

THE BERKELEY CHARLESTON DORCHESTER COUNCIL OF GOVERNMENTS

The Berkeley-Charleston-Dorchester Council of Governments
announces its consideration of amendments to the following document for public review:

BCD 2040 RURAL LONG-RANGE TRANSPORTATION PLAN (RLRTP)

This document is available for public review and comment
from **February 7, 2022 to February 28, 2022**

Monday-Friday between the hours of **9:00 am to 5:00 pm**
at the

Berkeley-Charleston-Dorchester Council of Governments
5790 Casper Padgett Way, North Charleston, SC
843-529-0400

Or at <http://www.bcdcog.com>

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2040 RURAL LRTP



2040 BCD RURAL LONG-RANGE TRANSPORTATION PLAN
DRAFT AMENDMENT #4

Draft Amendment: February 28, 2022

Amendment #4 – BCD 2040 RL RTP (Highway and Transit Safety Performance Targets)

Federal regulations through the FAST Act, require state departments of transportation to establish and report annual safety performance targets. Per federal rules and SCDOT Planning Procedure Agreement PL-2017-01, MPOs and COGs are also required to formally adopt either the State's safety targets or evaluate and set regionally specific targets for highways. As such, the BCD COG is amending the BCD 2040 Rural Long-Range Transportation Plan (LRTP) to include the annual safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2022 performance period.

Recipients of public transit funds, are also federally required to establish annual transit related safety targets and report on the agencies' progress toward achieving set targets. Public transportation providers are further directed to share such information with MPOs/COGs and states so all plans and performance reports are coordinated. TriCounty Link (TCL), the region's rural transit service provider, has and will continue to share this data with the BCDCOG to facilitate its performance-based planning process. The BCDCOG is amending the 2040 RL RTP to include the transit safety performance measures and annual targets set and reported by TCL for the 2022 performance period.

PERFORMANCE MEASURES AND TARGETS –

Highway Performance

Through the federal rule-making process, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following table describes the national goal areas, performance areas, and measures associated with Highway Performance.

Table 1: National Goal Areas and Performance Measures (Highways)

National Goal Area	Performance Area	Performance Measures
Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Injuries and Fatalities	<ul style="list-style-type: none"> - Number of Fatalities - Fatality rate (per 100 million VMT) - Number of serious injuries - Serious injury rate (per 100 million VMT) - Number of non-motorized fatalities and non-motorized serious injuries
Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.	Pavement Condition	<ul style="list-style-type: none"> - Percent of pavements on the Interstate System in Good Condition - Percent of pavements on the Interstate System in Poor Condition - Percent of pavements on the non-Interstate System in Good Condition - Percent of pavements on the non-Interstate System in Poor Condition
	Bridge Condition	<ul style="list-style-type: none"> - Percent of NHS bridges classified as in Good Condition - Percent of NHS bridges classified as in Poor Condition
System Reliability: To improve the efficiency of the surface transportation system.	Performance of the National Highway System	<ul style="list-style-type: none"> - Percent of person miles traveled on the Interstate System that are reliable - Percent of person miles traveled on the non-Interstate NHS that are reliable
Freight Movement and Economic Vitality: To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Freight Movement on the Interstate System	<ul style="list-style-type: none"> - Truck Travel Time Reliability
Congestion Reduction: To achieve a significant reduction in congestion on the Nation Highway System.	Traffic Congestion	<ul style="list-style-type: none"> - Annual hours of peak-hour excessive delay per capita - Percent of non-single-occupant vehicle traffic
Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.	On-Road Mobile Source Emissions*	<ul style="list-style-type: none"> - Total emissions reduction*

Note - * This measure only applies to non-attainment or maintenance areas over a prescribed population threshold. This measure does not apply to the BCD planning area

Highway Safety

For the 2022 performance period, the BCDCOG accepts and supports the State of South Carolina's DOT safety targets for all five highway safety performance measures presented in Table 2.

Table 2: SCDOT and BCD Rural Planning Area Safety Measures Baselines (2016-20) and Safety Performance Targets (2022)

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2016-2020) Average	1,023	1.84	2,877.2	5.16	440.8
State Targets (2018-2022) Approved	1,061	1.82	2,850	4.89	500
BCD Baseline (2016-2020) Average	40.6	2.28	79.2	4.45	11.6

Note - *Rate per 100 million vehicle miles traveled

This means BCDCOG will:

- Address areas of concern for fatalities or serious injuries within the rural planning area through coordination with SCDOT and incorporation of safety considerations on all projects;
- Integrate safety goals, objectives, performance measures, and targets into the planning process; and
- Include the anticipated effect toward achieving the targets noted above within the RTIP, effectively linking investment priorities to safety target achievement.

Transit Performance

Recipients and sub-recipients of public transit funds—which can include states, local authorities, and public transportation operators—are required to establish performance targets for safety annually and report on their progress toward achieving set targets. Public transportation operators are directed to share information with MPOs/COGs and states so that all plans and performance reports are coordinated. Table 3 identifies performance measures outlined in the National Public Safety Transportation Plan, released by the Federal Transit Administration (FTA), and in the final rule for transit asset management.

Table 3: National Goal Areas and Performance Measures (Transit)

National Goal Area	Transit Performance Area or Asset Category	Performance Measures
Safety	Fatalities	Total number of reportable fatalities and rate per total vehicle revenue miles by mode
	Injuries	Total number of reportable injuries and rate per total vehicle revenue miles by mode
	Safety Events	Total number of reportable events and rate per total vehicle revenue miles by mode
	System Reliability	Mean distance between major mechanical failures by mode
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Equipment	Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
	Rolling Stock	Percent of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Facilities	Percent of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirement Model scale

Transit Safety

The region's rural transit provider, TriCounty Link (TCL), as required by the federal Public Transportation Agency Safety Plan (PTASP) final rule effective June 19, 2019, has developed a PTASP including processes and procedures implementing a Safety Management Systems (SMS) for the local transit agency. The BCDCOG Board of Directors certified TCL's Safety Plan, and adopted its annual Plan update on August 23, 2021. Included in Table 4 below are the agency's initial targets and summary of performance for the 2021 period, and the targets set for the 2022 performance period. The agency will report on progress and update targets on an annual basis, and coordinate with the BCDCOG to ensure that the goals, objectives, measures and targets set in the PTASP are integrated into the COG's planning processes.

Table 4: TCL Transit Safety Performance (2021) and Safety Targets (2022)

Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Injuries (Total)	Injuries Rate*	Safety Events (Total)	Safety Events Rate*	System Reliability**
All Bus Service (2019 Baseline)	0	0	5	5.35	10	10.7	25,000
All Bus Service (2021 Target)	0	0	5	5.0	10	10	18,000
All Bus Service (2021 Actual/Performance)	0	0	2	4.1	8	16.5	92,432
All Bus Service (2022 Targets)	0	0	5	5.4	10	10.7	25,000

Note - *Rate per 1,000,000 passenger trips; **Average distance between major mechanical failures

For the 2022 performance period the BCDCOG accepts and supports the safety performance targets set in the TriCounty Link PTASP. The COG will continue to work with TCL to achieve these targets.

DRAFT

APPENDIX A: ADOPTION AND APPROVAL RESOLUTION

APPENDIX B: FAST Act Safety 2018-2022 Performance Targets (SCDOT Memo)

DRAFT

MEMORANDUM

TO: MPO and COG Directors

FROM: Machael M. Peterson, Director of Planning *map*

DATE: September 9, 2021

RE: FAST Act Safety 2018-22 Performance Targets

Federal regulations require state departments of transportations (DOTs) to establish and report annual safety performance targets by August 31st of each year. MPOs are required to either adopt and support their DOT's statewide safety targets or set their own safety targets specific to their areas. The South Carolina Department of Transportation (SCDOT) established its first set of safety targets on August 31, 2017. Per the Planning Procedure Agreement, PL-2017-01, herewith attached, requires the same compliance by COGs beginning with the fiscal year 2019 establishment of targets.

Annual targets are expressed as five-year rolling averages. SCDOT, in coordination with the South Carolina Department of Public Safety, has established statewide targets for the number of fatalities, number of serious injuries, and rate of fatalities. In addition, SCDOT established statewide targets for the rate of serious injuries and the number of non-motorized fatalities and serious injuries. The following table outlines South Carolina's 2018-22 Statewide Safety Targets.

SOUTH CAROLINA

Performance Measure	2018-2022 Targets
Number of Fatalities	1061.0
Fatality Rate	1.820
Number of Serious Injuries	2,850.0
Serious Injury Rate	4.892
Number of Non-motorized Fatalities and Serious Injuries	500.0



Per federal rules and PL-2017-01, MPOs and COGs shall have their Policy Committees formally adopt and set either the State's or their own safety targets through the Long Range Transportation Plan amendment and provide SCDOT a letter confirming such action with the date of approval by **February 27, 2022**.

The SCDOT Offices of Planning and Traffic Engineering Safety are available to assist our MPO and COG partners with any questions you may have with the five safety performance measures.

Enclosure: PL-2017-01
cc: Emily Lawton, Federal Highway Administration Division Administrator



South Carolina Department of Transportation

Planning Procedure Agreement

Agreement Number: PL- 2017-01 **Effective:** August 31, 2017

Subject: Coordination of Safety Data and Target Setting for Metropolitan Planning Organizations (MPOs) and Council of Governments (COGs) to address FAST Act compliance

Purpose: Define the Initial Coordination Process between the South Carolina Department of Transportation (SCDOT) and MPOs and COGs to Facilitate Initial Safety Target Setting for the Five Prescribed FAST Act Performance Measures.

Primary Department: Planning

Roles, Responsibilities, and Deliverables:

The FAST Act and subsequent federal rulemaking established five performance measures related to Safety. The measures are:

- Number of fatalities;
- Number of serious injuries;
- Rate of fatalities per 100 million vehicle miles traveled;
- Rate of serious injuries per 100 million vehicle miles traveled; and
- Number of non-motorized fatalities and serious injuries.

Federal regulations require state departments of transportation (DOTs) to establish and report annual targets related to each of these five performance measures by August 31 of each year. MPOs are required to either adopt and support their DOT's statewide targets or set their own targets specific to their areas. Annual targets will be expressed as five-year rolling averages and be compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due.

SCDOT, in coordination with the South Carolina Department of Public Safety, have established statewide targets for the first three performance measures (number of fatalities, number of serious injuries, and rate of fatalities). SCDOT will also establish statewide targets for the rate of serious injuries and number of non-motorized fatalities and serious injuries annually by August 31.

In preparation for the initial safety target setting effort with targets due August 31, 2017, consultation between SCDOT and MPOs occurred via quarterly webinars to review federal rule making requirements, a staff presentation to the MPO and COG Working Group chartered to assist with implementation of performance management, and a subsequent meeting with all MPO and COG partners to review the proposed process procedure agreement.

For the initial target-setting period of calendar year 2018, SCDOT recommends MPOs adopt and support SCDOT's statewide targets.



In the future as part of the target setting process, SCDOT will:

- Inform MPOs of the five performance measure targets established for the state each year by June 30 of each year.
- Provide the number of fatalities, number of serious injuries, vehicle miles traveled, and number of non-motorized fatalities and serious injuries for the five-year base period within the respective MPO boundaries to MPOs by June 30 of each year.
- If requested, provide target setting guidance to MPOs should they decide to establish their own targets for one or more of the five performance measures.

MPOs will:

- By February 27 of each year, have their Policy Committees formally adopt the five Safety targets through Long Range Transportation Plan amendment; and
- By February 27 of each year, provide SCDOT a letter confirming action by their Policy Committee and the date of approval.

COGs will:

- Be required to comply with the same requirements of MPOs beginning fiscal year 2019.

At the request of an MPO, SCDOT will:

- Provide Safety target adoption language for the MPO to incorporate into its Long Range Transportation Plan; and
- Provide staff support during the Policy Committee meeting to assist with presenting the adoption of Safety targets.

Submitted by:

Mark Pleasant, AICP

Director of Planning

Approved by:

James J. Fedra, Jr., P.E.

Deputy Secretary for
Planning

Intermodal

MPO/COG Concurrence:

MPO/COG Director



APPENDIX C: TriCounty Link Public Transportation Agency Safety Plan (PTASP) 2022 Performance Targets

DRAFT

MEMORANDUM

TO: Sarah Cox, Transportation Planner, BCDCOG / CHATS MPO
 FROM: Jeffrey Burns, Grants and Contracts Compliance Administrator
 DATE: October 5, 2021
 SUBJECT: Public Transportation Agency Safety Plan Performance Targets
 CC: Kathryn Basha, Planning Director, BCDCOG / CHATS MPO; file

The Public Transportation Agency Safety Plan (PTASP) final rule was issued on June 19, 2018. The issuance of this final rule serves as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule, which defined the four performance measures for which transit agencies and MPOs have to set targets. The PTASP final rule has an effective date of July 19, 2019, and applies to transit agencies that are recipients and sub-recipients of FTA Section 5307 funding. Applicable transit operators are required to develop a PTASP including processes and procedures implementing a Safety Management Systems (SMS). The Board of Directors adopted its annual Safety Plan certification on August 23, 2021. Included below are the 2022 targets for the four safety measures as adopted, which will be updated annually hereafter.

FTA's PTASP regulation, 49 CFR Part 673, requires the state or transit agency that drafted the Agency Safety Plan to make its safety performance targets available to states and MPOs to aid in the planning process and to coordinate with states and MPOs in the selection of state and MPO safety performance targets. The MPO is responsible for integrating performance measures from PTASP into their planning processes in accordance with 23 CFR §450.306(d)(4) that states "an MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other state transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program..." The regulation lists nine plans that are among those the MPO must integrate into its planning process (23 CFR § 450.306(d)(4)(i)-(viii)), of which the PTASP is one of them.

2022 Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
All Bus Services	0	0/100,000 passenger trips	5	5.4/100,000 passenger trips	10	10.7/100,000 passenger trips	Ave. Distance between 25,000 miles

2021 Safety Performance								
	Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
Target	All Bus Services	0	0/100,000 passenger trips	5	5.0/100,000 passenger trips	10	10/100,000 passenger trips	Ave. Distance between 18,000 miles
Actual	All Bus Services	0	0/100,000 passenger trips	2	4.1/100,000 passenger trips	8	16.5/100,000 passenger trips	Ave. Distance between 92,432 miles

TriCounty Link established the goal to make transit safer for all customers, employees, and the local community through policy development, hazard investigation, data collection, risk analysis, effective oversight programs, and information sharing. Staff will continue to work toward improving processes to ensure the safety of its customers, employees, and the public with the goal of exceeding the performance measures established in the PTASP. TriCounty Link aims to support a robust safety culture, and achieve the highest level of safety performance, meeting all established safety standards with a commitment to safety from the Board of Directors, to the executive leadership team to the frontline employee.

Please feel free to contact me with any questions or for further information. We appreciate the coordinated effort with our member jurisdictions, the CHATS MPO, and SCDOT to improve safety for transit access and transit facilities.