
Unified Planning Work Program Charleston Area Transportation Study (CHATS)



Adopted April 29, 2011

**Fiscal Year
2011-2012**

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**RESOLUTION CERTIFYING THE
CHARLESTON AREA TRANSPORTATION STUDY'S TRANSPORTATION
PLANNING PROCESS FOR FY 2011-2012**

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 2030 Long Range Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2035, 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 on this the 17th day of May, 2011.



Councilman Larry Hargett
Chair, CHATS Policy Committee



Ronald Mitchum
Executive Director, Berkeley-Charleston-Dorchester Council of Governments

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, promulgated in 1968, was to determine future highway needs and the delineation of a street 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 the broadening of the scope of CHATS to include planning for transit, bicycle, and pedestrian facilities as well as highways, and coordination with aviation and port agencies in the Charleston area.

CHATS is the responsibility of four agencies operating at different levels of government. The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) is responsible for providing local technical staff assistance. State participation is provided by the South Carolina Department of Transportation (SCDOT) and oversight of the entire CHATS process is provided by the Federal Highway Administration (FHWA) in cooperation with the Federal Transit Administration (FTA).

The purpose of this work program is to outline all planning activities to be undertaken in connection with CHATS through fiscal year 2011-2012. The program is a joint effort of the BCDCOG, SCDOT, and the local governments within the CHATS Study Area. Coordination has been maintained with the SC State Ports Authority, the Charleston County Aviation Authority, the transit operators, and the local governments in the CHATS area. Through this process it is hoped that a regionalized coordinated effort can effectuate a safety, efficient transportation system for the citizens, visitors, and the movement of goods in the region.

ORGANIZATION AND MANAGEMENT

The CHATS Study Area encompasses portions of Berkeley, Charleston, and Dorchester counties. The boundaries conform to guidelines issued by FHWA and FTA establishing area transportation study boundaries. Generally speaking, the CHATS area encompasses the urbanized portions of the three counties and that area expected to be urbanized by the year 2030. Within the CHATS area there are fifteen separate municipalities, three county governments, and a population exceeding 640,000 persons.

The BCDCOG was designated as the Metropolitan Planning Organization (MPO) for the Charleston area in 1977. A Policy Committee was established to oversee the activities of the MPO and is responsible for all local decisions pertaining to the CHATS Program. Elected and appointed officials from all local governments and each mode of transportation are represented on the 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.

SAFETEA-LU Planning Factors

SAFETEA-LU emphasizes eight broad focal points:

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.* The CHATS MPO will coordinate transportation projects with local governments and agencies to improve the MPO region's global competitiveness. This will be achieved by promoting transportation corridors that improve access to the region, thus enhancing the flow of goods and services to the global market. A prime example of this is the cooperation between CHATS, SCDOT, and the South Carolina Ports Authority on the port expansion, the extension of I-526, and addressing traffic congestion on I-26.
2. *Increase the safety of the transportation system for motorized and non-motorized users.* CHATS will encourage projects that include enhanced safety features for transportation in the

region. The safety measures to be included are 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.* Current initiatives include the integration of transportation plans with emergency response plans and implementing technology to secure the transportation infrastructure. Coordinated planning efforts will enhance safety to residents and provide options during an emergency. For roadway security, Intelligent Transportation Systems and signal system upgrades are being planned to aid in security.

4. *Increase the accessibility and mobility of people and for freight.* The CHATS MPO will work with all local governments in the region to update the Transportation Improvement Program (TIP). Travel demand modeling will be used as a tool to analyze the current highway network and projected future network demand. Additionally, mobility of people and freight movement will 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 will monitor the highway network and implement the projects identified in the Congestion Management Plan. The CHATS MPO will work with state and local governments and agencies to coordinate transportation projects in a consistent and environmentally sound manner.

6. *Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.* The CHATS MPO will coordinate activities by examining the integration of transportation systems for the region. To address this issue, the CHATS MPO will be administering the implementation of a human services transportation coordination plan, service coordination between the urban and rural transit systems, and conducting an alternatives analysis to determine the Locally Preferred Alternative for a fixed guideway transit service. . Transportation projects will also be designed to enhance the interface between modes through programs such as Complete Streets, Travel Demand Management, facility enhancement programs, and land use planning.

7. *Promote efficient system management and operation.* The CHATS MPO will work with SCDOT on funding system improvements that promote efficient operations. Intelligent Transportation Systems projects are a focus to accomplish this, 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 examine the existing transportation system before making recommendations for improvements. To facilitate this, the MPO will continue to employ its GIS based information system and travel demand model for the region.

Planning Work Program Tasks Addressing the SAFETEA-LU Planning Factors

	Section 1.0	Section 2.0	Section 3.0	Section 4.0	Section 5.0
Economic Vitality	✓			✓	
System Safety	✓		✓		✓
System Security	✓		✓		✓
Accessibility & Mobility	✓		✓	✓	
Enhance Environment	✓	✓		✓	✓
Integration & Connectivity			✓	✓	
System Mgmt. & Operations		✓	✓		✓
System Preservation	✓			✓	

SECTION 1.0: PROGRAM ADMINISTRATION

The large number of local governments (17), many different special purpose agencies, and interest groups involved in CHATS, make administration a significant factor in the coordinated planning process. The BCDCOG and the SCDOT must collect and disseminate data from all members and agencies during the planning process. This section of the work program is designed to address those tasks, which are necessary to administer and coordinate the CHATS MPO planning and programming process.

The work plan will proceed in compliance with regulations in accordance with the Safe Accountable Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005.

Section 1.0 Deliverables

- CHATS meetings
- CHATS committee meetings
- Meeting documentation
- Transportation Improvement Program
- Financial statements
- Transpo. Enhancement project assistance
- Triennial competitive award process for Enhancement projects
- Technical assistance to member governments
- Regional land use planning
- Coordination of regional planning
- Unified Planning Work Program
- Quarterly Reporting
- Annual Listing of Obligated Projects
- Program coordination with SCDOT, FHWA, and FTA
- Assistance in Comp. land use plan updates
- Transportation / land use scenario planning
- Implement programs that link transportation and land use planning

ITEM 1.1: CHATS ADMINISTRATION AND MANAGEMENT

Item 1.1 Objective:
To coordinate and provide administrative and management services for the CHATS Policy Committee and its various advisory committees and subcommittees.

Previous Work

The administrative and management responsibilities pertaining to the CHATS committees have been performed by staff from the BCDCOG and the SCDOT. In 2007, the MPO hosted the FHWA/FTA certification committee for review of the CHATS planning process. The committee affirmed that the planning process was being carried out in accordance with Federal requirements and complimented CHATS on its efforts.

Methodology

The BCDCOG and the SCDOT will continue to provide staff to perform the functions and coordinate the meetings of the CHATS Policy Committee, Study Team, Special/Standing Advisory Committees, Citizen Advisory Committees, and any subcommittees. Further, BCDCOG staff will coordinate with the local option transportation sales tax programs to implement regional transportation projects. Due to the flexibility of funding, emphasis on multi-modal systems, new programs under the enabling legislation, SAFETEA-LU, and the continuous pursuit to enhance the transportation planning process of CHATS, various duties and responsibilities are required of the MPO staff. These tasks include making arrangements for meetings, preparation of agendas, research, provision of requested documents, and composition and distribution of minutes, as well as preparation of required documents to carry out the planning process and report results while serving as staff for the CHATS Policy Committee and various support committees. Other functions of the BCDCOG staff included in this item are: liaison with such organizations as the State Infrastructure Bank; the SC State Ports Authority; Local Transportation

Providers; Trucking and Rail Representatives; the Charleston Aviation Authority; SC Coastal Conservation League and other Interest Groups; Bicycle/Pedestrian Committees, as well as the business community, with special emphasis to involve non-traditional participants. Travel and training related to CHATS programs and current trends in transportation planning methods (including travel and lodging expenses, registration, purchase of publications and other related expenses) are included in this item. In addition, computer software and hardware may be necessary and are included as part of this item. The BCDCOG will also draft, as a part of this task, the yearly update of the Unified Planning Work Program (UPWP) and the annual listing of obligated projects.

Product

This task is to facilitate the effective and efficient operation of the CHATS planning process. It should result in improved attendance, more enlightened discussion, and better decision-making at the meetings. Documentation of the process and required documents such as the Unified Planning Work Program, any other documents to verify planning and programming process, committee reports, and progress reports will be an output. An audit report will also be a product of this task.

Staff

The BCDCOG, supported by the SCDOT, will provide staff for this work time.

Estimated Cost: \$67,660	1.05% of Total Budget
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ITEM 1.2: TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

Item 1.2 Objective:
 Coordination between BCDCOG and SCDOT staff to prepare the Transportation Improvement Program (TIP) (including project priority recommendations) for review and approval by the CHATS Policy Committee, including any needed TIP amendments throughout the year.

Previous Work

BCDCOG and SCDOT staffs have performed this function annually.

Methodology

The BCDCOG and SCDOT staff will cooperate on the review of upcoming projects for priority recommendations to the Policy Committee for inclusion in the TIP. The CHATS Study Team and appropriate Standing Advisory Committees will also have the opportunity to review and comment. The draft TIP document will be made available for public comment before presentation to the CHATS Policy Committee for adoption.

The SCDOT staff will be responsible for engineering expertise and project cost estimates, as well as information on the status of previous year's TIP projects, including funding obligation. SCDOT will provide information on proposed projects for the

MPO area from statewide programs such as safety, traffic signalization, bridge projects, interstate, enhancement, pavement/maintenance, etc. The SCDOT Planning staff will be responsible for coordinating information from the various departments and divisions of SCDOT, and providing this information in writing to the MPO/BCDCOG staff in time for the incorporation into the draft TIP. SCDOT will also provide guidance to the MPO on process, procedure, and requirements of FHWA/FTA. The SCDOT will be responsible for providing any transit information regarding proposals for the MPO area needed for the TIP to the BCDCOG. The BCDCOG staff is responsible for acquiring the information, coordinating with the Charleston Area Transportation Authority (CARTA) and the Berkeley Charleston Dorchester Rural Transportation Management Association (Tri-County Link) to include any

transportation funding to the MPO area in the TIP. Additional coordination will be required with the three counties in the MPO, each of which have are identified local sources of funding for transportation projects. Due to this, the TIP will feature shared funding on prioritized projects.

Product

This task will produce a TIP document compliant with SAFETEA-LU and, as needed, amendments throughout the year. This document will also address the shared funding projects.

Staff

The BCDCOG and the SCDOT will provide staff for this item.

Estimated Cost: \$13,532

.21% of Total Budget

ITEM 1.3: TRANSPORTATION ENHANCEMENT ACTIVITIES

Item 1.3 Objective:

Coordination of the process to plan and prioritize transportation enhancement activities (as defined by SAFETEA-LU) for the CHATS MPO area.

Previous Work

BCDCOG staff has performed these functions as a part of CHATS administration annually. The MPO will administer the enhancement program based on procedures adopted by the CHATS Policy Committee. The enhancement program activities will result in a prioritize project list for triennial funding allocation in accordance with SAFETEA-LU.

Methodology

The CHATS Policy Committee has appointed a standing Transportation Enhancement Advisory Committee, whose function is to advise the Policy Committee on enhancement planning activities. The standing committee is also charged with evaluating proposed enhancement projects submitted by local jurisdictions and recommending funding priorities to the Policy Committee, which will be included in the upcoming TIP.

Product

This task will produce the standing Enhancement Advisory Committee report with funding recommendations to the CHATS Policy Committee.

Staff

The BCDCOG will provide staff for the standing Enhancement Advisory Committee to accomplish administrative functions, including meeting agendas, minutes, staff reports, etc. The BCDCOG staff will also assist local jurisdictions in advancing potential projects and advancing previously approved enhancement projects. Whenever possible, the BCDCOG staff will assist the SCDOT staff in monitoring and reporting the progress of local jurisdictions in implementing approved projects. SCDOT staff will process the applications for the projects from local jurisdictions that are included in the TIP.

Estimated Cost: \$40,596

0.63% of Total Budget

1.4: TECHNICAL ASSISTANCE

Item 1.4 Objective: To provide transportation data and transportation planning reports to the public and to assist local governments on transportation matters.

Previous Work

BCDCOG and SCDOT performed a wide variety of services in an effort to better inform public entities and the citizenry of transportation planning efforts. This has been, and will continue to be, in the form of discussions with private developers, meetings with public officials, and assistance to consultants. Tasks also include assistance to local jurisdictions regarding land use planning, urban design, site planning, development impacts, multi-modal planning, traffic congestion, access management,

and data collection. Research and materials will be distributed to the governmental entities and interest groups.

Methodology

The BCDCOG and SCDOT will continue to provide staff to assist local governments within the CHATS planning area with advice on technical matters and offer information to individuals who make inquiries concerning CHATS plans and programs. To enhance the services currently being offered, BCDCOG will initiate discussions of regional land use and transportation planning, to better coordinate planning efforts across regional boundaries. This will include region-wide efforts, as well as more focused discussions on target areas in the region. Through this, BCDCOG will address the substantial issues that have been associated with rapid growth and expansion in many areas of the region. This technical assistance has been requested by member jurisdictions who are concerned about accommodating and mitigating the impacts of this new growth.

Additionally, BCDCOG will assist with planning for and prioritization of newly identified local funds for transportation improvements, as all three counties have implemented transportation sales tax levies. BCDCOG will provide assistance to jurisdictions that undertake transportation plans, including travel demand model output, methodology for prioritizing projects, public involvement techniques, and standards for project completion.

Product

A transportation element will be included in all comprehensive plan updates. Assistance will be provided to implement transportation programs and policies promulgated in comprehensive plans. Technical support will be provided in drafting any document that involves transportation services. These projects will result in better-informed decision-makers (staffs and policy makers), as well as citizens. Products will be realized through presentations, projections, scenario planning, regional coordination, and travel demand projections. Through efforts like these, the BCDCOG will improve public education about transportation planning. Emphasizing the interdependence and interaction between land use planning and transportation planning, the BCDCOG will continue to implement the goals and policies of the CHATS MPO 2035 Long Range Transportation Plan (LRTP). The MPO will encourage growth patterns and community design that are not only more livable, but that will also lessen the adverse impacts of growth on the current and future transportation system, consistent Sustainable Communities Program being implemented by HUD and USDOT.

Staff

The BCDCOG and the SCDOT will provide staff for this work item.

Estimated Cost: \$135,320

2.11% of Total Budget

SECTION 2.0: SURVEILLANCE/DATA COLLECTION

Surveillance of land use patterns, new development trends, travel habits, air quality information, and other data will be maintained by the BCDCOG and SCDOT. Both agencies will strive to improve existing data maintenance systems, as well as develop new ways of monitoring these system attributes. The BCDCOG will continue to develop its capability to collect, analyze, store, maintain and disseminate data dealing with transportation, population, housing, employment, land use, and related matters. Data continues to be populated in the BCDCOG’s Geographic Information System (GIS) to support analyses.

The BCDCOG will monitor travel demand in the area while measuring the performance of existing systems. Items to be monitored include traffic accidents by county, traffic volumes, vehicle miles of travel (VMT), transit ridership, and travel times throughout the area.

Section 2.0 Deliverables

- Transpo. system performance data collection
- Demographic data collection and publications
- Data storage and management
- Building permit data collection
- 2010 Census data collection
- Air Quality Monitoring
- Admin. of Air Quality Coalition
- Education on TDM strategies
- Employment data collection
- Traffic accident data and mapping
- TAZ data updates
- Web-based mapping tool
- Staff training
- Traffic counts
- Transit ridership
- Growth / fiscal impact scenario

ITEM 2.1: LAND USE MONITORING / SOCIO-ECONOMIC DATA COLLECTION AND PROJECTIONS

Item 2.1 Objective:

To improve transportation planning and other planning endeavors in the CHATS planning area through the yearly maintenance of accurate files pertaining to land use and socioeconomic changes.

Previous Work

Data files have been maintained by the BCDCOG and used to refine socioeconomic projections during major updates of the CHATS LRTP. The BCDCOG has developed a methodology for updating CHATS socioeconomic data by sub-area each year. BCDCOG will continue to maintain data files concerning building permits, housing, subdivisions, infrastructure expansion, land available for development, and commercial and industrial development. Data from the 2010 Census will be incorporated into the GIS and socioeconomic database, used to update regional projections, and will be made available in publications. In FY 2012, staff will collect Traffic Analysis Zone (TAZ) level land use, housing unit, population, employment, school enrollment, and related data for use in the current 2035 travel demand model

and LRTP. This information was used to produce a set of housing, population, and employment projections from a 2008 base year to 2015 and 2035.

Methodology

Data will continue to be collected by the TAZ geography level for use in the planning process. New and updated layers of data will continue to be recorded into GIS for storage, mapping, and analysis. Data collected will include trend data for population growth, employment, land use, environmental features, residential and commercial construction, economic indicators, transportation, and other key areas. In FY 2011-2012, the travel demand model will continue to be used to evaluate impacts of proposed projects.

BCDCOG will coordinate with member jurisdictions to ensure that land use development and transportation facilities are reasonably represented in the model. BCDCOG staff will expand the use of tools to monitor and forecast land use development associated impacts on the transportation system at the parcel level. The BCDCOG will continue to further develop the agency's GIS and TransCAD systems in an effort to more efficiently share data, improve analytical analysis, increase output/product capabilities, and develop an effective traffic modeling system. This data sharing will include administration of the BCDCOG's web-based mapping tool. Additional equipment, networking, purchased data, software, or staff training may be needed to complete the task.

Product

The product of this task is a set of constantly updated, detailed files and technical reports presenting CHATS socioeconomic data and projections. Forecasted socioeconomic data will be employed in the update of the LRTP and travel demand model. TAZ, land use, demographic, environmental, and infrastructure maps of the urban area will also be a product of this work item. BCDCOG staff will maintain a demographic and economic profile for current programs and LRTP projects.

Staff

BCDCOG will provide staff for this task, with assistance of consultants and regional partners.

Estimated Cost: \$270,640	4.22% of Total Budget
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ITEM 2.2: TRANSPORTATION SYSTEM SURVEILLANCE

Item 2.2: Objective
 To monitor travel patterns in order to determine growth areas and identify potential congestion management projects and intermodal linkages.

Previous Work

Annual traffic counts, manual classification counts, and special spot studies have been conducted. In 2004, this was supplemented with external station surveys on major roads and a household travel survey to collect information on regional travel patterns. This information was incorporated into the 2035 Long Range Transportation Plan and the travel demand model update.

Methodology

During FY 2011-2012, the BCDCOG staff will employ the data resources for system simulations by monitoring regional travel patterns. Data from the SCDOT Statewide Traffic Count Program will be cataloged and assimilated with the BCDCOG's supplemental traffic count program as a part of the Congestion Management Process (CMP). This effort is to cover locations and/or specific studies not collected by SCDOT to support management, operations, and technical assistance to local jurisdictions. The BCDCOG staff will produce traffic count maps and transit ridership for jurisdictions and the public, via print and the BCDCOG website. In addition, staff may need training with current techniques regarding surveillance techniques, congestion management, traffic analysis, and facility capacity determination. Purchase and maintenance of traffic count equipment, software, and supplies are included in this task.

Product

All data will be tabulated and maintained. Traffic count maps, transit ridership, CMP data, and system performance publications will be produced by BCDCOG staff for distribution to local jurisdictions and interested parties. Traffic count data will also be available on the online mapping website.

Staff

Staff of the SCDOT and the BCDCOG, with assistance from consultants will address these tasks.

Estimated Cost: \$13,532

0.21% of Total Budget

ITEM 2.3: CENSUS COOPERATION

Item 2.3 Objective:

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

Previous Work

The BCDCOG has cooperated in the development and acquisition of the Census Transportation Planning Package (CTPP) based on the 2000 Census. Data was provided to the US Census Bureau, revised Census tracts, and TAZ boundaries, among other activities. BCDCOG continues to provide Census data in publications and maps to citizens. BCDCOG staff has completed preparations for the 2010 Census, including participating in TAZ Delineation Program.

Methodology

BCDCOG will work with the US Census Bureau, as well as other agencies, to provide information related to for the 2010 Census. BCDCOG will continue to distribute Census products. BCDCOG will also track planning data for upcoming Censuses, to ensure the data provided to and from the region is the best quality possible.

Product

The product of this task will be Census information to support transportation studies. In addition, it is anticipated that as a result of a close working relationship with the Census Bureau and the appropriate state agencies, the BCDCOG will be able to configure input and utilize the results of the 2010 Census. In FY 2011-2012, BCDCOG will continue to produce Census publications, maps, and projections and integrate 2010 data upon its availability.

Staff

The BCDCOG will perform the work associated with this task.

Estimated Cost: \$40,596

0.63% of Total Budget

ITEM 2.4: AIR QUALITY MONITORING

Previous Work

BCDCOG staff has partnered with the SC Dept. of Health and Environmental Control (DHEC) and the Environmental Protection Agency (EPA) to increase awareness on air quality issues facing the CHATS Area. BCDCOG entered into a Memorandum of Agreement (MOA) with DHEC, concerning procedures for the determination of the conformity of transportation plans, programs, and projects. In cooperation with DHEC, SCDOT, FHWA, FTA, EPA, and other South Carolina MPOs, regular coordination occurred with state and local agencies in the development of local and state Early Action Plans, in accordance with the statewide Early Action Compact initiative. BCDCOG has assisted in the implementation of local and statewide Early Action Plans by establishing an Air Quality Coalition.

Item 2.4 Objective:

To comply with Clean Air Act and SAFETEA-LU requirements for transportation planning activities in the CHATS Planning Area and take proactive measures to remain an air quality attainment area.

Methodology

Staff will maintain contact and coordinate with DHEC regarding air quality monitoring. Air quality will be considered during the review of proposed transportation projects. Staff will keep abreast of the current requirements of SAFETEA-LU and EPA standards for air quality, and their impact on the planning process. Requirements will be monitored in the case the CHATS area is designated as non-attainment in the future. BCDCOG will comply with a Memorandum of Agreement concerning the criteria and procedures for determining the conformity of transportation plans, programs, and projects. BCDCOG will also continue to assist in the implementation of local and statewide Early Action Plans, via the Air Quality Coalition.

Product

The product of this task will be the implementation of the Early Action Plans and furtherance of the MOA with DHEC. The centerpiece of this work task is the administration of the formed Air Quality Coalition. These tasks include making arrangements for meetings, preparation of agendas, research, provision of requested documents, and composition and distribution of minutes, as well as preparation of an action strategy report. Staff will work with DHEC to educate the CHATS Policy Committee, public officials, stakeholders, and citizens on strategies to positively affect air quality. Strategies will be incorporated into the CMP, mobility management activities, and transportation policies.

Staff

The BCDCOG staff will perform this task in cooperation with the SC DHEC, SCDOT, and FHWA/FTA.

Estimated Cost: \$13,531

.21% of Total Budget

SECTION 3.0: CONGESTION MANAGEMENT

A number of planning activities undertaken by CHATS fall within the sphere of congestion management. This involves an integration and coordination of various elements of the urban transportation system to increase the efficient use of the existing transportation facilities, including transit services.

SCDOT and local governments are undertaking many congestion management projects in the CHATS area. These include work on traffic operations, bicycle/pedestrian facilities, and parking management, and intersection operation improvements. General congestion management activities, as well as detailed studies of special areas, will continue. Implementation of the CHATS CMP will emphasize the efficient use of the existing facilities. The CMP identifies additional strategies to address congestion in the region and mechanisms to measure the performance of the region’s transportation system, as an on-going program by incorporating activities into the planning process.

Section 3.0 Deliverables

- Implement the CMP
- Education on CMS strategies
- Operational and management strategies
- Growth management strategies
- FTA Alternatives Analysis
- Technical assistance to jurisdictions on congestion management
- Mode-split module in travel demand modeling
- Service area analysis for CARTA
- New route planning for CARTA
- Research new types of transit service delivery
- Facilitate human service transpo. coordination
- Implement bike/ped. facility plan
- Coordinate with municipal bike/ped. committees
- Land use monitoring to aid the transpo. disadvantaged
- Technical assistance on site plan design for transpo. disadvantaged
- Implement mobility management
- Neck Area Master Plan
- Monitor freight mobility
- Transit facilities plan
- Edu. on linking transit and land use
- Coordinate regional systems
- Administration of FTA Section 5316 & 5317 programs
- Transit GIS data maintenance
- Transit supportive land uses
- Transit Service Consolidation Study
- Implement complete street principles
- Implement East Coast Greenway
- Safe Routes to School Program
- Signal System Master Plan
- I-26 Corridor Analysis

ITEM 3.1: CONGESTION MANAGEMENT PROCESS

Previous Work

The BCDCOG staff has conducted system wide congestion management program activities through technical assistance to local communities. BCDCOG staff has also conducted ridesharing, park and ride, and vanpool efforts in the past. Congestion management planning activities by the BCDCOG have become an ongoing management system. A Standing Congestion Management Advisory Committee has been appointed to advise staff in this effort. A Congestion Management Process (CMP) to address traffic congestion issues in the region was adopted by the CHATS Policy Committee.

Item 3.1 Objective:
 To examine transportation deficiencies, determine the areas of congestion (whether incident or recurring), throughout the urban area, which may be reduced by Congestion Management techniques and strategies, making more efficient use of the existing transportation system.

Methodology

BCDCOG will work on management and operational improvement projects, such as intersection improvement projects, which will improve traffic flow through a corridor, as an alternative to widening the entire roadway. Staff, in consultation with the CHATS Standing Congestion Management Advisory Committee and with assistance from SCDOT, will continue to implement the CMP. Effort will be made to educate the region on the recommendations and strategies identified in the CMP. Recommendations for implementation include intersection improvements, transit improvements, traffic signal system improvements, rideshare programs, park-and-ride lots, Travel Demand Management (TDM), intelligent transportation systems and incident management, motorist assistance programs, growth management, land use/urban design strategies, encouragement of transit usage, carpooling, bicycle and pedestrian projects, and traffic calming and street space management strategies. BCDCOG will continue to assist with providing information and technical assistance to jurisdictions regarding access management practices. Congestion management practices will be considered on a routine basis as part of plan implementation.

Product

A review the CMP document to ensure the strategies are applicable and comprehensive will be conducted. The BCDCOG staff will coordinate requests to the CHATS Policy Committee for corridors receiving funding are reviewed for CMP strategies. BCDCOG staff will gather and maintain data to evaluate congestion improvements based on the identified performance measures. The 2010-2015 TIP includes funding for ongoing staffing in the area of data gathering and management in support of the CMP.

Major projects this year will be the completion of alternatives analysis consistent with FTA guidelines, a transit system consolidation feasibility study, and updating the LRTP. BCDCOG staff will administer Advisory Committees to oversee the development of the plan. Staff time will be spent administering the process, facilitating meetings, and preparing background information for the consultant.

In addition, working with a consultant and SCDOT staff, a metro area signal system master plan will be developed. The plan will outline how future transportation dollars should be spent to maximize efficiency within the system.

Staff

This task will be performed by BCDCOG staff, in coordination with SCDOT. Additional work by a consultant with BCDCOG staff support may be needed on the Commuter Rail project. BCDCOG staff and the Commuter Rail Advisory Committee working with SCDOT, a consultant will be hired to conduct a Metro Area Signal System Master Plan and alternatives analysis.

Estimated Cost: \$307,724

4.79% of Total Budget

*Note: A portion of these funds appear in the TIP indicating the source is from the CHATS Guideshare.

ITEM 3.2: INTERMODAL MANAGEMENT EFFORT

Item 3.2 Objective:

Plan for the efficient movement of people and goods through linkages in modes of transportation.

Previous Work

The CHATS planning process has included coordination with air and port facilities for a number of years. Trucking and rail representatives serve on the CHATS Study Team and Policy Committee. A Standing Bicycle/Pedestrian Advisory Committee for the MPO was created in 1996 to consider these issues. Intermodal linkages, including freight, bicycle, and pedestrian were incorporated into the LRTP as core elements. The 2035 Long

Range Plan includes a full integration of modes into its planning, especially focused on congestion management and freight mobility.

Methodology

The BCDCOG staff will continue to incorporate bicycle and pedestrian planning in the planning process and will continue to staff the Standing Bicycle/Pedestrian Advisory Committee. Coordination with local advocacy groups is crucial regarding bicycle and pedestrian issues. Efforts have been made to incorporate trucking and rail interests in the planning process and will continue to be emphasized in congestion management activities and freight movement projects, such as the Neck Area Master Plan. The Standing Intermodal (Freight Movement) Advisory Committee is charged with advising the Policy Committee on planning for efficient movement of goods and will be staffed by the BCDCOG. The modeling consultant will offer assistance on methods to incorporate freight movement in the computer simulation, particularly truck movements to and from the SC State Ports Authority terminals. BCDCOG will also be involved in planning activities that expand the multimodal transportation facilities, such as the port terminal expansion in North Charleston, the CARTA Intermodal Center, and fixed guideway transit service. Finally, a corridor analysis of I-26 will be undertaken with BCDCOG planning support for the regional movement of goods, as shown as a policy principle in the LRTP update.

Product

Implementation of the multimodal LRTP that includes transit, bicycle, and pedestrian components, as well as a highway component that reflects needs for movement of goods. BCDCOG staff will use the travel demand model to study intermodal linkages the region, especially in the preparation of the I-26 Corridor Analysis. Regional commodity flows and changes in freight logistic supply chains will be incorporated in the planning process.

Staff

This task will be executed by the BCDCOG staff with assistance from SCDOT and a consultant.

Estimated Cost: \$1,093,660	17.03% of Total Budget
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ITEM 3.3: TRANSIT SERVICE MANAGEMENT / PLANNING

Item 3.3 Objective:
 To coordinate, expand, and enhance transit service in the CHATS Study Area and integrate transit service into the transportation system's infrastructure.

Previous Work

The CHATS planning process has incorporated a number of transit focused congestion management strategies, including future fixed route bus service, facility needs, implementation of demand response service; coordination and linkage of transit services from rural to urban area; feasibility and ROW strategy for Commuter Rail; construction of a regional Intermodal Transit Center; feasibility of ferry service; public involvement, funding and implementation strategies; and coordination with other regional, county and city plans and studies. The Charleston Area Regional

Transportation Authority (CARTA) and the BCDCOG signed an agreement as to their roles regarding planning for and providing transit service for the CHATS MPO. BCDCOG has been designated as the FTA Section 5316/5317 recipient and has been overseeing funding subrecipients in the region.

Methodology

BCDCOG, in cooperation with local transit providers, will assist with implementation of the objectives outlined in the transit component of the LRTP. The BCDCOG staff will be responsible for collection of socioeconomic and land use data for transit planning activities, operational, and service studies. CARTA staff will be responsible for any program administration of the FTA Section 5307 funding and FTA Section 5309 Bus Capital funding. The BCDCOG will be responsible for administrating the Federal Consolidated Planning Grant. The BCDCOG staff will perform the function of creating, maintaining, and updating data to be used for transit planning purposes, aided by GIS. The BCDCOG staff will also coordinate with, and assist CARTA in its effort to construct a Regional Intermodal Transportation Center for use by the CARTA, Tri-County Link, intercity bus service, Amtrak passenger rail, as well as other private and transit providers. In addition, the BCDCOG will assist the Tri-County Link (BCD Rural Transportation Management Association), which links urban and rural portions of the region, with various planning studies and technical assistance. Furthermore, BCDCOG will assist CARTA with route planning and other services as needed, with the possible inclusion of a feasibility study to merge the urban and rural transit systems. The BCDCOG and CARTA staffs will also make every effort to promote the benefits and values of transit to the community, particularly in the implementation of a mobility manager for the region.

A focus on planning for the transportation disadvantaged are included in this task, which calls for a multi-faceted approach for the urbanized area by providing tailored services to help meet the needs of disabled persons. These efforts are ongoing to encourage collaboration between transit providers and human service agencies in the region with the Mobility Manager position.

All modes of transportation are evaluated in terms of their ability to meet the needs of the transportation disadvantaged. Various agencies throughout the CHATS area are involved in securing vehicles and other equipment needed to meet service demands. These efforts will be coordinated through the CHATS Policy Committee under the Human Service Transportation Coordination Plan. Tasks will include the collaboration of private providers, transit providers, and human service providers in the region, as prescribed in SAFETEA-LU. The process seeks to increase collaboration and coordination between transit providers to maximize the efficiency, coverage, and quality of transportation services to the region. The BCDCOG will continue to provide assistance to the fixed-route transit providers, demand-response, and human service providers in the tri-county area.

The Coordinated Human Service Transportation Plan will be implemented during this fiscal year through coordinated programs using FTA Section 5310, 5316, and Section 5317 funding and other programs administered by the with SCDOT Office of Public Transit. A directory of resources for the transportation disadvantaged, particularly seniors, and the disabled will be maintained. This information will also be employed in the Mobility Management program. Additionally, demographic analyses and service delivery scenarios will be developed to assist CARTA staff in providing paratransit service. Moreover, ongoing planning for bicycle/pedestrian facilities, accessible land use, and transportation facilities, will be implemented with emphasis on facilities and service for those not able to drive or without access to automobiles.

The duties accepted by the BCDCOG staff will require training on the application of GIS and state of the practice planning methods for transit services. A focus will be placed on linking land use and transit planning. BCDCOG will continue to explore the feasibility of establishing a water shuttle service, as opportunities arise.

Product

In FY 2011-2012, BCDCOG will begin work on the FTA Alternatives Analysis, a transit system consolidation feasibility study, and advance any recommendations from the commuter rail feasibility

study. This will be coordinated with CARTA’s ongoing efforts to expand transit service through park and ride lots, express routes, and overall improvements to service. BCDCOG will also assist as needed with any additional transit-related studies, including implementation of transit oriented development and the feasibility study to merge the urban and rural transit systems. The BCDCOG will continue to administer the FTA Section 5316 and 5317 program funds by overseeing the competitive award process and provide support throughout the implementation of the awarded projects.

Continuation and expansion of the services offered by the Mobility Management Program will be one of the major tasks this year. Integration of transit into land use planning as outlined in the LRTP will continue to be a focus. Data collection and storage, using GIS, will provide valuable data to be used in making operational decisions to enhance fixed-route and paratransit services. Finally, as the mobility manager program develops, a Travel Demand Management (TDM) program will be built. Elements, such as a carpool matching database, education on transit service and commuter benefits, an emergency ride home program, and vanpools, are under development.

Staff

Transit planning efforts will be performed by BCDCOG staff. Staff will provide long range and short range planning activities to CARTA and regional transportation providers. BCDCOG staff will also be responsible for staffing the MPO Policy Committee. CARTA staff will be responsible for transit operations, associated program administration, and implementing the plan for the transportation disadvantaged. A BCDCOG staff person will be employed to perform the mobility management functions.

Estimated Cost: \$1,543,596	24.04% of Total Budget
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ITEM 3.4: COMPLETE STREETS

Item 3.4 Objective:
Complete Streets is a paradigm to transform transportation corridors from vehicle-dominated thoroughfares into community-oriented streets that safely and conveniently accommodate all modes of travel.

Previous Work

BCDCOG staff reviews the design of proposed transportation facilities. The review implements the concept of complete streets, context sensitive design, and livability seeking to ensure that new and improved facilities reflect community needs, rather than be based on standard cross sections which may not be appropriate. This activity will be coordinated with SCDOT’s Advanced Project Planning Review (APPR) process and the Counties’ transportation sales programs.

Methodology

BCDCOG will continue to be involved the implementation of the bicycle and pedestrian element of the LRTP, which includes development of the East Coast Greenway through the region, as well as strategies to increase connectivity of the bicycle/pedestrian network in the region. These activities will also be coordinated with the BCDCOG’s mobility management program, which is aimed at the development of community facilities that accommodate all users. With the emphasis on bicycle and pedestrian issues as an integral part of the transportation system, staff may need training/updating as regards to the latest planning techniques for these modes (this item includes travel, lodging, fees, etc. for this purpose). A Complete Street category has been added to the TIP with an annual competitive award process.

Product

BCDCOG staff will also assist local jurisdictions and SCDOT in developing projects that meet the Complete Street principles. The bicycle/pedestrian element of the LRTP will be updated during the year. BCDCOG staff will work with communities to implement transportation projects that are context sensitive in design and promote all mode of travel, in conjunction with the mobility management initiative.

Staff

BCDCOG will provide staff for this task.

Estimated Cost: \$13,351

0.21% of Total Budget

SECTION 4.0: LONG RANGE TRANSPORTATION PLANNING (LRTP)

Working under the “3-C” (continuing, cooperative, and comprehensive) transportation planning process, an update of the LRTP occurred in 2011, in accordance with the regulations in SAFETEA-LU. During this update, BCDCOG coordinated closely with the SCDOT and the USDOT, Federal Highway Administration and Federal Transit Administration. Through the CHATS Long Range Transportation Plan, the MPO will, as required by SAFETEA-LU, provide for consideration of projects and strategies that meet the planning factors.

Section 4.0 Deliverables

- LRTP Document
- Travel Demand Model base year data update –network and TAZ
- Prioritized list of projects
- Implement LRTP
- Regional land use ‘Blueprint’
- Research alternative funding
- Innovative land use scenario
- Maintain travel demand model
- Scenario planning
- Monitor transpo. system
- Applications for CDBG Village Renaissance Program
- Corridor plans
- Transportation section of Comp. land use plans
- Sample ordinances
- Neck Area Master Plan

ITEM 4.1: PLAN REVIEW AND DEVELOPMENT, FUNDING AND UPDATE

Previous Work

Item 4.1 Objective: Maintaining the LRTP through appropriate revisions as needed. This includes the development of an updated 20 year plan, which is financially feasible and adequately serves the travel demand for the MPO, and preparations for updating this plan every five years.

Revisions/Amendments to the Plan and related planning documents and maps were prepared on an ongoing basis by staff from the BCDCOG and the SCDOT. The LRTP has been updated on the required five year cycle dating back to 1968. A comprehensive update to the LRTP, with a multimodal approach that includes all modes of travel that extends the horizon year to 2035, was completed in FY 2010-2011.

Methodology

The BCDCOG staff will maintain and utilize the travel demand model to forecast future system performance and evaluate the impacts of various transportation improvements. This tool is supplemented by other quantitative and qualitative analyses, including environmental screening, public input, field review, input from member jurisdictions and stakeholders, to develop a comprehensive transportation needs assessment.

The LRTP will continuously be used as a guiding policy and will be updated as required on a five year basis. The plan reflects a fully multimodal approach, and includes innovative public involvement, consideration of the link between land use and transportation planning, evaluation of congestion management and safety issues, consideration of management and operations issues, and early incorporation of environmental review into the planning process. Particular emphasis will be placed on innovative land use strategies that maximize the existing transportation system, such as access management, context sensitive design, and TDM strategies. The COG staff will continue make efforts to identify alternative sources of funding for unfunded portions of the Plan. This will include assistance to County’s

Transportation Sales Tax Programs. BCDCOG will also provide assistance, including modeling services, to the member jurisdictions in their planning and prioritization processes.

Product

The product of this task will be maintenance, in accordance with SAFETEA-LU requirements, of the LRTP with input from the regional land use planning effort. These efforts will be coordinated with other transportation planning efforts in the region. The product will include ongoing efforts to identify potential alternative funding for unfunded CHATS projects. Staff finalized work on the LRTP update in 2011 and begin preparations for 2010 Census data, which has ramifications for the CHATS study area.

Staff

This task will be performed by staff of the SCDOT and the BCDCOG with consultant assistance.

Estimated Cost: \$119,724*	1.86% of Total Budget
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**Note: A portion of these funds appear in the TIP indicating the source is from the CHATS Guideshare.

ITEM 4.2: SIMULATION OF TRANSPORTATION SYSTEM

Item 4.2 Objective:
Maintain an in-house urban area travel demand model for CHATS. Simulations and scenario planning can be performed on a continuing basis. It will allow more frequent updating of the CHATS Plan, and provide better and more accessible information about travel patterns in the region.

Previous Work

In 2011, BCDCOG completed a travel demand model update with a 2035 horizon year. This model is constructed in TransCAD, and now includes mode split and peak-hour functionality. It was also based on updated data as described in Item 2.2.

Methodology

This element will provide for the staff time to further develop the in-house modeling capability, additional training by consultants and/or workshops, as well as continual work on improving the model. Subsequently, staff will run the model to analyze various scenarios in preparation for updates to the LRTP. Purchase of software, software upgrades, or equipment may be necessary to enhance modeling capabilities. The model will be regularly revisited to review and update information included in the model. Revised versions of the model will be provided to SCDOT as needed, and to others upon request.

In FY 2011-2012, BCDCOG will be continuing to expand its modeling services to focus on smaller area analysis and development scenarios. This will include evaluating congestion mitigation projects and providing a review of Traffic Impact Analyses submitted to member jurisdictions. This item may require staff training, and/or consultant services.

Product

Maintenance of the computer simulation for the MPO's transportation system is a product of this task. BCDCOG staff (in coordination with SCDOT) will enhance the capability to review and evaluate needs and recommend system improvement to the Policy Committee. Also, this work provides the ability to analyze the transportation system, a service offered to member jurisdictions and other interested groups. In FY 2010-2011, the model was updated with 2008 base year data, a mode split module, and time-of-day

capabilities. It was used to evaluate proposed projects for the 2035 LRTP and to provide assistance to area communities investigating projects (see Item 4.1). Consultant services may be needed to support the operation of the mode-split module into the travel demand model.

Staff

The staff of the BCDCOG will update, maintain, and operate the modeling program with assistance from the SCDOT and the contracted consultant.

Estimated Cost: \$171,788	2.68% of Total Budget
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**Note: A portion of these funds appear in the TIP indicating the source is from the CHATS Guideshare.

ITEM 4.3: SPECIAL STUDIES / PROJECT ANALYSIS

Item 4.3 Objective:
 To examine transportation issues and the link with land use issues in selected subject and/or geographic areas of the region. Examine factors that affect the future growth patterns, economic development, community design, and their impact on the transportation system; as regional projects or assistance to local governments. This objective also includes analysis of specific project proposals, to assist in programming and funding decisions. In addition, this item will also include major investment studies as needed.

Previous Work

The BCDCOG will continue to prepare special studies for member jurisdictions within the CHATS area. Various committees and subcommittees were staffed by the BCDCOG under this category. BCDCOG has been involved in a number of project studies to analyze options for design, location, and feasibility of transportation projects.

Methodology

BCDCOG staff will provide assistance to local governments to study transportation projects as requested, including land use regulation issues and proposed development review. These studies will focus on sub-areas or project proposals placing emphasis on an efficient use of existing facilities through congestion management strategies. BCDCOG staff will, upon request, evaluate special areas/projects and report findings to the Policy Committee. BCDCOG staff will continue to staff any subcommittees, elected officials, or

planning commissions to analyze traffic issues facing the area and evaluate potential solutions.

The Federal Sustainable Communities Partnership initiative to advance livability and livable communities will be implemented under this task. Illustrated by the partnerships between HUD, USDOT, and EPA, livability will be a central theme in community development, especially transportation- land use planning strategies. U.S. Department of Transportation Secretary, Ray LaHood, has identified livability as a key priority for transportation. The Secretary’s vision is “transportation policies that focus on people and communities who use the transportation system.”

The Livability Initiative will enhance the economic and social well-being of all citizens by creating and maintaining a safe, reliable, integrated and accessible transportation network that enhances choices for transportation users, provides easy access to employment opportunities and other destinations, and promotes positive effects on the surrounding community. CHATS will build on innovative ways of doing business that promote mobility and enhance the unique characteristics of our neighborhoods, communities and regions. CHATS has already taken significant strides to improve livability through numerous

programs, including the complete streets policy, regional land use planning, and person trip policy principles. Under the Livability Initiative, CHATS programs will enable communities to:

- Better integrate transportation and land use planning.
- Foster multimodal transportation systems and effective multimodal connections.
- Provide more transportation options to improve access to housing, jobs, businesses, services, and social activities.
- Increase public participation and enhance coordination of transportation and housing and healthy communities.
- Reduce emissions.
- Plan for unique needs.

Product

BCDCOG staff will work with other agencies to craft details, identify gaps in existing programs and examine new legislative concepts to further the Livability Initiative. These evaluations of proposed projects, funding, traffic, transportation needs and alternatives, and land use/growth patterns will be assembled as reports, presentations, or graphics. In FY 2011-2012, BCDCOG will work on the Charleston Neck Area Plan, corridor studies, State Infrastructure Bank applications, and County level transportation plans.

Staff

This task will be performed by a consultant with input and support from BCDCOG staff.

Estimated Cost: \$1,480,044

23.05% of Total Budget

ITEM 4.4: Regional Land Use Planning

Item 4.4 Objective:

To execute a planning process with the goal of creating a shared vision of the tri-county region in the year 2040. The process seeks to involve everyone from elected officials to citizens in crafting this vision, particularly focusing on transportation issues and the nexus to land use policies.

Previous Work

The BCDCOG will continue to support the preparation of comprehensive land use plans for member jurisdictions within the CHATS area and its relation to transportation infrastructure. BCDCOG has been involved in a number of studies to analyze options for design, location, and feasibility of transportation projects.

Methodology

BCDCOG staff will oversee a planning process to engage the jurisdictions of the CHATS planning area. The process will examine factors that affect the future growth patterns, economic development, community design, and their impact

on the transportation system. The resulting land use scenarios will form the community vision and future land use plan to update the LRTP and travel demand model.

Product

The result of this task will be a regional land-use plan and any local area plans that facilitate the efficient movement of goods and people. The plan enhances transportation planning by building the foundation for the process, includes nontraditional partners, and creates a strategy to link land use and transportation planning. Technical reports, status reports, findings documents, and various growth and development

pattern scenarios will be products of the initiative. BCDCOG staff will use the resulting land use scenarios as inputs to model and provide policy makers with consequences of certain growth scenarios. Results of this project will form the base for the LRTP update and ongoing transportation planning. This product will be used to better inform and illustrate the connections among independent local decisions. Further, it will provide the CHATS Policy Committee and local governments a range of tools that can be used to implement the plans and recommendations especially as they relate to infrastructure and regional transportation

Staff

This task will be performed by a consultant with input and support from BCDCOG staff and other local and state personnel.

Estimated Cost: \$1,000,000

15.58% of Total Budget

SECTION 5.0: PUBLIC PARTICIPATION

This separate section of this work program is devoted to public participation. Joint regulations promulgated by FHWA/FTA emphasize the process of involving the public in meaningful decision-making, offering education, and opportunities to comment. The MPO has increased its efforts to involve the public, nontraditional partners, and the traditionally underserved citizenry in long range planning, TIP programming, and all CHATS activities.

Section 5.0 Deliverables

- Public involvement meetings
- LRTP Visioning Meetings
- Regional Land Use Plan Events
- Edu. on transportation principles
- Publications, documents, reports
- Monitoring of public input
- Public notices
- Newsletters
- Website
- Visualization
- Maps
- Customer service
- Data distribution

ITEM 5.1: PUBLIC PARTICIPATION / EDUCATION / INVOLVEMENT

Item 5.1 Objective:

Continued active citizen education, participation, and nontraditional partner involvement in CHATS planning process, including the Long Range Plan Updates and amendments, the TIP, and during project design.

Previous Work

Special efforts were made to involve citizens, especially the transportation-disadvantaged during updates of the LRTP. The CHATS MPO Public Participation Plan (PPP) was updated in 2008. In the recent 2035 LRTP update, BCDCOG maintained the standing Citizens Advisory Committee, which participated in the development of the plan. During the process, a series of public involvement meetings were held throughout the region. Additional input was collected through a public input survey (in English and Spanish), and through presentations and displays at meetings, community fairs, and other events. Working with consultants hired specifically for the task, BCDCOG staff also undertook a targeted outreach to non-traditional participants for the Neck Area Master Plan and the regional land use plan.. All

public involvement techniques were documented and evaluated for effectiveness. The mobility impaired community was also approached, and accommodations were made to include them – including providing rides for those who were unable to drive, interpreting materials for the vision impaired, and holding meetings in wheelchair accessible facilities. A mailing list and email list were both collected throughout the process, so that interested individuals would receive regular updates on the plan development and how they could be involved.

Methodology

BCDCOG staff will keep citizens informed of the CHATS planning and programming process through speaking engagements, use of the media, and meetings of Advisory Committees and the CHATS Study Team. The BCDCOG staff will continue to investigate new ways to involve the general public and nontraditional partners, especially the transportation disadvantaged in the transportation planning process. Staff will seek outreach to low-income and minority communities, including non-English speaking populations. The BCDCOG web page will continue to be improved as a source of information. Transportation documents will continue to be presented in an easily understandable format, including graphics and other visualization techniques.

All Policy Committee and committee meetings will be open to the public, with public notices advertised or media notified as specified in the CHATS PPP. The public will have an opportunity to comment verbally or in writing at each meeting. Staff will document the attendance and public input received at all CHATS functions to assist in evaluating the effectiveness of current public involvement practices. On at least an annual basis, in compliance with the revised CHATS PPP, BCDCOG staff will assess the effectiveness of public involvement techniques and make changes as needed to increase the quantity and quality of public involvement. A file of interested persons has been built over the last several years and all persons listed will continue to be notified of MPO events. The BCDCOG also regularly reports the status of the transportation process in a newsletter, including a news brief reminding regional officials and community leaders of meetings, events, etc. Additional presentation/graphics equipment may be needed by BCDCOG to adequately perform this task. BCDCOG also keeps files, maps, and plans for most TIP projects in the region, which are available for public review in addition to supporting data. Furthermore, BCDCOG will continue an active program of citizen participation special projects, encouraging a significant diversity of individuals and agencies to participate. Hopefully, this initiative towards input earlier in the process will promote ongoing public interest and involvement in transportation planning.

Product

Documentation of the process to provide reasonable opportunity for interested parties to comment on the TIP and LRTP will be a product. An ongoing product of this task will be active public involvement in the MPO's transportation planning process. In addition, newsletters, reports, data, enhanced visualizations, and informational brochures outlining the transportation planning process will be produced and distributed to interested citizens.

Staff

The BCDCOG will have responsibility for the citizen involvement program. Staff of SCDOT and CARTA staff will provide assistance.

Estimated Cost: \$94,724

1.48% of Total Budget

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, redemonstration 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 paratransit 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. Non-attainment areas are areas considered not to have met 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. Directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single occupant vehicles).

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

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

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

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

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

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

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

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

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

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

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

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

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

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) — An MPO is 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. If effects are identified, federal and state agencies and the public must identify means to mitigate the harm.

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.

Paratransit — 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.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

(SAFETEA-LU) – Authorizes the Federal surface transportation programs for highways, highway safety and transit for the five-year period 2005-2009.

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.

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 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.

Update - Making current a long range transportation plan or TIP, through a comprehensive review. Updates require public review and comment, a 20-year horizon year for metropolitan transportation plans, a four-year program period for TIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and air quality maintenance areas)

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.

FY12 Project Timeline CHATS Unified Planning Work Program												
Task	July-11	August	September	October	November	December	January	February	March	April	May	June-12
1.1-CHATS Administration	On-going											
1.2-TIP Development												
1.3-Enhancement Funding Awards												
1.4- Transportation Elements of Comp. Plans												
2.1-TAZ Update												
2.2-Traffic Count Data, Crash Data												
3.1-Congestion Management Process Updates												
3.1-Alternative Analysis												
3.1-Signal System Master Plan												
3.2-Oversee FTA Section 5316 & 5317 Programs												
3.2-I-26 Corridor Analysis												
3.4- Implement Mobility Management**												
3.3-Transit Sservice Consolidation Feasibility Study												
3.4-Route Planning / Data Maintenance												
4.1-Implement LRTP / SAFETEA-LU Requirements*												
4.2-Computer Simulation / Network Modeling												
4.3-Neck Area Master Plan												
4.4-Regional Land Use Planning												
5.1-Information to Public												
5.1-Presentations / Education												
5.1-Enhanced Visualization Techniques												

*This item includes implemenation activities associated with Items 1.4, 2.4, 3.3, 3.5, and 4.4

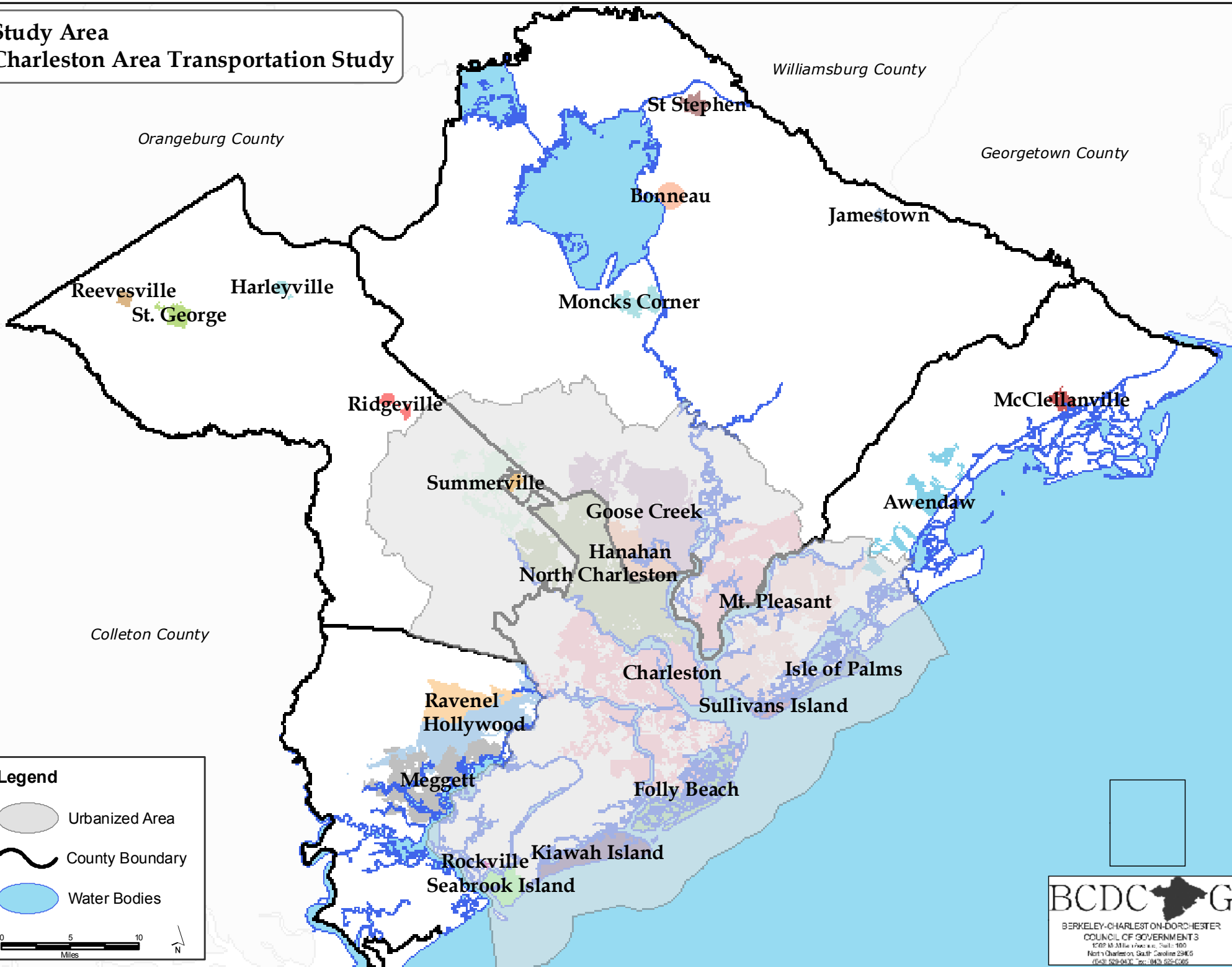
**This item includes implemenation activities associated with Items 3.1, 3.4, 4.1, and 5.1

CHATS Unified Planning Work Program




Fiscal Year 2012 Funding Sources Table

TASK CODE	TASK DESCRIPTION	Consolidated Planning Grant			SECTION 5303			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
		Transit / Highway			Transit			SCDOT			LOCAL	STATE	FEDERAL	TOTAL
		Local 20%	SCDOT 20%	FTA / FHWA 80%	Local 20%	SCDOT	FTA 80%	Local 20%	SCDOT 20%	FHWA 80%				
Section 1	Program Administration	\$51,421	\$0	\$205,687				\$0	\$0	\$0	\$51,421	\$0	\$205,687	\$257,108
1.1	Admin. & Program Management	\$13,532		\$54,128							\$13,532		\$54,128	\$67,660
1.2	TIP Development	\$2,706		\$10,826							\$2,706		\$10,826	\$13,532
1.3	Transpo. Enhancement Activates	\$8,119		\$32,477							\$8,119		\$32,477	\$40,596
1.4	Technical Assistance	\$27,064		\$108,256							\$27,064		\$108,256	\$135,320
Section 2	Surveillance / Data Collection	\$67,659	\$0	\$270,640							\$67,659	\$0	\$270,640	\$338,299
2.1	Land Use / Socioeconomic Data	\$54,128		\$216,512							\$54,128		\$216,512	\$270,640
2.2	Transpo. System Surveillance	\$2,706		\$10,826							\$2,706		\$10,826	\$13,532
2.3	Census Cooperation	\$8,119		\$32,477							\$8,119		\$32,477	\$40,596
2.4	Air Quality Monitoring	\$2,706		\$10,825							\$2,706		\$10,825	\$13,531
Section 3	Congestion Management	\$43,302	\$0	\$173,209	\$20,000		\$80,000	\$0	\$528,400	\$2,113,600	\$63,302	\$528,400	\$2,366,809	\$2,958,511
3.1	Congestion Management Process	\$18,945		\$75,779					\$42,600	\$170,400	\$18,945	\$42,600	\$246,179	\$307,724
3.2	Intermodal Management	\$13,532		\$54,128					\$205,200	\$820,800	\$13,532	\$205,200	\$874,928	\$1,093,660
3.3	Public Transit Management / Planning	\$8,119		\$32,477	\$20,000		\$80,000		\$280,600	\$1,122,400	\$28,119	\$280,600	\$1,234,877	\$1,543,596
3.4	Complete Streets	\$2,706		\$10,825							\$2,706		\$10,825	\$13,531
Section 4	Long Range Transpo. Planning	\$89,312	\$0	\$357,244					\$465,000	\$1,860,000	\$89,312	\$465,000	\$2,217,244	\$2,771,556
4.1	Plan Review & Development	\$18,945		\$75,779					\$5,000	\$20,000	\$18,945	\$5,000	\$95,779	\$119,724
4.2	Simulation of Transpo. System	\$24,358		\$97,430					\$10,000	\$40,000	\$24,358	\$10,000	\$137,430	\$171,788
4.3	Special Studies / Project Analysis	\$46,009		\$184,035					\$250,000	\$1,000,000	\$46,009	\$250,000	\$1,184,035	\$1,480,044
4.4	Regional Land Use Plan								\$200,000	\$800,000	\$0	\$200,000	\$800,000	\$1,000,000
Section 5	Public Participation	\$18,946	\$0	\$75,778							\$18,946	\$0	\$75,778	\$94,724
5.1	Public Participation / Edu. / Involvement	\$18,946		\$75,778							\$18,946		\$75,778	\$94,724
	Management & Operations													
TOTALS		\$270,640	\$0	\$1,082,558	\$20,000	\$0	\$80,000	\$0	\$993,400	\$3,973,600	\$290,640	\$993,400	\$5,136,158	\$6,420,198

Study Area
Charleston Area Transportation Study




Legend

-  Urbanized Area
-  County Boundary
-  Water Bodies

0 5 10
Miles

N

BCDC 

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