operation of area vanpool program: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
Z.	Continue to develop Dorchester Road Signal Improvement/TSP Pilot Project, to plan for and implement Transit Signal Priority technology along the corridor: <u>October, 2022</u>	-	X	Other – See below
AA.	Develop CARTA Downtown Route Restoration Plan and BCDCOG US-52 Bus Rapid Transit (BRT) Corridor Study: <u>October, 2022</u>	-	X	Other – See below
BB.	Develop Town of Summerville and TCL On-Demand Transit Studies: <u>October, 2022</u>	-	X	FHWA (PL)/FTA
BB.	Support implementation of Town of Mount Pleasant Transit Study recommendations: <u>Ongoing</u>	-	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

<i>Work</i>	<i>Project/Task</i>	<i>Programming in TIP</i>	<i>Proposed Procurement</i>	<i>Schedule</i>	<i>Budget (Fed./Local)</i>	<i>Proposed Funding</i>
N.O.R.	Transit Framework Plan Imp. & Maintenance.	Regional Transit Framework Plan (Imp. & Maintenance)	MPO	FY 2022	\$50,000/\$12,000	Guideshare / STBG
				FY 2023	\$50,000/\$12,000	
H.	Develop Regional Vehicle Electrification Infrastructure Plan	FTA HOPE Discretionary Grant (FY 2020)	Consultant	FY 2022	\$270,000/\$30,000	FTA
O.	Implement recommendations from Regional Park & Ride Study	Regional Park and Ride Development Project	MPO/ Consultant	FY 2023	\$3,500,000	Guideshare / STBG
Z.	Dorchester Rd. Signal Improvement/TSP Pilot Project	Dorchester Rd. Signal Improvement/TSP Pilot Project	MPO/ Consultant	FY 2023	\$350,000	Guideshare / STBG
AA.	CARTA Downtown Route Restoration Plan	FTA ARP Route Planning Restoration Program Grant FY 2021 (CARTA Downtown Route Restoration Plan)	MPO/ Consultant	FY 2023	\$563,800	FTA
AA.	BCDCOG US-52 BRT Corridor Study	FTA ARP Route Planning Restoration Program Grant FY 2021 (BCDCOG US-52 BRT Corridor Study)	MPO/ Consultant	FY 2023	\$650,000	FTA

Funding Sources FY2022

FHWA (PL)/FTA	\$350,000
LOCAL	\$129,500
OTHER	\$3,820,000
Total	\$4,299,500
% OF TOTAL PL BUDGET:	62.83%

Funding Sources FY2023:

FHWA (PL)/FTA	\$125,000
LOCAL	\$43,250
OTHER	\$5,113,800
Total	\$5,282,050
% OF TOTAL PL BUDGET:	64.56%

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;
- B. Assist with facilitating implementation of the bicycle and pedestrian element of the LRTP, including ongoing 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 SC Safe Routes to School program 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 and 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 awards of funding and implementation of complete street projects within the region;
- G. Attend and/or host staff training on latest planning techniques for complete streets and bicycle/pedestrian facilities;

Responsibility: BCD Council of Governments

Work Schedule: The activities in this Task area will principally be conducted on an ongoing basis during FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
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>Ongoing</u>	-	X	FHWA (PL)/FTA
A.-E.	Coordinate with local jurisdictions to identify complete street projects for implementation: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
E.	Work with RFR Steering Committee to implement Complete Streets on the Folly Road Corridor: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
F.	Attend or host training/webinars on planning strategies for achieving complete streets and improved bicycle/pedestrian facilities: <u>Ongoing</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$5,000
LOCAL	\$1,250
OTHER	\$
Total	\$6,250
% OF TOTAL PL BUDGET: 0.09%	

Funding Sources FY2023:

FHWA (PL)/FTA	\$21,484
LOCAL	\$5,371
OTHER	\$
Total	\$26,855
% OF TOTAL PL BUDGET: 2.50%	

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

FY 2022/FY2023

(July 1, 2021 – June 30, 2023)

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

4.1: Plan Review and Development

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

Scope/Work: As BCDCOG implements elements of the 2040 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, WalkBike 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. Employ the LRTP as the guiding policy for transportation initiatives, which informs the TIP;
- D. Coordinate with individual jurisdictions to ensure consistency between other transportation planning efforts in the region and the adopted CHATS LRTP;
- E. Provide assistance, including modeling services, to the member jurisdictions in their individual transportation planning and prioritization processes;
- F. Develop scope of work and program of activities for scheduled update of the LRTP (2045), and perform relevant work where applicable;
- G. Initiate procurement of consultant assistance in development 2045 LRTP update if required;
- H. Institute procedures for establishing and measuring performance planning targets and scenario planning in evaluating projects proposed for inclusion in the TIP;
- I. Coordinate inclusion of goals/targets in the LRTP to meet performance measures established by SCDOT within 6 months of setting;
- J. Coordinate inclusion of system performance report developed and provided by SCDOT as well as other supplemental reporting undertaken by the MPO, in the LRTP;
- K. Identify alternative funding sources for unfunded CHATS projects in the LRTP, including coordination with County Transportation Sales Tax and C-Fund Programs;
- L. 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 FY2022 and FY2023

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.	Agenda, meeting minutes of the Planning Advisory Committee (CHATS Study Team): <u>Ongoing</u>	X	X	FHWA (PL)/FTA
A.B.	Public meeting notices, minutes and materials for major project public input meetings: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
A.-E.	Continue presentation and distribution of materials on the LRTP to the general public: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
A.-E.	Continue review/maintenance of plan and tracking project implementation: <u>Ongoing</u>	X	X	Other – See below
F.	Preparation of schedule for internal staff work feeding the next 2045 LRTP update: <u>January 2022</u>	X	-	Other – See below
G.	Develop a scope of work and procure consultant assistance with the LRTP update if required: <u>December, 2022</u>	-	X	Other – See below
H.	Continue application of adopted performance measures for LRTP projects moving forward to the TIP: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
I.	Inclusion of performance measures/targets established by SCDOT into LRTP: Ongoing (within 6 months of setting)	X	X	FHWA (PL)/FTA
J.	Inclusion of system performance report developed by SCDOT into LRTP: April 2022/2023	X	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

<i>Work</i>	<i>Project/Task</i>	<i>Programming in TIP</i>	<i>Proposed Procurement</i>	<i>Schedule</i>	<i>Budget (Fed./Local)</i>	<i>Proposed Funding</i>
A.-H.	LRTP maintenance/updates	Long Range Plan	MPO	FY 2022	\$100,000/\$25,000	Guideshare /STBG
				FY 2023	\$200,000/\$50,000	

Funding Sources FY2022:

FHWA (PL)/FTA	\$5,000
LOCAL	\$26,250
OTHER	\$100,000
Total	\$131,250
% OF TOTAL PL BUDGET:	1.92%

Funding Sources FY2023:

FHWA (PL)/FTA	\$15,000
LOCAL	\$53,750
OTHER	\$200,000
Total	\$268,750
% OF TOTAL PL BUDGET:	3.28%

4.2: Simulation of Regional Transportation System

Objective: To maintain an in-house macroscopic travel demand forecasting tool as well as microscopic traffic operations analysis tool for the CHATS planning area that provides 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 CHATS 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 to assist with prioritizing and implementing recommendations per FHWA's Travel Demand Improvement Program (TMIP) Peer Review from February 2015;
- D. Continue development of CHATS Travel Demand Model Expansion to cover the entire tri-county limits and incorporate enhancements to the model as relevant and applicable;
- E. Invest in computer equipment, software upgrades, and/or new software to maintain and expand in-house travel forecasting and traffic simulation capabilities, including purchase of microsimulation software;
- F. Regularly review and update information included in both macroscopic and microscopic models;
- G. Provide revised versions of the models to SCDOT as needed and to member governments upon request;
- H. Assist member jurisdictions investigating projects with transportation planning by analyzing the system as requested (see Item 4.1);
- I. 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;
- J. Explore and incorporate specific elements of transit and non-motorized forecasting methodologies from the STOPS model developed for the LCRT project in the regional travel demand model;
- K. Initiate procurement process to secure consultant services to incorporate freight forecasting component in the travel demand model (CHATS TDM Freight Module Development), employing best practices in data collection of existing freight and urban goods movement traffic. Assumes initiating procurement FY 2023 in preparation for project development in FY 2024;
- L. 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;
- M. Coordinate with SCDOT to review and evaluate needs and recommend system improvements to the CHATS Policy Committee;
- N. Attend training to stay current with modeling techniques and strategies.

Responsibility: BCD Council of Governments

Work Schedule: The activities in this Task area will principally be conducted on an ongoing basis during FY2022 and FY2023 as follows.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.C.	Continue to address improvements recommended to the model by the FHWA expert panel in accordance with SCDOT procurement requirements: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
D.	Continue CHATS TDM Expansion, to also include required update to CommunityViz model components: <u>July - December 2022</u>	-	X	Other – See below
E.	Procure micro-simulation software to develop and maintain localized traffic simulation capability in-house: <u>June 2022</u>	X	-	FHWA (PL)/FTA
K.	Identify and procure technical assistance to incorporate a robust freight module (CHATS TDM Freight Module Development) in accordance with SCDOT LPA process: <u>April 2023</u> (initiate procurement FY 2023, with project development in FY 2024)	-	X	Other – See below
H.	Run localized modelling for projects based on requests: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
F.	Update proposed development inputs applied in the CHATS travel demand model to reflect recent development approvals: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
E.	Explore and purchase non-motorist travel data collection and monitoring software: <u>July 2022</u>	-	X	FHWA (PL)/FTA

Summary of Select Tasks/Projects:

<i>Work</i>	<i>Project/Task</i>	<i>Programming in TIP</i>	<i>Proposed Procurement</i>	<i>Schedule</i>	<i>Budget (Fed./Local)</i>	<i>Proposed Funding</i>
D.	CHATS TDM Expansion	Transportation Modeling/Simulation Systems Imp.	Consultant	FY 2022 ²	\$250,000/\$62,500	Guideshare /STBG
	CHATS TDM Expansion (CommunityViz update)		Consultant – City Explained			
K.	CHATS TDM Freight Module Development	Transportation Modeling/Simulation Systems Imp.	Consultant	FY 2023	\$250,000/\$62,500	Guideshare /STBG

Funding Sources FY2022:

FHWA (PL)/FTA	\$150,000
LOCAL	\$100,500
OTHER	\$250,000
Total	\$500,500
% OF TOTAL PL BUDGET: 7.31%	

Funding Sources FY2023:

FHWA (PL)/FTA	\$102,878
LOCAL	\$88,220
OTHER	\$250,000
Total	\$441,098
% OF TOTAL PL BUDGET: 5.39%	

² Funding for CHATS TDM Expansion obligated in FY 2022, with work to continue in FY 2023.

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. Provide assistance to local governments within the CHATS planning area with studies of transportation projects, including land use regulations and development review as requested;
- E. Assemble evaluations of proposed plans, projects, funding, traffic, transportation needs and alternatives, and land use/growth patterns as reports, presentations, or graphics;
- F. Utilize assistance of previously approved on-call consultants and/or other professional consulting services as needed and procured in accord with state/federal requirements;
- G. 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;
- H. 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;
- I. Continue coordination with Berkeley County, City of Goose Creek and Town of Moncks Corner to develop US52 Corridor Study and implement corridor study recommendations for land uses and transportation improvements along US52;
- J. Coordinate with jurisdictions on implementation of projects identified in the ReThink Folly Road plan;
- K. Coordinate Phase II (Implementation) of the Joint Land Use Study in cooperation with Joint Base Charleston and Community Resilience/Recovery planning to ensure the community transportation systems are prepared for a disruption (natural or man-made);
- L. Coordinate with the Charleston Resiliency Network and 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 ongoing basis during both FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.C.	Evaluate specific special areas or project proposals as requested to identify potential solutions: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
C.D.E.H.	Coordinate with municipalities on implementation of special area plans: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
E.	Develop implementation matrices and performance measures for recently approved special area plans: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
G.H.	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>Ongoing</u>	X	X	FHWA (PL)/FTA
I.	Continue/complete development of US52 Corridor Study: <u>July 2022</u>	-	X	FHWA (PL)/FTA
I.	Coordinate with Berkeley County, City of Goose Creek and Town of Moncks Corner on implementation of recommendations of the US52 Corridor Study: <u>July 2022 – June 2023</u>	-	X	FHWA (PL)/FTA
J.	Coordinate implementation of ReThink Folly Phase 1 multi-use path: <u>September 2022</u>	-	X	FHWA (PL)/FTA
J.	Assist/participate in collaborative efforts of jurisdictions to construct/implement improvements recommended in the ReThink Folly Complete Streets Plan: <u>Ongoing</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$25,000
LOCAL	\$6,250
OTHER	\$
Total	\$31,250
% OF TOTAL PL BUDGET:	0.46%

Funding Sources FY2023:

FHWA (PL)/FTA	\$4,000
LOCAL	\$1,000
OTHER	\$
Total	\$5,000
% OF TOTAL PL BUDGET:	0.06%

4.4: Regional Land Use Planning

Objective: To increase public awareness and implement the shared vision of the tri-county region in 2040, 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 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. Coordinate a collaborative Regional Plan Blueprint update with all jurisdictions and the public;
- 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 CommunityViz GIS extension/model;
- E. Refine integration of land use data from the Vision Plan 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. Purchase necessary software, software upgrades, or equipment to enhance modeling capabilities, included CommunityViz updates, needed to incorporate data from the regional land use process;
- H. 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 ongoing basis during FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.C.D.	Compile agendas of meetings where the regional plan is presented and/or discussed: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
B.C.	Initiate and coordinate a collaborative evaluation and update of the adopted regional plan/blueprint: <u>April 2023</u>	-	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>Ongoing</u>	X	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$37,313
LOCAL	\$9,328
OTHER	\$
Total	\$46,641
% OF TOTAL PL BUDGET: .68%	

Funding Sources FY2023:

FHWA (PL)/FTA	\$30,000
LOCAL	\$7,500
OTHER	\$
Total	\$37,500
% OF TOTAL PL BUDGET: 0.46%	

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

FY2022/FY2023

(July 1, 2021 – June 30, 2023)

- 5.0 PUBLIC PARTICIPATION
- 5.1 PUBLIC PARTICIPATION/EDUCATION/INVOLVEMENT

5.1: Public Participation/Education/Involvement

Objective: To continue active citizen education, participation and nontraditional 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 Public Participation Plan (PPP), including the Title VI and Limited English Proficiency Plan. 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 nontraditional 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. Increase the use of technology through the purchase of software platforms 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 ongoing basis during FY2022 and FY2023.

Schedule of Products FY2022/2023:

<i>Work</i>	<i>Products</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>Proposed Funding</i>
A.B.	Copies of agendas and meeting notices: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
B.C.D.E.F.	Copies of BCDCOG media outreach: <u>Monthly</u>	X	X	FHWA (PL)/FTA
G.H.I.	Copies of meeting sign in sheets and public feedback: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
I.O.	Procure software and equipment to facilitate engagement, document and track public participation at meetings: <u>June 2023</u>	-	X	FHWA (PL)/FTA
A.J.K.	Retain files of presentations given to outside organizations: <u>Ongoing</u>	X	X	FHWA (PL)/FTA
L.M.N.	Annual report on effectiveness of various public participation techniques employed: <u>March 2023</u>	-	X	FHWA (PL)/FTA

Funding Sources FY2022:

FHWA (PL)/FTA	\$135,000
LOCAL	\$33,750
OTHER	\$
Total	\$168,750
% OF TOTAL PL BUDGET:	2.47%

Funding Sources FY2023:

FHWA (PL)/FTA	\$20,000
LOCAL	\$5,000
OTHER	\$
Total	\$25,000
% OF TOTAL PL BUDGET:	0.31%

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

FY 2022/FY2023

(July 1, 2021 – June 30, 2023)

GLOSSARY OF TERMS

Transportation Glossary

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.

FAST ACT- The (Pub. L. No. 114-94), signed into law on December 4, 2015 to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains the focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to

streamline project delivery and provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are moving forward with critical transportation projects.

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.

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 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.

Urbanized 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.

CHATS Unified Planning Work Program
Fiscal Year 2023 Funding Sources Table

TASK CODE	TASK DESCRIPTION	Consolidated Planning Grant			ADDITIONAL FUNDS					TASK FUNDING SUMMARY			
		Transit / Highway			Local	SCDOT	FHWA	FTA	SCDOT	LOCAL	STATE	FEDERAL	TOTAL
		Local 20%	SCDOT 20%	FHWA 80%	Local 20%	SCDOT 20%	FHWA 80%	FTA 80%	SCDOT 100%				
Section 1	Program Administration	\$ 90,750	\$ -	\$ 363,000	\$0	\$0	\$0			\$ 90,750	\$ -	\$ 363,000	\$ 453,750
1.1	Admin. & Program Management	50,000		200,000						50,000	-	200,000	250,000
1.2	TIP Development	1,750		7,000						1,750	-	7,000	8,750
1.3	Transportation Alternatives Program	1,500		6,000						1,500	-	6,000	7,500
1.4	Technical Assistance	37,500		150,000						37,500	-	150,000	187,500
Section 2	Surveillance / Data Collection	\$ 24,500	\$ -	\$ 98,000	\$215,000			\$860,000		\$ 239,500	\$ -	\$ 958,000	\$ 1,197,500
2.1	Land Use / Socioeconomic Data	17,500		70,000	\$215,000			\$860,000		232,500	-	930,000	1,162,500
2.2	Transportation System Surveillance	3,000		12,000						3,000	-	12,000	15,000
2.3	Census Cooperation	2,500		10,000						2,500	-	10,000	12,500
2.4	Air Quality Monitoring	1,500		6,000						1,500	-	6,000	7,500
Section 3	Congestion Management	\$56,621	\$0	\$226,484	\$81,000	\$0	\$4,175,000	\$1,213,800		\$137,621	\$0	\$5,615,284	\$ 5,752,905
3.1	Congestion Management Process	12,500		50,000	\$43,000		170,000			55,500	\$0	220,000	275,500
3.2	Intermodal Management	7,500		30,000	\$26,000		105,000			33,500	\$0	135,000	168,500
3.3	Public Transit Management / Planning	31,250		125,000	\$12,000		\$3,900,000	\$1,213,800		43,250	\$0	5,238,800	5,282,050
3.4	Complete Streets	5,371		21,484						5,371	\$0	21,484	26,855
Section 4	Long Range Transportation Planning	\$37,970	\$0	\$151,878	\$112,500	\$0	\$450,000		\$0	\$150,470	\$0	\$601,878	\$752,348
4.1	Plan Review & Development	3,750		15,000	\$50,000		200,000			53,750	\$0	215,000	268,750
4.2	Simulation of Transportation System	25,720		102,878	\$62,500		250,000			88,220	\$0	352,878	441,098
4.3	Special Studies / Project Analysis	1,000		4,000						1,000	\$0	4,000	5,000
4.4	Regional Land Use Plan	7,500		30,000						7,500	\$0	30,000	37,500
Section 5	Public Participation	\$5,000	\$0	\$20,000						\$5,000	\$0	\$20,000	\$ 25,000
5.1	Public Participation/Education/Involvement	5,000		20,000						5,000	\$0	20,000	25,000
	Management & Operations												
TOTALS		\$214,841	\$0	\$859,362	\$408,500	\$0	\$4,625,000	\$2,073,800		\$623,341	\$0	\$7,558,162	\$8,181,503

FY23 Project Timelines**															CHATS Unified Planning Work Program	
Task	Ongoing from FY2021	July-22	August	September	October	November	December	Jan-23	February	March	April	May	June	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 FY24-25 UPWP update	X	Policy Committee Meeting Adoption FY24-25 UPWP Update	X	X	Continuous Annual list of obligated projects: January 2023 FY2024-25 UPWP Update/Adoption: February/April 2023	PL Quarterly Report	
1.2 TIP Development and Maintenance		X	X	X	X	X	X	Projects Status Report to Policy Committee	X	X	X	X	X	Continuous Annual Status Reports to Policy Committee	PL Quarterly Report	
1.3 Transportation Alternatives Program		X	X	X	X	Initiate process/ schedule for accepting funding requests		Annual Status Report	X	X	X	X	X	Continuous Initiate and conduct process for next round of project funding Annual Progress Report: January 2023	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	Initiate LCRT TOD Study Phase 2	X	X	X	X	Meet with Jurisdictions for updates on approved land developments			X	X	X	Presentations on request Prepare model TOD guidelines and ordinance: Ongoing with LCRT Initiate LCRT TOD Planning Study Phase 2 - August 2022 Meet with jurisdictions to update development projections: January/March 2023	PL Quarterly Report	
2.2 System Surveillance		X	X	X	X	X	X	X	X	X	Prepare and publish updated Traffic Count Maps (based on 2021 data from SCDOT)		X	Continuous Issue Report on average commuting costs: March/April 2023 Prepare and deliver Traffic Count Maps: April 2023	PL Quarterly Report	
2.3 Census Cooperation		Update MPO planning boundaries	X	X	X	X	X	Publish updated community profiles			X	X	X	Continuous Update MPO Planning Boundaries: July-August 2022 (Pending release US Census urbanized area) Publish updated community profiles for all three counties: January 2023	PL Quarterly Report	
2.4 Air Quality Monitoring		X	Quarterly meeting		X	Quarterly meeting	X	X	Quarterly meeting		X	Quarterly meeting	X	Continuous Quarterly meetings coordinated with DHEC	PL Quarterly Report	
3.1 Congestion/Travel Demand Management		Implement I-526/I-26 TDM Strategies as outlined in work plan Establish baseline data for monitoring performance of TDM initiatives													Continuous	PL Quarterly Report
- BRT Project Development		Continue engineering phase of Lowcountry Rapid Transit under FTA's CIG Program													Initiate Engineering Phase of LCRT in the FTA's CIG Program: April 2022	PL Quarterly Reports Technical Memos
- Comprehensive Review of Congestion Management Plan		Maintain and Monitor effectiveness of strategies in CMP													Ongoing to prepare for next update	PL Quarterly Report, Technical Memo
- Transit Enhancements		Continue coordination to implement transit system consolidation Implement recommendations of regional Park and Ride plan													Ongoing coordination to implement recommended Park and Ride improvements and transit system consolidation Ongoing coordination to implement transit system consolidation	PL Quarterly Reports Documentation of Board actions
- Regional ITS Plan Development		Prepare Regional ITS Architecture Plan													Coordinate development of Regional ITS Architecture plan	PL Quarterly Reports Documentation of Board actions
3.2 Intermodal Management		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Report	
- Maintenance and Implementation of Freight Mobility Plan		X	X	X	X	X	X	X	X	X	X	X	X	Adoption of regional freight mobility plan: June 2021 Subsequent implementation: Continuous	PL Quarterly Report, Draft document	
- Regional Bike/Pedestrian Plan Update		Coordinate with local jurisdictions, SCDOT, Safety and Enhancement Committees on implementation of regional master bike/ped plan													Ongoing	PL Quarterly Report
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		Process FFY20 5310 Funding Allocations in TRAMS Facilitate application process for FFY22 5310 funding			Prepare contractual agreements with FFY21 subrecipients			X	X	X	X	X	X	Ongoing	PL Quarterly Report, Study document	
- Coordinate with regional Human Service Providers		Semi-annual meeting	X	X	X	X	X	Semi-annual meeting	X	X	X	X	X	Ongoing with semi-annual meetings	PL Quarterly Reports	
- Coordinate implementation of Regional Transit Framework Plan		X	X	X	X	X	X	X	X	X	X	X	X	Implementation Ongoing	PL Quarterly Reports	
- Demand Response Services		Transition Demand Response Zone Pilot to more permanent service													Transition Pilot to Permanent: July 2022	
- Develop community/subarea transit planning studies		Develop community subarea transit plans to explore local transit solutions including on-demand or demand-response service options													Develop subarea/community transit plans (Summerville, TCL, as requested): July 2022-June 2023	PL Quarterly Reports
- Coordinate development and implementation of recommended park and ride facilities		X	X	X	X	X	X	X	X	X	X	X	X	Ongoing	PL Quarterly Reports	
3.4 Complete Streets		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Reports	
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 Continue work related with 5-year update: July 2022-June 2023	PL Quarterly Reports	
4.2 Simulation/Network Modeling of Transportation System		Continue work associated with the CHATS TDM Expansion							X	X	X	X	Evaluate options/methodology for developing an enhanced freight modeling module		Continuous Establish micro-simulation modeling capabilities: June 2022 Continue development of CHATS Travel Demand Model Expansion (Initiated 2022): December 2022 Identify freight module needs: April 2023	PL Quarterly Report
4.3 Special Studies (Implementation)		X	X	X	X	X	X	X	X	X	X	X	X	Continuous	PL Quarterly Report, Published Plan	
- Coordinate development of US 52 Corridor Management Plan		Continue development, adopt and initiate implementation of the US52 Corridor Plan									X	X	X	Facilitate public process to develop Corridor Management Plan: Ongoing	PL Quarterly Reports	
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	Initiate update of adopted regional plan (OROP)		X	Continuous Initiate assessment/update of Regional Plan: April 2023	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	

**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.