



CHARLESTON AREA TRANSPORTATION STUDY (CHATS) POLICY COMMITTEE

July 31, 2023
10:00 am

Barrett Lawrimore Conference Room
5790 Casper Padgett Way
North Charleston, SC 29406

AGENDA

- I. Call to Order / Pledge of Allegiance / Introductions / Announcement of Proxies
- II. Consideration of Minutes: May 15, 2023
- III. CHATS TIP Amendments – Request for Approval – Sarah Cox
 - a) US-78 Phase 3
 - b) ITS System Implementation
 - c) Dorchester Rd Signal Improvement/TSP Pilot Project
 - d) Ashley River Crossing Bike/Ped Bridge
 - e) King Street Safety Improvement
 - f) St. Philip Street Safety improvement
 - g) St. Thomas Island/Clements Ferry TA Project
- IV. CHATS TIP Corrections (Information Only) – Sarah Cox
 - a) Meeting Street Safety Improvement
 - b) Calhoun Street Safety Improvement
 - c) BCDCOG Enhanced Mobility Section 5310 FY 2022
- V. CHATS Planning Area Boundary Adjustment – Request for Approval – Sarah Cox
- VI. CHATS Policy Committee By-law Amendment – Request for Approval – Sarah Cox
- VII. Congestion Management Plan Update –Jonathan Guy, Kimley-Horn
- VIII. ITS Plan Presentation – Kyle James
- IX. SCDOT Project Status Report Update – Derrick Goodman, SCDOT
- X. SCDOT Planning Office Update – Lyle Lee, SCDOT
- XI. SCDOT District Update – Josh Johnson, SCDOT
- XII. General Public Comment
- XIII. Executive Director's Report

**BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS
CHARLESTON AREA TRANSPORTATION STUDY (CHATS)
POLICY COMMITTEE MEETING
Meeting Notes
May 15, 2023**

The Charleston Area Transportation Study (CHATS) Policy Committee met on Monday, May 15, 2023, at 10:00 a.m. in the Barrett Lawrimore Conference Room at the Berkeley-Charleston-Dorchester Council of Governments located at 5790 Casper Padgett Way, North Charleston, SC 29406.

CHATS POLICY COMMITTEE MEMBERSHIP: Jim Armstrong; Lin Bennett; Sean Bennett; Joe Boykin; Karl Brady; Chip Campsen; Frank Carson; Howard Chapman; Webb Charpia; James Clyburn; Johnny Cribb; Joe Daning; Sylleste Davis; Enoch Dickerson, III; Debra Green-Fletcher; Timothy Goodwin; John Gregg; Larry Grooms; Greg Habib; Will Haynie; Harriet Holman; Terry Jenkins; Robert King; Michael Locklear; Nancy Mace; Todd Martin; Barbara Melvin; Pat O'Neil; Hernan Pena; Phillip Pounds; Dan Prickett; Teddie Pryor; Christie Rainwater; Herb Sass; Mike Seekings; Kevin Shealy; Kenneth Skipper; Leon Stavrinakis; Keith Summey; John Tecklenburg; Matt Thompson; Danny Thrower; Ricky Waring; Bill Woolsey

MEMBERS PRESENT: Jim Armstrong; Frank Carson; Howard Chapman; Debra Green-Fletcher; Todd Friddle; John Gregg; Tom Hartnett; Terry Jenkins; Christie Rainwater; Herb Sass; Kenneth Skipper; Matt Thompson; Daniel Thrower; Ricky Waring

PROXIES: Wes Linker for Joe Boykin and Teddie Pryor; Megan Clark for Keith Summey; Robert Somerville for John Tecklenburg; Paul Gawrych for Larry Grooms

OTHERS PRESENT: Tyler Clark (SCDOT); David Cook (FHWA); Lyle Lee (SCDOT); Derrick Goodman (SCDOT); Sherri Stillwell (LWV); Mark Pleasant; Ryan McClure; (Trans Systems); Bill Jordan (AECOM); Rick Day (Stantec); Susie Underwood, (Mead & Hunt); Melvin Williams (Terracon); Amy Page Riley (Thomas & Hutton); Bryan Havir (Dorchester County); Josh Johnson (SCDOT); Luis Marquez (Joint Base Charleston); Giovanni Cosentino (CDM Smith); Mark Smith (SC House); Gary Brewer (SC House); Lindsey Keziah (Davis Floyd); Shannon Meder (HNTB); Abraham Champagne (WSP)

BCDCOG STAFF PRESENT: Ron Mitchum; Andrea Kozloski; Kathryn Basha; Sarah Cox; Kyle James; Michelle Emerson; Daniel Brock; Jennifer Dantzler

I. Call to Order

Chairman Sass called the meeting to order at 10:02 a.m. followed by welcoming remarks, quorum determination, and proxy announcements: Mr. Wes Linker for Joe Boykin and Mr. Teddie Pryor.

II. Consideration of Minutes: March 27, 2023

***Mr. Paul Gawrych made a motion to approve the March 27, 2023 Meeting Notes as presented.
Mr. Kenneth Skipper seconded the motion. The motion was unanimously approved.***

III. CHATS TIP Amendments – Request for Approval – Sarah Cox

Sarah Cox, Senior Transportation Planner, presented the CHATS TIP amendments with a request for approval: a.) US-17 Alt & Central Ave intersection safety improvement; b.) CARTA 5307/5304; c.) BCDCOG Enhanced Mobility Section 5310, d.) BCDCOG 5339 Bus & Bus Facilities Discretionary Grant (FY 2020)

***Mr. Paul Gawrych made a motion to approve the CHATS TIP Amendments as presented. Mayor
Christie Rainwater seconded the motion.
The motion was approved.***

IV. CHATS TIP Corrections (Information Only) – Sarah Cox

Ms. Cox presented the CHATS TIP Corrections. She noted that the corrections are being made to the CHATS TIP and that no action is required on the part of the Policy Committee but is provided for information. Corrections will be communicated to the SCDOT separately for inclusion in the STIP. Ms. Cox addressed questions and comments. The CHATS Policy Committee received the CHATS TIP Corrections report as information.

V. CHATS Unified Planning Work Program (UPWP) FY 2024 & 2025 – Request for Approval – Sarah Cox

Ms. Cox presented the draft of the CHATS Unified Planning Work Program (UPWP) for FY 2024 & 2025 for approval. The UPWP will provide the CHATS-related funds for the staff at the Berkeley-Charleston-Dorchester Council of Governments that will be obtained for the fiscal years 2024 & 2025.

***Mayor Christie Rainwater made a motion to approve the CHATS Unified Planning Work Program (UPWP) FY 2024 & 2025 Mrs. Megan Clark seconded the motion.
The motion was approved.***

VI. 2020 Census – CHATS Planning Area Discussion – Sarah Cox

Ms. Cox presented the CHATS Planning Area Discussion starting with the data released as of December 2022 from the Census Bureau updated urban area data and Federal Regulations for the urban area. Ms. Cox informed the Committee of more data from the Census and protentional needs with a PowerPoint presentation.

VII. SCDOT Project Status Report Update – Derrick Goodman & Tyler Clark, SCDOT

Derrick Goodman, SCDOT, presented the SCDOT Project Status Report. Mr. Goodman discussed the different projects. He presented the project's scope and current status, and Tyler Clark SCDOT presented past note summaries with updates and noted all new comments received. Mr. Goodman. Mr. Clark addressed questions and comments. The CHATS Policy Committee received the SCDOT Project Status Report as information.

VIII. SCDOT Planning Office Update – Lyle Lee, SCDOT

Lyle Lee, SCDOT, informed the Committee that SCDOT is working to help draw new boundaries. SCDOT has an August 15, 2023 deadline to submit new proposed boundaries. Mr. Lee informed the Committee that the statewide Plan is expected to be completed in FY 2024 and they are also working on an update to their STIP which they will be having a meeting for in June 2023 and other planned projects that they are working on.

that it was nothing to report at this time.

IX. SCDOT District Update – Josh Johnson, SCDOT

Josh Johnson, SCDOT, presented the status of the projects with updates and noted all new comments received. Mr. Johnson addressed questions and comments. The CHATS Policy Committee received the SCDOT District Update as information.

X. General Public Comment

There were no general public comments.

XI. Executive Director's Report

Ron Mitchum, Executive Director, informed the Committee that we are meeting with all the staff in various jurisdictions about the LRTP, but if you have a project in mind or something that we should do please let us know. Mr. Mitchum also informed the Committee that the Low Country Rapid Transit project is moving forward with no major issues. Mr. Mitchum addressed questions and comments. The CHATS Policy Committee received the Executive Director's Report as information.

XII. Adjourn

There being no further business to discuss, Chairman Sass thanked everyone for attending today's meeting and adjourned the meeting at 10:56 a.m.

Respectfully submitted,
Jennifer Dantzer

DRAFT



POLICY COMMITTEE

MEMORANDUM

Date: July 31, 2023
To: CHATS Policy Committee
From: Ron Mitchum, Executive Director
Subject: FY 2021-2027 TIP Amendment

The following amendments to the Transportation Improvement Program (TIP) was presented to the CHATS Study Team for their consideration on 7/7/2023. Based on their review, the Study team is recommending your approval of the listed amendments. Revisions have been advertised for public comment through July 31, 2023. Subject to no comments and the approval of the CHATS Policy Committee, project amendments will be communicated for inclusion in the State TIP (STIP).

CHATS TIP Amendments

Guideshare Projects

1. US 78 – Phase 3 (West of Old Orangeburg Rd (CHATS Boundary) to Berlin Myers Pkwy) – Update TIP description on the US-78 Phase 3 project to more clearly track programming and delivery of project in sub-phases as follows:
 - a. US 78 – Phase 3A (West of Old Orangeburg Rd to North Maple St) – Add new sub-phase description to TIP, which assumes existing TIP programming record to date, and adjust/update historic, preliminary engineering, right of way and construction programming as follows:
 - Shift/Move historic/prior year programming of \$750,000 (PE) to US 78 – Phase 3B (below) for preliminary engineering (NEPA assessment on extended project limits) as approved by SIB Board
 - Add \$883,500 (PE) Dorchester County sales tax funds in FY 2023, \$550,000 (PE) in FY 2024, and \$275,000 (PE) in FY 2025 for preliminary engineering, for a total of \$1,707,500
 - Decrease SIB funding programmed in FY 2023 for right of way by \$400,000 from \$3,250,000 to \$2,850,000, and redistribute \$400,000 SIB funds to preliminary engineering on Phase 3B for preliminary engineering (completion of right-of-way plans) as approved by SIB Board
 - Increase Dorchester County sales tax funds programmed in FY 2023 for right-of-way by \$10,307,000 from \$2,193,000 to \$12,500,000
 - Update phase of work programming on \$4,557,000 CHATS Guideshare funds from right-of-way to construction, and shift/move funds from FY 2023 to FY 2025
 - Add \$33,555,000 (CON) Dorchester County sales tax funds in FY 2025 for construction
 - b. US 78 – Phase 3B (North Maple St to Berlin Myers Pkwy) – Add new sub-phase description to TIP, and adjust/update historic, preliminary engineering, right-of-way and construction programming as follows:
 - Record \$750,000 (PE) SIB funds in historic/prior year for preliminary engineering (NEPA assessment on extended project limits) as approved by SIB Board
 - Add \$400,000 (PE) SIB funds in FY 2024 for preliminary engineering (completion of right-of-way plans) as approved by SIB Board

MEMORANDUM

- Add \$700,000 (PE) Dorchester County sales tax funds in FY 2024 for preliminary engineering
 - Add \$20,600,000 (R) Dorchester County sales tax funds in FY 2025 for right-of-way
 - Add \$11,200,000 (CON) Dorchester County sales tax funds in FY 2027 and \$11,500,000 in FY 2028+ for construction, for a total of \$22,700,000
2. ITS System Implementation – Adjust/reduce FY 2024 programming by \$60,000 to reflect suballocation of funds to the Dorchester Rd Signal Improvement/TSP Pilot Project (item 3 below).
- Decrease FY 2024 programming by \$60,000, from \$4,500,000 to \$4,440,000 (CON) CHATS Guideshare funds
3. Dorchester Rd Signal Improvement/TSP Pilot Project (Old Trolley Rd to US 78/Rivers Ave) – At the request of project staff, increase programming for preliminary engineering by \$60,000 to \$410,000. Adjustment informed by project scope refinement and updated cost estimate to complete preliminary engineering phase of work.
- Increase CHATS Guideshare funds programmed in FY 2023 by \$60,000, from \$350,000 to \$410,000 (PE) for preliminary engineering
4. Ashley River Crossing Bike and Pedestrian Bridge – At the request of SCDOT, add \$34,375,000 TAP-Flex funds to project in FY 2024.
- Add \$21,875,000 (CON) TAP-Flex funds in FY 2023 for construction
 - Add \$12,500,000 (AC) TAP-Flex funds in FY 2023 for Advanced Construction
 - Add \$12,500,000 (ACC) TAP-Flex funds in FY 2024 for Advanced Construction Conversion

Projects Exempt from Guideshare

1. S-104 (King St) (MP 0 -1.89) Bike/Ped Safety Improvements – At the request of SCDOT, shift right-of-way and construction funding programmed in FY 2023 to FY 2024, and increase construction programming from \$1,000,000 to \$1,300,000.
- Shift/move \$50,000 (R) HSIP federal funds for right-of-way from FY 2023 to FY 2024
 - Shift/move \$1,000,000 (CON) HSIP federal funds for construction from FY 2023 to FY 2024, and increase construction funds programmed in FY 2024 by \$300,000, from \$1,000,000 to \$1,300,000
2. S-106 (St. Philip St) (MP 0 - 1.07) Bike/Ped Safety Improvements – At the request of SCDOT, shift right-of-way and construction funding programmed in FY 2023 forward to FY 2024, and increase construction programming from \$750,000 to \$1,200,000.
- Shift/move \$50,000 (R) HSIP federal funds for right-of-way from FY 2023 to FY 2024
 - Shift/move \$750,000 (CON) HSIP federal funds for construction from FY 2023 to FY 2024, and increase construction funds programmed in FY 2024 by \$450,000, from \$750,000 to \$1,200,000

Federal Transit Administration

1. LoNo Discretionary Grant (FY 2023) – Add new project for the FY 2023 FTA Low or No Emission (LoNo) Vehicle Program Grant awarded to CARTA to build a regional transit hub (Shipwatch Square) as well as purchase battery-electric buses and charging equipment.
- Add \$25,906,730 (CA) FTA Section 5339(c) funds in FY 2024 for Capital Acquisition
 - Add \$5,959,150 (CA) Charleston County TST local match funds in FY 2024 for Capital Acquisition

MEMORANDUM

Transportation Alternatives

1. St. Thomas Island/Clements Ferry Pedestrian Connector (Phase 1) – The City of Charleston is requesting \$400,000 in additional federal TA Set-Aside funds, with the City committing \$148,102 in local funds, to help close a \$548,102 construction funding shortfall identified on the project. The increase in cost is driven largely by the refinement of the project's design, which includes an adjustment in the facility's crossing alignment over Nowell Creek, and subsequent design revision to avoid underground utility conflicts.
 - Add \$400,000 (CON) TA Set-Aside funding in FY 2024 for construction
 - Add \$148,102 (CON) local funds in FY 2024 for construction

The following corrections are being made to the CHATS Transportation Improvement Program (TIP). No action is required on the part of the Study Team and Policy Committee, but is provided as information. Corrections will be communicated to SCDOT separately for inclusion in the Statewide Transportation Improvement Program (STIP).

CHATS TIP Corrections

Projects Exempt from Guidesshare

1. S-107 (Meeting St) (MP 0-1.42) Bike/Ped Safety Improvements – At the request of SCDOT, shift funding programmed for right-of-way and construction from FY 2023 to FY 2024.
 - Shift/move \$50,000 (R) HSIP federal funds for right-of-way from FY 2023 to FY 2024
 - Shift/move \$800,000 (C) HSIP federal funds for construction from FY 2023 to FY 2024
2. S-404 (Calhoun St) (MP 0 - 1.48) Bike/Ped Safety Improvements– At the request of SCDOT, shift funding programmed for right-of-way and construction from FY 2023 to FY 2024.
 - Shift/move \$50,000 (R) HSIP federal funds for right-of-way from FY 2023 to FY 2024
 - Shift/move \$800,000 (C) HSIP federal funds for construction from FY 2023 to FY 2024

Federal Transit Administration

1. BCDCOG Enhanced Mobility FTA Section 5310 – Deferral of \$48,000 FTA 5310 FFY 2022 Grant funds awarded to Beyond BASIC Life Skills for Capital Acquisition. Funds is reallocated to CARTA for Capital expenses (Approved by BCDCOG Executive Committee 5/22/2023).
 - Reduce Beyond BASIC Life Skills – Purchase of Vehicle from \$48,000 (CA) in FY 2023 to \$0
 - Increase CARTA – Purchase of Vehicles by \$48,000 from \$519,153 to \$567,153 (CA) in FY 2023 for Capital Acquisition

CHATS FINANCIAL STATEMENT (Cost in Thousands)

PIN #	GUIDESHARE PROJECTS	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
P0023349	Berlin Myers Pkwy - Phase III SC 165 to US 17A	9,968 8,420 - -	1,600 PE	7,533 C 3,032 C 53,076 AC 10,000 C 20,000 C	13,269 ACC 1,000 R 12,500 C 10,000 C	13,269 ACC 12,500 C	13,269 ACC	13,269 ACC		\$62,209 \$3,032 \$1,000 \$35,000 \$30,000		\$149,629	CHATS Guideshare CRRSAA Funds CHATS Guideshare Dorchester Co. Sales Tax SC Transportation Infrastructure Bank
Amendment 7/31/2023	P032003	US 78 - Phase 3 (West of Old Orangeburg Rd to Berlin Myers Pkwy) US 78 - Phase 3A* West of Old Orangeburg Rd (CHATS boundary) to North Maple St	1,300 1,300 - -		884 PE 12,500 R 2,850 R	550 PE	274 PE 33,555 C 4,557 C			\$1,708 \$46,055 \$2,850 \$4,557		\$57,770	SCDOT Federal Match Program Dorchester Co. Sales Tax Dorchester Co. Sales Tax SC Transportation Infrastructure Bank CHATS Guideshare
	P032003	US 78 - Phase 3B* North Maple St to Berlin Myers Pkwy *Project sub-phases 3A and 3B are not independent projects but reference the single US 78 Phase 3 project evaluated and approved under NEPA	750 - -			700 PE 400 PE	20,600 R		11,200 C	\$700 \$400 \$20,600 \$11,200	\$11,500	\$45,150	Dorchester Co. Sales Tax SC Transportation Infrastructure Bank Dorchester Co. Sales Tax Dorchester Co. Sales Tax
0039390 0039390RD01	Clements Ferry Rd - Phase I I-526 to Jack Primus Rd Context- Sensitive capacity improvement	285 21,215 23,170										\$44,670	BERKELEY COUNTY - LOCALLY FUNDED TRANSPORTATION SALES TAX PROJECT CHATS Guideshare
P029503	Clements Ferry Rd - Phase II (Jack Primus to SC 41)	2,000 48,750 -	14,781 ACC		3,219 ACC					\$18,000		\$68,750	CHATS Guideshare Berkeley Co. Sales Tax STBG
0037000	Folly rd at Camp Rd Intersection Improvements Eugene Gibbs St and Rivers Point Row on Folly Rd and from W. Madison Ave to Oyster Point Row on Camp Rd	3,884 11,565 2,890										\$18,339	Charleston Co. Sales Tax CHATS Guideshare SCDOT Federal Match Program - 50%
P030612	Billy Swails Boulevard Phase 4B Six Mile to Hamlin Rd	40 10			3,408 R 852 R 7,486 C 3,394 C					\$15,140		\$15,190	CHATS Guideshare Town of Mt Pleasant CHATS Guideshare Town of Mt Pleasant
P039975	Congestion Management	239 21	14 PL 3 PL	43 PL 11 PL	120 PL 30 PL	31 PL 8 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$282 \$71		\$613	STBG Local Match
P039977	Long Range Plan	376 73	8 PL 2 PL	30 PL 8 PL	200 PL 50 PL	95 PL 24 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$407 \$102		\$958	STBG Local Match
LRTP #1	Montague Ave (Capacity) International Blvd to I-26 Interchange	-			40 PL	1,440 PE		11,098 C		\$12,578		\$12,578	CHATS Guideshare
LRTP #3	North Rhett Ave (Capacity) I-526 Interchange to Yeamans Hall Rd	-			60 PL					\$60		\$60	CHATS Guideshare
LRTP #4	US-17A / North Main Street (Corridor Study) I-26 Interchange to Berlin G. Myers Pkwy	-			200 PL		4,000 C			\$4,200		\$4,200	CHATS Guideshare
LRTP #5	US-17 @ Long Point Rd (Intersection Improvement)	-			35 PL	450 PE	1,000 R	3,000 C		\$4,485		\$4,485	CHATS Guideshare
LRTP #6	US-17 @ Anna Knapp Blvd (Intersection Improvement)	-		25 PL	600 PE	1,000 R	4,000 C			\$5,625		\$5,625	CHATS Guideshare
LRTP #7	US-17A/S Main Street (Access Management) Carolina St to US-78	-			60 PL		4,000 C			\$4,060		\$4,060	CHATS Guideshare

PIN #	GUIDESHARE PROJECTS	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
P037307	Regional Transit Framework Plan Maintenance & Implementation	294 74		3 PL 1 PL	50 PL 12 PL	48 PL 12 PL	48 PL 12 PL	25 PL 6 PL	25 PL 6 PL	\$199 \$49		\$616	STBG Local Match
P039979	Regional Bike/Ped Plan Maintenance & Implementation	-	25 PL 6 PL	39 PL 10 PL	25 PL 6 PL	36 PL 9 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$199 \$49		\$248	STBG Local Match
-	Regional Freight Plan for CHATS	500 125			50 PL 12 PL	50 PL 12 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$174 \$43		\$842	CHATS Guideshare Match
P037428	Bike/Pedestrian & Safety	-	310 PL 79 PL	17 PL 4 PL	30 PL 8 PL	44 PL 11 PL	30 PL 8 PL	30 PL 8 PL	30 PL 8 PL	\$491 \$126		\$617	CHATS Guideshare Match
P037427	Regional Intelligent Transportation System (ITS) Plan	-	300 PL 76 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	\$600 \$154		\$754	CHATS Guideshare Match
	Transit Related Improvements (LRTP set aside)	-			2,500	2,500	2,500	2,500	2,500	\$12,500		\$12,500	CHATS Guideshare
P037429	Corridor Study US 52 (Between Goose Creek and Moncks Corner)	750 188										\$938	CHATS Guideshare Match
-	Complete Streets Funding	2,350			4,876	1,000	1,000	1,000	1,000	\$8,876		\$11,226	STBG
0040031	Coleman Blvd Revitalization (Complete Streets)	10,238 2,500										\$12,738	Town of Mt Pleasant STBG
P027883	Moncks Corner Signal Improvements (Complete Streets)	120 -	930 C							\$930		\$1,050	STBG STBG
P028937 P030592	Daniel Island Area Improvements - St. Thomas Island/Clements Ferry TAP (Beresford Creek Crossing boardwalk and trail construction)	-			200 C					\$200		\$200	STBG
-	Folly Rd Complete Streets Project	-			687 R 1,693 C 1,500 C					\$687 \$3,193		\$3,880	Local Funds - Charleston County Sales Tax Local Funds - Ch. Co. TST, City of Charleston & TJI STBG
	Maybank Highway Complete Streets/Safety Improvement project	-			2,024 C 506 C					\$2,024 \$506		\$2,530	STBG Charleston County CTC
P040707	Transportation Modeling/Simulation System Improvements	-	250 PL 63 PL		250 PL 63 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	\$701 \$176		\$877	STBG Match
Amendment 7/31/2023 Amendment 7/31/2023	ITS System Implementation	-				4,440 C	1,000 C	1,000 C	1,000 C	\$7,440		\$7,440	CHATS Guideshare
	Dorchester Rd Signal Improvement/TSP Pilot Project (Old Trolley Rd to US 78/Rivers Ave)				410 PE								CHATS Guideshare
	Peninsula Signal Re-time (City of Charleston traffic signal improvement project)				150 PE	500 C							
L RTP #2	Greenridge & Rivers Ave. (Segment Improvements from Otranto Rd to Greenridge Dr)	-			50 PL	450 PE	300 R	922 C		\$1,722		\$1,722	CHATS Guideshare
Amendment 7/31/2023	Ashley River Crossing Bike and Pedestrian Bridge	-		3,100 PE 3,950 C 100 C 3,000 C 25,000 C	400 PE					\$3,500 \$3,950 \$100 \$3,000 \$25,000 \$34,375		\$83,925	Local Funding - City of Charleston Local Funding - City of Charleston Local Funding - MUSC Local Funding - Charleston County CTC USDOT 2019 BUILD Grant STBG - TAP Flex + 20% Local Match STBG - TAP Flex + 20% Local Match CHATS Guideshare
-	Regional Park and Ride Development Project	-		250 PE 100 R 650 C	3,500 C	2,000 C	1,000 C	1,000 C	1,000 C	\$8,750 \$100 \$650		\$9,500	CHATS Guideshare - FTA Flex Funding* CHATS Guideshare - FTA Flex Funding* CHATS Guideshare - FTA Flex Funding* Match
-	Transit System Stop and Shelter Design Manual	150 38										\$188	CHATS Guideshare - FTA Flex Funding* Match
-	Tricounty Link/CARTA Computer Aided Dispatch & Automatic Vehicle Locator (CAD/AVL)	1,300										\$1,300	CHATS Guideshare - FTA Flex Funding*
-	Regional Van Pool Program	1,500										\$1,500	CHATS Guideshare - FTA Flex Funding*
	Guideshare Project Costs	\$65,242	18,446	25,818	48,060	27,554	36,974	34,108	5,819	196,779		196,779	
	Debt Service		3,990	922	922	-	-	-	-	5,835			
	*CRRSAA Debt Service Retirement			(1,845)						(1,845)			
	Advanced Payback								14,477				
	Guideshare Project Costs Subtotal		22,436	24,895	48,982	27,554	36,974	34,108	20,296	200,769			
Projected	Annual Guideshare Allocation		19,026	21,727	21,727	21,727	21,727	21,727	21,727	149,388			
	Carryover Available		50,810	47,400	47,263	20,008	14,181	4,952	1,030	50,810			
	*CRRSAA Funds			3,032						3,032			
	Bond Proceeds												
	Advancement Amount						6,018	8,459					
	Guideshare Allocation Subtotal		69,836	72,159	68,990	41,735	41,926	35,138	22,757	203,230			
	BALANCE		47,400	47,263	20,008	14,181	4,952	1,030	2,461	2,461			

* Total FY 2021 CRRSAA funds allocated to CHATS \$4,876,369. CHATS approved use of \$1.845 M to retire debt from SCDOT's 27 in 7 Bonding Program and balance of \$3.032 M applied to Berlin G. Myers Phase 3.

PIN #	PROJECTS EXEMPT FROM GUIDESHARE	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
	Bridge Replacement & Rehab Projects												FEDERAL AID BRIDGE PROGRAM
	I-526 over Cooper River - Berkeley County	16,603										\$16,603	FEDERAL AID BRIDGE PROGRAM
0032098X	SC 41 Bridge Replacement (over Wando River)	55,000										\$55,000	FEDERAL AID BRIDGE PROGRAM
0038226RD01	S-10-379 Noisette Creek - Charleston County	4,300										\$4,300	FEDERAL AID BRIDGE PROGRAM
0039614PE01 0039614RD01	S-10-32 Noisette Creek - Charleston County	7,110										\$7,110	FEDERAL AID BRIDGE PROGRAM
0039672RD01	S-10-20 Tidal Stream (Hoopstick) - Charleston County	2,550										\$2,550	FEDERAL AID BRIDGE PROGRAM
P039922	I-526 Wando River Bridge Deck Overlay		10,250 C							\$10,250		\$10,250	OAF - OTHER ALLOCATED FUNDING
P028721	S-8-791 (Old Hwy 52) Over N. Mulberry Creek - Berkeley County	4,929										\$4,929	FEDERAL AID BRIDGE PROGRAM
P037132	Old Pond Rd (S-1632) Over Simons Creek - Charleston County	1,250			400 R	4,750 C				\$5,150		\$6,400	NHPP Funding, Federal Aid for Non-NHS Bridges
P037136	Old Mt. Holly Road (S-45) Bridge Replacement - Berkeley County	1,200			1,050 R					\$7,950		\$9,150	Federal Aid Non-NHS Bridges/STBG
					6,900 C								
P037119	Harts Bluff Road (S-68) Bridge Replacement - Charleston County	846	74 R		3,406 C					\$3,480		\$4,326	Federal Aid Off-System Bridges/STBG
	US 17 SB Bridge Repair over the Ashley River			1,500 PE						\$1,500		\$1,500	STF - Preventative Maintenance
	Statewide Pavement Resurfacing Projects	20,906										\$20,906	STATEWIDE PAVEMENT RESURF/PRESERV PROG
	Statewide Safety Projects (Intersection Projects)											\$6,047	STATEWIDE SAFETY PROGRAM (HSIP)
0041070RD01	Liberty Hall Rd (S-529) & Lindy Creek Rd (S-1216)	605											STATEWIDE SAFETY PROGRAM (HSIP)
0041072RD01	Camp Rd (S-28) & Riverland Dr (S-53)	1,570											STATEWIDE SAFETY PROGRAM (HSIP)
	Riverland Dr (S-53) & Central Park Rd (S-67)	820											STATEWIDE SAFETY PROGRAM (HSIP)
P039378	S-76 (Ladson Rd) & S-2421 (College Park Rd)	50			500 C					\$500		\$550	STATEWIDE SAFETY PROGRAM (HSIP)
P039389	S-169 (Von Ohsen Rd) & S-881 (Lincolville Rd)	250			252 R	2,000 C				\$2,252		\$2,502	STATEWIDE SAFETY PROGRAM (HSIP)
P041046	US-17Alt (US 17A Hwy S) & S-13 (Central Ave)				250 PE		2,250 C			\$2,600		\$2,600	STATEWIDE SAFETY PROGRAM (HSIP)
					100 R								
	(Section/Corridor Improvements)												
P032086	St James Ave (US 176) from Old Moncks Corner Rd to US 52	3,150										\$3,729	STATEWIDE SAFETY PROGRAM (HSIP)
		579											Local Match - BCWS
P032088	Dorchester Rd (SC 642) from State Park Rd (S-373) to Near Parlor Dr (S-259)	502	2,000 C							\$2,000		\$2,502	STATEWIDE SAFETY PROGRAM (HSIP)
P037188	Red Bank Road (S-29) - from Eagle Rd (S-251) to near Garwood Rd (S-585)	300	100 R		2,500 C					\$2,600		\$2,900	STATEWIDE SAFETY PROGRAM (HSIP)
	Statewide Safety Program (2015 Commission-Approved Safety Projects)	2,297										\$2,297	STATEWIDE SAFETY PROGRAM (HSIP)
	Interstate Safety Improvements												
	I-26 Clear Zone Improvements from near MM 180 to near MM 221	5,400										\$5,400	STATEWIDE SAFETY PROGRAM (HSIP)
P029757	I-26 Cable Guardrail Project from near MM 168 to near MM 199 (Phase II) (I-95 to US 17A)	10,000										\$10,000	STATEWIDE SAFETY PROGRAM (HSIP)
	Safety Improvements/RSA												
P037886	US 78 (MP 4.0-7.3) - Safety Improvements	300							50 R 2,000 C	\$2,050		\$2,350	STATEWIDE SAFETY PROGRAM (HSIP)
P037889	S-75 (Ashley Phosphate) (MP 0-2.269) / S-62 (MP 0-1.82) - Road and Bike/Ped Safety		500 PE		50 R 9,050 C					\$9,600		\$9,600	STATEWIDE SAFETY PROGRAM (HSIP)
P037890	US 17A (MP 1.36-4.35) - Safety Improvements	300			50 R 2,000 C					\$2,050		\$2,350	STATEWIDE SAFETY PROGRAM (HSIP)
Correction 7/7/2023	P037896	S-107 (Meeting St) (MP 0-1.42) - Bike/Ped Safety Improvements	150			50 R 800 C				\$850		\$1,000	STATEWIDE SAFETY PROGRAM (HSIP)
Amendment 7/31/2023	P037897	S-104 (King St) (MP 0 -1.89) - Bike/Ped Safety Improvements	150			50 R 1,300 C				\$1,350		\$1,500	STATEWIDE SAFETY PROGRAM (HSIP)
Correction 7/7/2023	P037901	S-404 (Calhoun St) (MP 0 - 1.48) - Bike/Ped Safety Improvements		200 PE		50 R 800 C				\$1,050		\$1,050	STATEWIDE SAFETY PROGRAM (HSIP)
Amendment 7/31/2023	P037906	S-106 (St. Philip St) (MP 0 - 1.07) - Bike/Ped Safety Improvements		150 PE		50 R 1,200 C				\$1,400		\$1,400	STATEWIDE SAFETY PROGRAM (HSIP)
	Act 275 - Funding for Bridges and Interstates												
P027507	I-526 Widening & Interchange Improvements from near Paul Cantrell Rd (Exit 11) to near Virginia Ave (Exit 20)	3,100			12,000 PE 13,000 PE/AC 10,000 R 90,000 R/AC 14,000 C 51,000 C/AC	13,000 PE/ACC	30,000 R/ACC	30,000 R/ACC	20,000 R/ACC	10,000 R/ACC	\$190,000	\$2,951,500	Interstate Program (NHPP)
											\$50,000	\$2,951,500	Interstate Program (NHPP)
											\$408,000	\$2,951,500	Interstate Program (NHPP)
											\$10,400	\$2,951,500	Interstate Program (NHPP)
											\$2,290,000	\$2,951,500	Interstate Program (NHPP)
P032102	I-526 Widening & Interchange Improvements from near Rivers Ave (Exit 18) to near US 17 (Exit 30)	8,670 5,000									\$10,000	\$230,710	Interstate Program (NHPP)
											\$207,040	\$230,710	Interstate Program (NHPP)
P0036524	I-26 Widening & Interchange Improvements from near I-526 (Exit 212) to near Port Access Rd (Exit 217)								10,000 C 354,313 AC	\$10,000		\$364,313	Interstate Program (NHPP)
P029263	I-26 Widening from near SC 27 (Exit 187) to near Jedburg Rd (Exit 194)	645 6,355	4,000 R							\$4,000		\$201,000	SC Transportation Infrastructure Bank
					3,540 C 186,460 AC					\$3,540		\$201,000	Interstate Program (NHPP)
						62,153 ACC	62,153 ACC	36,460 ACC 25,693 ACC		\$36,460 \$150,000		\$201,000	STBG - TAP
P027077	I-26 Widening near Jedburg Rd (Exit 194) to near Nexton Pkwy (Exit 197)	10,000 2,000 45,471 12,500	22,735 ACC							\$22,735		\$92,706	Interstate Program (NHPP)
												\$92,706	SC Transportation Infrastructure Bank
												\$92,706	Interstate Program (NHPP)
P041314	I-526 Long Point/Wando Port Interchange			5,000 PE	20,000 R	50,000 C 75,000 AC	50,000 ACC	25,000 ACC		\$150,000		\$150,000	Interstate Program (NHPP)
	US 17 @ S-20 (MAIN ROAD) & OLD CHARLESTON HIGHWAY	2400 1500										\$3,900	Interstate Program (NHPP)
P030127	Pavement Signing & Marking												STATEWIDE SAFETY PROGRAM (HSIP)
	Incident Response Program	7,000										\$7,000	Charleston Co. Sales Tax
	PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL	245,758	\$40,009	\$10,040	\$144,662	\$192,203	\$154,403	\$60,000	\$22,050	\$623,367	\$3,329,753	\$ 4,201,931	NHPP & Non-Mandatory CMAQ

PIN #	PROJECTS EXEMPT FROM GUIDESHARE CONTINUED	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
	I-526 & I-26 - TDM Strategy Implementation												NHPP/STBG
	Carpool/Rideshare/Vanpool Program	300										\$300	NHPP/STBG
	Telecommuting/Compressed WW/Flex/Stag Time												
P029171	Education, Promotion, Marketing	300	45 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	\$345	\$450	\$1,095	(\$50K from 2022-2030, and \$60K from 2031-2035)
P028057	US 17 Access Management	700										\$700	
P028928	Improve Signal Timing @ 6 Interchanges	3,000										\$3,000	
P029812	I-26 Corridor Management Plan (Jedburg Road/Exit 196 to US 17/Exit 221)	1,750										\$1,750	NHPP/STBG
	Edisto Island National Scenic Byway - Turnouts & Water Access	269										\$269	FHWA NATIONAL SCENIC BYWAY
	Edisto Island National Scenic Byway - Bicycle Facilities	635										\$635	FHWA NATIONAL SCENIC BYWAY
FOSU 10(1), 900(1)	Fort Moultrie Visitor Center	-										\$564	PARK ROADS & PARKWAYS
	Resurface Entrance Rd & Parking Area	564											
SC FH 204(1)	Steed Creek Rd (S-1032/S-133)	-										\$3,244	PUBLIC LANDS HIGHWAY- FOREST HIGHWAY
	(US 17 to Berkeley Co. Line)	-											
	Resurfacing & Safety Improvements	3,244											ARRA FUNDS - \$244,000
	Wando Welch Terminal Rehabilitation Project	10,840										\$10,840	USDOT 2014 TIGER Grant
	Airport Connector Road	2,321	3,710 PE	4,032 PE 6,277 R 2,687 R	853 PE	157 PE	79 PE			\$8,831		\$220,267	Charleston County Revenue Bond Charleston County Revenue Bond SC Department of Commerce SC Department of Commerce Charleston Co. Sales Tax OAF - Other Allocated Funds (HIP) NHPP
		-			5,976 R					\$6,277			
		-				\$33,337 C				\$8,663			
		-				\$2,978 C				\$33,337			
		-				\$20,215 C				\$2,978			
		-				68,822 AC	34,411 ACC	\$34,411 ACC		\$20,215			
		-								\$137,645			
	Lowcountry Lowline (City of Charleston)				7,000 PL					\$8,750		\$8,750	USDOT 2022 RAISE Grant Local Funds - City of Charleston
					1,750 PL								
PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL		23,924	\$3,755	\$13,046	\$6,879	\$125,560	\$34,540	\$34,461	\$50	\$218,291	450	242,664	
PROJECTS EXEMPT FROM GUIDESHARE TOTAL		337,888	\$43,764	\$23,086	\$151,541	\$317,763	\$188,943	\$94,461	\$22,100	\$841,658	3,330,203	4,444,595	

¹ AC (Advanced Construction) reflects the use of state funds to initiate a project.
² AC Conversion (Advanced Construction Conversion) reflects the conversion of state funds to federal funds.

PIN #	LOCALLY FUNDED PROJECTS	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
	Nexton Pkwy, Sheep Island Interchange (I-26), I-26 Widening (Inclusive of Nexton Pkwy from N. Maple to Nexton Elementary)	21,500 8,320 54,000 5,700										89,520	SC Transportation Infrastructure Bank SC Ports Authority BC TST Local Funding
	US 17 Septima Clark Pkwy (End of I-26 to Ashley River Bridges)	10,000 15,000 12,500 118,800										\$156,300	USDOT TIGER PROGRAM - LOCAL MATCH CITY OF CHARLESTON SCDOT FEDERAL MATCH PROGRAM INNOVATIVE FUNDING
0039389RD01	Henry Brown Blvd Extension - Phase I Liberty Hall Rd to Red Bank Rd System Capacity Improvement	5,974 350 15,500 21,150										\$42,974	FEDERAL EARMARK BERKELEY COUNTY LOCALLY FUNDED TRANSP. SALES TAX
	Henry Brown Blvd Extension - Phase II Liberty Hall Rd to US 52 Context Sensitive Capacity Improvement	2,000 - -										\$2,000	BERKELEY COUNTY LOCALLY FUNDED TRANSPORTATION SALES TAX PROJECT
	Mark Clark Expressway Completion US 17 to James Island Connector Context Sensitive New Alignment Facility	12,000 37,671 -			49,329 C					\$49,329		\$99,000	SC Transportation Infrastructure Bank SC Transportation Infrastructure Bank
	Palmetto Commerce Interchange	4,508 - -	1,000 PE 2,500 R	2,345 PE 10,111 C 3,089 C	2,345 PE	2,345 PE				\$8,035 \$12,611 \$22,889		\$48,043	Charleston County Revenue Bonds Charleston County Revenue Bonds Charleston Co. Transpo Sales Tax
	Palmetto Commerce Parkway Phase III	2,433 1,986 -	925 PE	3,473 PE 8,014 R 500 C	2,000 PE 5,669 R					\$6,398 \$13,683 \$500		\$168,481	Charleston County Revenue Bonds Charleston County Revenue Bonds Charleston County Revenue Bonds SC Department of Commerce SC Department of Commerce SCANA Grant SCANA Grant Charleston Co. Transpo Sales Tax Charleston Co. Transpo Sales Tax Charleston Co. Transpo Sales Tax
					19,331 R 500 C	1,000 PE 29,169 R 831 R 4,169 C 7,831 C				\$20,331 \$29,669 \$831 \$4,169 \$8,231 \$5,000			
	Maybank Hwy Improvement Phase I, II & III	15,000						34,500 C	11,500 C	\$69,500	5,750	\$15,000	Charleston Co. Sales Tax
	US 52 @ US 176 Intersection Improvement	307	350 P	1,480 PE	3,063 R					\$4,893		\$5,200	Berkeley Co. Sales Tax
P028111	SC 41 (US17 to Wando River Bridge)	2,000 2,582	660 PE	3,366 PE	\$3,000 PE	\$7,220 PE \$2,600 R	\$182 PE \$8,000 R	\$8,000 R \$81,447 C	\$3,000 R	\$14,428 \$21,600 \$81,447	\$3,000	\$125,057	Berkeley Co. Sales Tax Charleston Co. Sales Tax Charleston Co. Sales Tax Charleston Co. Sales Tax
	LCRT (Lowcountry Rapid Transit) ^A	21,853		23,735 PE 3,215 R		\$131,197 C				\$154,932 \$3,215		\$180,000	Charleston Co. Sales Tax Charleston Co. Sales Tax
LOCALLY FUNDED PROGRAM TOTAL		383,826	5,435	59,328	98,437	192,962	37,082	123,947	14,500	531,691	8,750	931,575	

^A Local funds programmed reflect maximum Charleston County TST contribution of \$180 million. Project cost estimate of \$360 million developed in I-26ALT AA Study, will be refined and updated as the project advances through NEPA and Design process. Project intends to apply to the FTA's Capital Grant Program (CIG) to secure additional federal funds to construct.

PIN #	SAFETEA-LU EARMARK PROJECTS	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
0030285X	Railroad Ave Extension Berkeley County SAFETEA-LU # 416	13,290 2,051 8,200										\$23,541	Berkeley Co TST Federal Earmark - \$1,334,799.77 Includes SCDOT Match
0037345RD01	Port Access Rd Design/Build Project (Connecting to I-26) ^d SAFETEA-LU # 4872 *	10,000 318,544										\$328,544	SAFETEA-LU FEDERAL EARMARK SC Ports Authority General Assembly SCDOT
SAFETEA-LU EARMARK PROJECTS TOTAL		352,085								\$ -		\$ 352,085	

^dSCDOT is managing this project on behalf of the SC Ports Authority through an intergovernmental agreement. Two funding allocations have been made by the SC General Assembly (\$5.0 million to SCDOT and \$167.0 million + interest to SCSPA).

PIN #	FEDERAL TRANSIT ADMINISTRATION	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
	CARTA 5307/5340	31,925 6,962 9,851 13,468	4,258 CA 1,200 OP	7,415 5,229 CA 2,186 OP	7,560 C/O 5,377 CA 2,183 OP 11,000 CA 3,383 OP	6,076 C/O	6,136 C/O	6,198 C/O	6,260 C/O	\$39,645 \$14,865 \$5,569 \$11,000 \$3,383		\$116,234	FTA Section 5307/5340 Match Capital 5307/5340 Operation 5307/5340 5311 Allocation - Award of funds subject to lapse (FY2023) 5311 Allocation - Award of funds subject to lapse (FY2023)
	BCDRTMA 5307/5340	928 24	558 OP	322 OP	328 OP	301 OP	301 OP	301 OP	301 OP	\$2,412		\$3,365	5307 Sub-Allocation Match
	CARTA - Section 5307 Urbanized Area Formula Grants (CARES Act)	15,000										\$15,000	FTA Section 5307 - CARES Act
	CARTA - Section 5307 Urbanized Area Formula Grants (ARP Act)	-		4,975 CA 4,955 OP						\$9,930		\$9,930	FTA Section 5307 - ARP Act
	BCDCOG - Section 5307 Urbanized Area Formula Grants (CARES Act)	1,893										\$1,893	FTA Section 5307 - CARES Act
	BCDCOG - Enhanced Mobility Section 5310	1,632										\$7,704	FTA Section 5310 - Enhanced Mobility Program
	FY2017 CARTA - Purchase of Vehicles	439											FY 2017 Allocation
	FY2018	455											FY2018 Allocation
	FY2019 CARTA - Paratransit Operations	476											FY 2019 Allocation
	FY2020 CARTA - Paratransit Operations	498											FY 2020 Allocation
	CARTA - Paratransit Maintenance												FY 2020 Allocation
	Berkeley Citizens, Inc - Purchase of Service												FY 2020 Allocation
	Trident Smart Ride - MM												FY 2020 Allocation
	BCDCOG Administrative												FY 2020 Allocation
	FY2021 CARTA - Purchase of Vehicles			383 CA						\$518			FY 2021 Allocation
	Berkeley Citizens, Inc - Purchase of Vehicles			56 CA									FY 2021 Allocation
	Charleston-Dorchester Mental Health			29 OP									FY 2021 Allocation
	Trident Smart Ride - MM			40 CA									FY 2021 Allocation
	BCDCOG Administrative			10 AD									FY 2021 Allocation
Correction 7/7/2023	FY2022 CARTA - Purchase of Vehicles				567 CA					\$760			FY 2022 Allocation
	Berkeley Citizens, Inc - Purchase of Service				60 CA								FY 2022 Allocation
	Charleston-Dorchester Mental Health - Purchase of Service				20 CA								FY 2022 Allocation
Correction 7/7/2023	Beyond BASIC Life Skills - Purchase of Vehicles				0 CA								FY 2022 Allocation
	Dorchester County Board of Disabilities & Special Needs - Purchase of Vehicles				60 CA								FY 2022 Allocation
	Trident Smart Ride - MM				40 CA								FY 2022 Allocation
	BCDCOG Administrative				12.5 AD								FY 2022 Allocation
	FY2023				779 C/O					\$779			FY 2023 Allocation
	FY2024					528 C/O				\$528			FY 2024 Allocation
	FY2025						534 C/O			\$534			FY 2025 Allocation
	FY2026							539 C/O		\$539			FY 2026 Allocation
	FY2027								544 C/O	\$544			FY 2027 Allocation
	CARTA - Enhanced Mobility Section 5310 (CRRSAA)		86 CA										FTA Section 5310 - CRRSAA Act
	CARTA - Enhanced Mobility Section 5310 (ARP)			86 CA									FTA Section 5310 - ARP Act
	BCDCOG - 5339 Bus & Bus Facilities Discretionary Grant	6,153 1,538										\$7,691	FY 2016 Allocation FY 2016 - Match
	BCDCOG - 5339 Bus & Bus Facilities Discretionary Grant	8,322 2,080										\$10,402	FY 2019 Allocation FY 2019 - Match
	BCDCOG - 5339 Bus & Bus Facilities Discretionary Grant	-			2,777 CA 1,617 CA					\$2,777 \$1,617		\$4,394	FY 2020 Allocation FY 2020 - Match
	CARTA - Bus & Bus Facilities 5339	1,373		629 CA 2,062 CA	646 CA	701 CA	701 CA	701 CA	701 CA	\$6,141		\$8,544	5339 Allocation 5339 Allocation
	Transit-Oriented Development (TOD) Planning Project	-	1,029 CA							\$1,029			5339 Allocation - Award of funds subject to lapse
	LoNo Discretionary Grant	880 220 1,500 375										\$1,100	2018 Section 20005(b) Local Match
	HOPE Discretionary Grant (FY 2020)		270 PL 30 PL							\$300		\$300	FTA HOPE Grant Local Match - Charleston Co. Sales Tax
Amendment 7/31/2023	LoNo Discretionary Grant (FY 2023) CARTA Shipwatch Square Transit Hub & Regional Workforce Development Center					25,907 CA 5,957 CA				\$31,864		\$31,864	FTA Section 5339(c) Local Match - Charleston Co. Sales Tax
	COVID-19 Research Demonstration Grant (FY 2020)		575 CA 100 CA							\$675		\$675	FTA Federal Funds Local Match - Charleston Co. Sales Tax
	Transit-Oriented Development (TOD) Pilot Program Planning Grant (FY 2021) Lowcountry Rapid Transit Corridor TOD Study Phase 2			860 PL 215 PL						\$1,075		\$1,075	2021 Section 20005(b) Local Match - Charleston Co. Sales Tax
	CARTA - American Rescue Plan (ARP) Route Planning Restoration Program Grant (FY 2021) CARTA Downtown Route Restoration Plan				564 PL					\$564		\$564	FTA Section 5307 - ARP Act
	BCDCOG - American Rescue Plan (ARP) Route Planning Restoration Program Grant (FY 2021) US-52 Bus Rapid Transit (BRT) Corridor Study				650 PL					\$650		\$650	FTA Section 5307 - ARP Act
-	Transit System Stop and Shelter Design Manual	150 38										\$188	CHATS Guideshare - FTA Flex Funding* Match
-	Tricounty Link/CARTA Computer Aided Dispatch & Automatic Vehicle Locator (CAD/AVL)	1,300										\$1,300	CHATS Guideshare - FTA Flex Funding*
-	Regional Van Pool Program	1,500										\$1,500	CHATS Guideshare - FTA Flex Funding*
-	Regional Park and Ride Development Project	-		250 PE 100 R 650 C	3,500 C	2,000 C	1,000 C	1,000 C	1,000 C	\$8,750 \$100 \$650		\$9,500	CHATS Guideshare - FTA Flex Funding* CHATS Guideshare - FTA Flex Funding* CHATS Guideshare - FTA Flex Funding*
FTA TOTAL		105,993	\$7,977	\$29,453	\$37,625	\$33,513	\$7,672	\$7,739	\$7,806	\$137,700		\$223,447	

PIN #	TRANSPORTATION ALTERNATIVES	Previous Years	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	TIP COST (2021-2027)	REMAINING COST (2028+)	TOTAL PROJECT COST	FUNDING SOURCE
5	JOHNNIE DODDS BLVD - PEDESTRIAN ACCESS (TOWN OF MT. PLEASANT) FY '05	112										140	STBG
		28											Local Match
0040345RD01	EAGLE-CHANDLER BRIDGE CREEK TRAIL (PHASES I & II) (DORCHESTER COUNTY) FY '06 & '08	278										347	STBG
		69											Local Match
4	Sidewalk Project Phase IV - Old Fort Rd (Dorchester County) FY '07	703										\$879	STBG
		176											Local Match
	OLD FORT DRIVE HIKER/BIKER (Dorchester County) From Wal-Mart driveway to Commencement Blvd. along Old Fort Dr. - FY '10	729										\$911	STBG
		182											Local Match
	Sawmill Branch Canal Trail Ext. (Dorchester County/Town of Summerville) Along Old Trolley Rd. and Dorchester Rd. (FY 11 & 12 + Carryover)	706										\$949	STBG
		243											Local Match
	HANAHAN COMPREHENSIVE TRAIL - PHASE I (City of Hanahan) Along Sweetgrass Boulevard - FY '12	386										\$483	STBG
		97											Local Match
Amendment 7/31/2023	P030592 ST. THOMAS ISLAND/CLEMENTS FERRY PEDESTRIAN CONNECTOR PHASE I	400				400 C				\$400		1,057	STBG
	P028937 From Beresford Creek Dock on St. Thomas Island Dr to the	109				148 C				\$148			Local Match
	DORCHESTER ROAD SIDEWALK INFILL (City of North Charleston) From Maryland Dr. to Foxwood Dr. along Dorchester Rd. - FY '13	400										\$500	STBG
		100											Local Match
P032505	Boulder Bluff Pedestrian Safety Phase I Intersection of Amy Dr & Eather Dr to Stephanie Dr (Goose Creek)	783										\$979	STBG
		196											Local Match
	Tanner Plantation/Foster Creek Trail Phase III Williams Ln on Foster Creek Rd to Archibald Dr (Hanahan)	517		216 C						\$216		1,127	STBG
		129		265 C						\$265			Local Match
	Clements Ferry Rd Multi-Use Path I-526 to Jack Primus Rd (Berkeley County)	750										\$3,477	STBG
		2,727											Local Match
P037492	Shem Creek Bridge Bike Lane Additions SC 703 (Mt Pleasant)	634		202 C						\$202		1,044	STBG
		158		50 C						\$50			Local Match
	Camp Rd Multi-Use Path Connection To James Island County Park (Charleston County)	775		199 C						\$199		1,217	STBG
		200		43 C						\$43			Local Match
	WA Greenway - WA Bikeway Connector Wappo Rd - Connect Bikeway & Greenway (Charleston)	363										\$454	STBG
		91											Local Match
	Palmetto Islands County Park Marsh Boardwalks	100										\$125	SC RTP 2015-2016
		25											Local Match
	Stono River County Park Access & Amenities Project	100										\$125	SCRTP 2018
		25											Local Match
	Rifle Range Road Trailhead Project	100										\$125	SCRTP 2019
		25											Local Match
	Old Towne Creek County Park Trails Project	100										125	SCRTP 2020
		25											Local Match
	Summerville Preserve Trail System - Phase 1 (Town of Summerville)				\$100 C					\$100		537	SCRTP 2022
					\$437 C					\$437			Local Match
	Hamilin Trails				\$100 C					\$100		291	SCRTP 2022
	Rifle Range Rd (Rifle Range Trail to US-17/Rifle Range Rd Connector) (Town of Mt. Pleasant)				\$191 C					\$191			Local Match
TRANSPORTATION ALTERNATIVES SUBTOTAL		\$12,541		\$617	\$200	\$0	\$0	\$0	\$0	\$617		\$14,064	
TIP GRAND TOTAL (includes Debt Service)		\$1,823,198	\$75,622	\$256,528	\$413,939	\$598,442	\$321,101	\$260,255	\$61,425	\$1,926,390	\$3,350,453	\$6,548,374	



POLICY COMMITTEE

MEMORANDUM

Date: July 31, 2023
To: CHATS Policy Committee
From: Ron Mitchum, Executive Director
Subject: CHATS MPO Planning Area – New MPO Boundary (2020)

On December 29, 2022 the U.S. Census Bureau released an update to designated Urban Areas (UZA) based on the 2020 decennial Census. Per federal regulations Metropolitan Planning Organizations (MPOs), such as the Charleston Area Transportation Study (CHATS), are required to revisit their existing planning area and make any necessary adjustments to ensure that planning boundaries include the entire UZA identified in the latest Census as well as the contiguous geographic area likely to become urbanized over the next 20 years. A map illustrating the boundary of our current CHATS Metropolitan Planning Area with an overlay of the 2010 Urbanized and 2020 Urban Areas is provided for your reference (Attachment A).

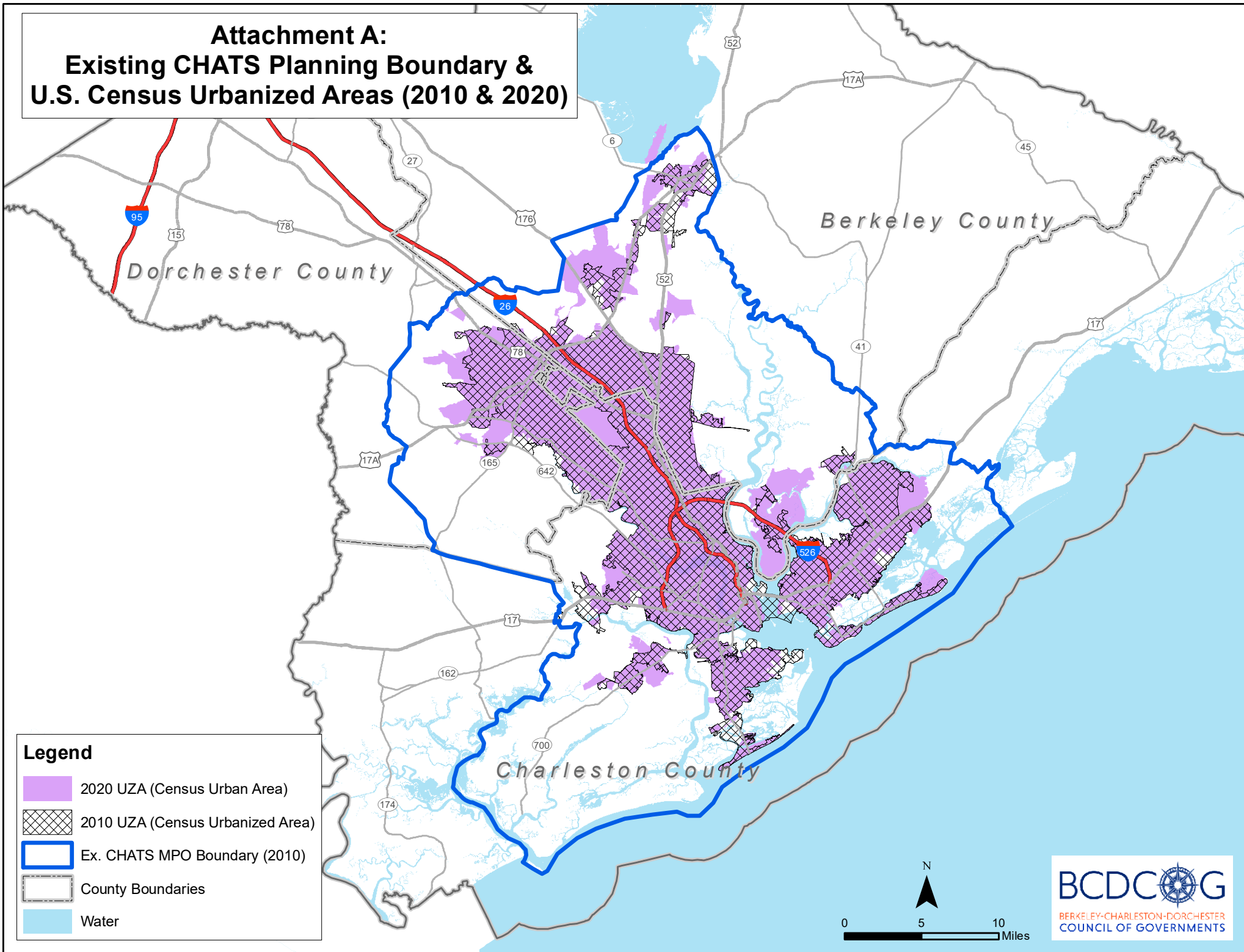
The 2020 U.S. Census produced a new census designated urban area that is well contained within the existing CHATS MPO Boundary with the exception of the Pinopolis area in Berkeley County. Staff has also analyzed areas outside the current CHATS MPO Boundary that are directly adjacent to the urban area to determine where urbanization is likely to occur in the next 20 years. Through a critical review of local comprehensive and sub-area plans, and current and proposed land development plans, major growth and development potential was identified in the northwestern extents of our region along I-26 in Berkeley and Dorchester Counties. These findings were presented and discussed with the CHATS Study Team, and an expansion of the CHATS MPO Boundary is recommended to encompass these new urban and projected growth areas.

As prescribed within the CHATS Bylaws, the MPO will consider adjusting its Policy Committee composition to ensure that adequate representation for all necessary jurisdictions is addressed. A map of the proposed new CHATS MPO Boundary is provided for your review and approval (Attachment B).

SCDOT's Office of Planning has been working with all MPOs and COGs across the state to discuss changes to the urban areas and any resulting changes to their respective study boundaries, and has outlined an accelerated schedule for receiving updates resulting from the 2020 Census (Attachment C). SCDOT's accelerated schedule is set in effort for the State to evaluate and revise the intra-state funding distribution formula in advance of the next Regional Mobility Program (RMP) (formally the Guideshare Program) allocation for the upcoming federal fiscal year 2024.

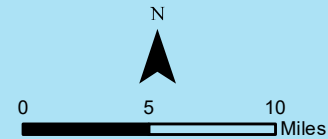


Attachment A: Existing CHATS Planning Boundary & U.S. Census Urbanized Areas (2010 & 2020)

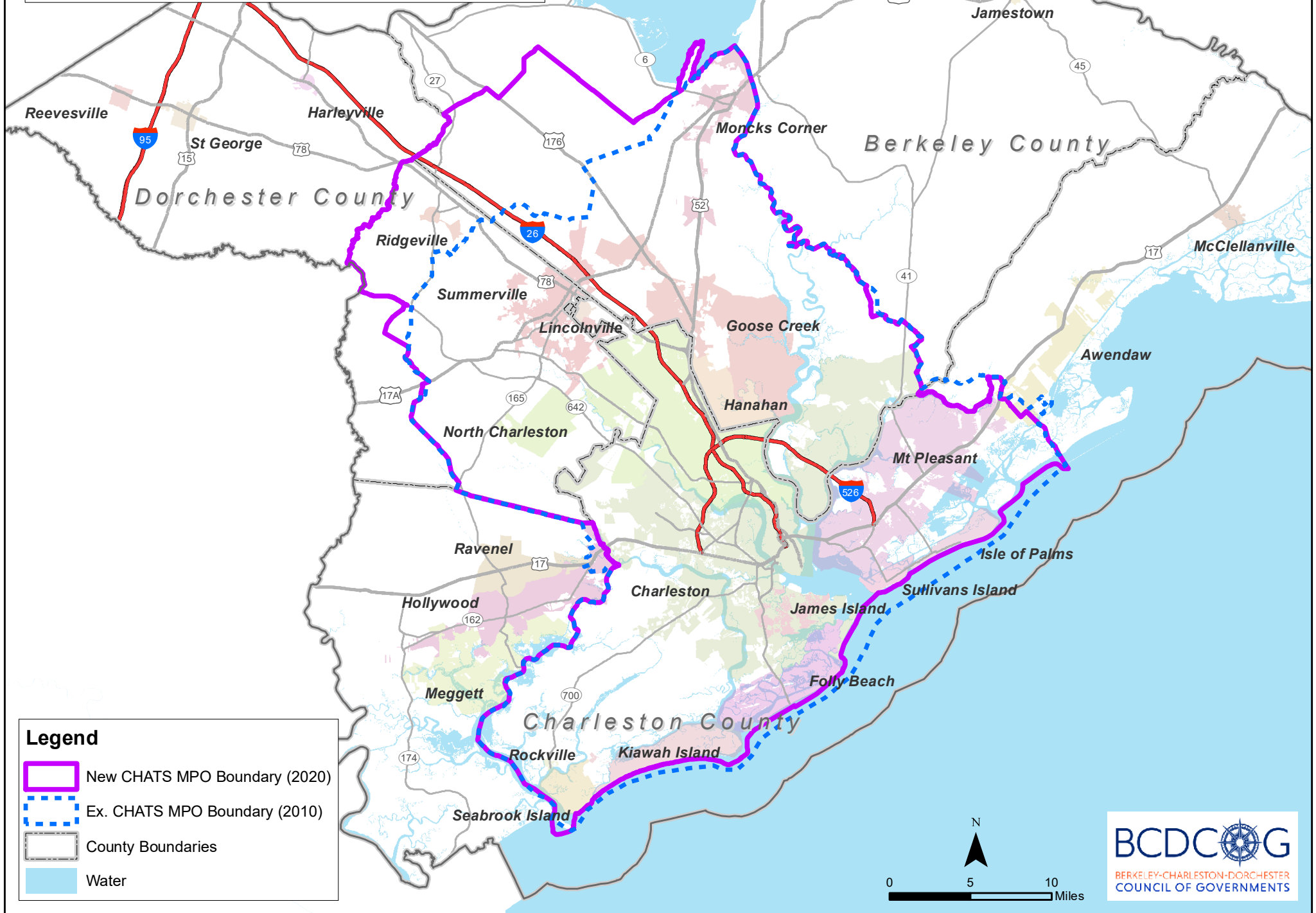


Legend

- 2020 UZA (Census Urban Area)
- 2010 UZA (Census Urbanized Area)
- Ex. CHATS MPO Boundary (2010)
- County Boundaries
- Water

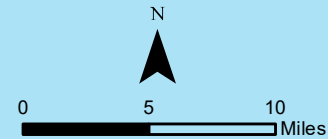


Attachment B: New CHATS Planning Boundary (2020)



Legend

- New CHATS MPO Boundary (2020)
- Ex. CHATS MPO Boundary (2010)
- County Boundaries
- Water



Attachment C

2020 Census Schedule			
Activity	FHWA Due Date	SCDOT Target Date	Responsible Agency
USDOT to publish a Federal Register notice designating Transportation Management Areas (TMAs)	Spring/Summer 2023	N/A	FHWA/FTA
New MPOs should be determined or established and redesignation packages submitted for approval	October 1, 2023	August 15, 2023	MPO
States should revisit their intra-State distribution formulas for metropolitan planning (PL) funds allocations to MPOs to ensure that the new Census 2020 population figures are being used and that any new MPOs are part of the calculation.	Before October 1, 2023	September 1, 2023	SCDOT
Existing MPOs should expand their Metropolitan Planning Areas (MPAs) to include all territory in urban areas with populations more than 50,000 (if necessary). LRTP and TIP updated by December 29, 2026	Before the next regularly scheduled metropolitan transportation plan update, after October 1, 2023, or within 4 years of the designation of the new urban area boundary (i.e., December 29, 2026), whichever occurs first	August 15, 2023	MPO
New MPOs should be designated to represent all new urban areas with populations more than 50,000	December 29, 2023	August 15, 2023	SCDOT/FHWA/MPO
Adjustments to urban area boundaries should be approved by the SCDOT and FHWA Division Office.	December 29, 2023	September 1, 2023	SCDOT/FHWA/MPO
<u>New TMAs must have a Congestion Management Process (CMP), per 23 CFR 450.340(g).</u>	Fall/Winter 2024 (within 18 months of TMA designation)	Fall 2024	TMA
Changes to highway functional classification associated with the Census-defined urban area boundaries should be approved by the SCDOT and FHWA Division Office	December 29, 2025	Spring 2025	SCDOT/FHWA/MPO
New MPOs should have a formally adopted Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).	December 29, 2026	Winter 2025	MPO
<u>USDOT (FHWA and FTA) shall complete a Federal planning certification review for each newly designated TMA, per 23 U.S.C. 134(k)(6).</u>	Spring/Summer 2027	Spring/Summer 2027	FHWA



POLICY COMMITTEE

MEMORANDUM

Date: July 31, 2023
To: CHATS Policy Committee
From: Ron Mitchum, Executive Director
Subject: CHATS Policy Committee Bylaws (Amendment)

Attached for your review and consideration is an amendment to the CHATS Policy Committee Bylaws. The CHATS Bylaws are created for the purpose of structuring the transportation planning process to be in conformance with the current Federal legislation authorizing surface transportation programs as amended, and the US Department of Transportation regulations cited in Title 23 CFR Part 450, Title 49 CFR Part 613, Title 23 CFR Part 500 and 626, and Title 49 CFR Part 614 regarding Statewide/Metropolitan Planning and Management/Monitoring System, as well as Environmental Protection Agency regulations cited in Title 40 CFR part 51 and 93 regarding Transportation Planning and Air Quality Conformity. They are further to be used as a method of providing internal operations and an aid to the Committee in carrying out its role as the policy body for CHATS.

The current bylaws were last revised on November 16, 2015, to update the language contained within to better reflect current legislation and policy procedures. Similarly, minor modification to Article II (Section 3) of the bylaws proposed with this amendment accomplish the following:

1. Updates the specific language for the planning factors that Federal legislation mandates must be considered as part of the metropolitan planning process from eight (8) factors to ten (10) planning factors, expanded under the Fixing America's Surface Transportation (FAST) Act and maintained under the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021). Expanded factors provide for the consideration and implementation of projects, strategies and services that will -
 - a. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation, and
 - b. Enhance travel and tourism.
2. Updates the prescribed planning factors, to include housing considerations in the metropolitan transportation planning process that promotes consistency between transportation improvements and State and local housing patterns, in addition to growth and economic development patterns.



Policy Committee Bylaws

Charleston Area Transportation Study

Revised: ~~November 16, 2015~~ July 31, 2023

Berkeley-Charleston-Dorchester
Council of Governments



**CHARLESTON AREA TRANSPORTATION STUDY (CHATS)
POLICY COMMITTEE
BYLAWS**

The following bylaws are adopted by the CHATS Policy Committee to provide for the transaction of business in the Metropolitan Transportation Planning process. The following matters are discussed herein:

Article I	Purpose
Article II	Powers and Responsibilities
Article III	Membership and Representation
Article IV	Proxy Voting
Article V	Offices, Election, Tenure, Duties
Article VI	Meetings
Article VII	Amendments
Article VIII	CHATS Study Team
Article IX	CHATS Citizen Advisory Committees
Article X	CHATS Standing Advisory Committee

ARTICLE I

Purpose

These Bylaws are created for the purpose of structuring the transportation planning process to be in conformance with the current Federal legislation authorizing surface transportation programs as amended and the US Department of Transportation regulations cited in Title 23 CFR Part 450, Title 49 CFR Part 613, Title 23 CFR Part 500 and 626, and Title 49 CFR Part 614 regarding Statewide/Metropolitan Planning and Management/Monitoring System, as well as Environmental Protection Agency regulations cited in Title 40 CFR part 51 and 93 regarding Transportation Planning and Air Quality Conformity. They are further to be used as a method of providing internal operations and an aid to the Committee in carrying out its role as the policy body for CHATS.

ARTICLE II

Powers and Responsibilities

Section I

As the designated Metropolitan Planning Organization (MPO) for the Berkeley, Charleston, Dorchester Metropolitan area, the CHATS Policy Committee has the responsibility to maintain a transportation planning process for the metropolitan planning area that includes the development of a long-range transportation plan (LRTP) addressing no less than a 20-year planning horizon and a Transportation Improvement Program (TIP) covering a period of no less than four years. The LRTP, the TIP, and any one year within the TIP must remain fiscally-constrained, meaning the cost to implement identified projects must not exceed current estimates of available and projected funding as determined by the SC Department of Transportation. The cost feasible limitation includes funding that is apportioned to the State by formula and does not apply to discretionary, demonstration or "other" funding categories.

Section 2

The CHATS Policy Committee is responsible for insuring that the LRTP and TIP are functionally sound, financially feasible, and in conformance with the goals and objectives of the State, Region, and local Community as well as the requirements of the current Federal legislation authorizing surface transportation programs.

Section 3

In preparation of both the long-range transportation plan and the transportation improvement program, the current Federal transportation authorization bill requires that ~~eight-ten~~ transportation planning factors be considered. These ~~eight-ten~~ planning factors are:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase the accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements, and State and local planned growth, housing and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- (7) Promote efficient system management and operation; ~~and~~
- (8) Emphasize the preservation of the existing transportation system; ~~;~~
- (9) Improve the resiliency and reliability of the transportation system, and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

**CHARLESTON AREA TRANSPORTATION STUDY (CHATS)
POLICY COMMITTEE
BYLAWS**

Section 4

As the designated Metropolitan Planning Organization (MPO) the CHATS Policy Committee is to provide the policy direction and leadership necessary to implement the Long-Range Transportation Plan and the Transportation Improvement Program.

Section 5

In carrying out its responsibility the CHATS Policy Committee may, at the discretion of the Chairman, seek information and opinion from the CHATS Staff, the CHATS Study Team and the CHATS Citizens Advisory Committees. The Policy Committee is not bound by the recommendations of these committees. However, any such recommendation prepared by these committees must be reviewed and considered by the Policy Committee.

Section 6

The Staff must review and develop recommendations concerning any proposed changes to any required MPO Plans and Programs prior to their consideration by the Policy Committee, to assure that the changes are consistent with the current Federal transportation authorization bill.

Section 7

The CHATS Policy Committee shall also have the responsibility for disseminating information to the public about adopted plans and any amendments to those plans. This will be accomplished according to the most recently approved CHATS Public Participation Plan (PPP).

ARTICLE III

Membership and Representation

Section 1

Participation by elected officials on the Policy Committee is essential if the committee is to be successful in its mission. Elected officials shall constitute at least eighty-five percent (85%) of the voting membership. Non-elected members shall have the same rights and privileges as elected members except as specified herein. Representatives of the SC Department of Transportation are appointed to the committee because of their ability to assist the committee in formulating and implementing plans. These officials shall be non-voting members of the Policy Committee.

Section 2

There are three categories of voting Policy Committee members:

- 1) Elected officials who are members because of their elected office;
- 2) Elected officials appointed to membership; and,
- 3) Appointed officials.

The term of membership for elected officials and appointed officials (categories 1 & 3) shall be co-terminus with the terms of the elected or appointed offices listed herein. The terms of membership for the elected officials who are appointed to the Policy Committee (category 2) shall be from January of each year through December of that same year. An elected official appointed to committee membership, whose term in the elected office expires prior to the end of the year loses committee membership as soon as the term of elected office expires. A successor shall be appointed to serve for the remainder of the year. An appointed member who is not in attendance for at least twenty-five percent of the regular meetings during a calendar year shall be ineligible for appointment during the following calendar year.

Section 3

Membership for municipalities within the CHATS Area shall be based on population size as determined by the South Carolina Division of Research and Statistical Services, and calculated in the following way:

Less than 25,000 population - Mayor
25,000 to 49,999 - Mayor and one councilman (appointed by the Mayor)
50,000 and above - Mayor and two councilman (appointed by the Mayor)

Membership shall also consist of the following:

Berkeley Legislative Delegation:

- (2) Members from CHATS area (appointed by the Del. Chairman)

Berkeley County:

- Berkeley County Supervisor and
(1) Council member (appointed by Supervisor)

Charleston Legislative Delegation:

- (3) House Members (appointed by House Chairman)
(2) Senators (appointed by Senate Chairman)

Charleston County Council:

- Chairman and
(2) Council members (appointed by Chairman)

Dorchester Legislative Delegation:

- (1) Member from CHATS area (appointed by Del. Chairman)

**CHARLESTON AREA TRANSPORTATION STUDY (CHATS)
POLICY COMMITTEE
BYLAWS**

Dorchester County Council:

Chairman and
(1) Council member (appointed by Chairman)

South Carolina State DOT Commission (Voting)

Commissioner - 1st District AND Commissioner - 6th District

SC Department of Transportation:

Executive Director - or his designee (Non-voting)

SC State Ports Authority:

Executive Director - or his designee

Charleston County Aviation Authority:

Chairman - or his designee

Charleston Area Regional Transportation Authority:

Chairman - or his designee

Berkeley-Charleston-Dorchester Council of Governments:

Chairman - or his designee

Charleston Air Force Base:

Base Commander - or his designee

Charleston Naval Weapons Station

Base Commander – or his designee

First Congressional District:

Congressman

Sixth Congressional District:

Congressman

SC Trucking Association – (A representative appointed by SC Trucking Association)

Rail Companies - owning rail rights of way in CHATS area (one rotating membership annually at Chairman's request)
Chairman will rotate companies and notify companies requesting that a member be appointed annually.

Representatives of each of the three county Transportation Committees (Non-voting)

Section 4

No voting member of the Policy Committee shall serve on either the CHATS staff, or the Study Team.

ARTICLE IV

Proxy Voting

Section 1

Proxy voting is permitted when a member is unable to attend a meeting or must leave before a vote is taken, but only under the following circumstances:

- No Policy Committee member may cast more than one vote.
- The person holding the proxy shall present to the Chairman written statement signed by the absent Policy Committee member indicating the name of the person being appointed as a proxy to any motions being made for which a vote is taken.
- The minutes shall include the name of the proxy and the name of the person the proxy represents.
- Regular Proxy - A member, as defined in Article III, Section 3, may designate a regular proxy for the year if unable to attend meetings. A written request with the designee's name should be submitted to the Chairman of the Policy Committee at the beginning of the calendar year.

ARTICLE V

Officers, Elections, Tenure and Duties

Section 1

Officers - There shall be two (2) officers elected every two years to the following offices:

**CHAIRMAN
VICE-CHAIRMAN**

The Chairman and Vice-Chairman shall not be representatives of the same county or governmental entity. Officers must be voting members of the Policy Committee.

Section 2

Election - The Committee shall elect a Chairman and a Vice-Chairman during the first meeting of every other calendar year.

**CHARLESTON AREA TRANSPORTATION STUDY (CHATS)
POLICY COMMITTEE
BYLAWS**

Section 3

Tenure - The officers shall serve from the date of their election until a successor has been elected as long as the basic requirements for membership continue to be met. Officers may be re-elected to succeed themselves but are limited to two consecutive two-year terms.

Section 4

Duties - The Chairman shall normally preside at all meetings of the Committee. In the absence of the Chairman, the Vice-Chairman shall preside. When neither can be present, the Chairman shall appoint a voting member of the Policy Committee to serve as Chairman for the meeting. The presiding member, whether Chairman, Vice-Chairman or another member acting as Chairman, shall vote only to accomplish a decision on motions that have occasioned a tie vote.

Section 5

Appointments - The Policy Committee Chairman shall appoint committees, and designate the Chairman of those committees to perform such duties as may be determined by the Policy committee.

ARTICLE VI

Meetings

Section 1

Regular Meeting – Under normal circumstances, regular meetings of the CHATS Policy Committee will be held on a Monday and at least quarterly. The Chairman has the option of changing the meeting date, with written notice, when other conflicts arise.

Section 2

Special Meetings - Special meetings may be held at the call of the Chairman or of an acting Chairman, provided that notice of such meetings shall be given to all members at least twenty-four (24) hours before the hour for which the meeting is called. Business transacted at all special meetings shall be confined to the objects and business to be transacted as stated in the meeting notice. Upon written request of ten members of the Policy Committee the Chairman shall schedule a meeting within thirty (30) days. Such requests shall identify the subject to be discussed and the agenda shall be limited to that subject and other topics deemed appropriate by the Chairman.

Section 3

Notice of Regular Meetings - Meeting agendas will be distributed to policy committee members and interested parties at least seven (7) days prior to each meeting. The agenda shall state the time, place and purpose of such meetings.

Section 4

Quorum - Thirty percent (30%) of the total number of members encompassed in Section II of these bylaws shall constitute a quorum at all meetings for transaction of business.

Section 5

Public Access - All regular and special meetings of this committee shall be open to the public and may not be in executive session except as provided for by State Law.

Section 6

Public notice of all items to be considered, as listed on the agenda, shall be advertised and posted for public review in accordance with the current CHATS Public Participation Plan.

ARTICLE VII

Amendments

Suspension of Bylaws. This committee may amend any of these bylaws by majority vote of the voting membership.

**CHARLESTON AREA TRANSPORTATION STUDY (CHATS)
POLICY COMMITTEE
BYLAWS**

ARTICLE VIII

CHATS Study Team

Section 1

There shall be a CHATS Study Team to assist the CHATS staff and to advise and make recommendations to the Policy Committee. The Study Team provides technical expertise to the Policy Committee by reviewing and recommending revisions to the planning process, data collection, forecasts, the Unified Planning Work Program, the Transportation Improvement Program, and the Long-Range Transportation Plan.

The full CHATS Study Team may be utilized to assist CHATS staff and to advise and make recommendations to the Policy Committee regarding matters of region-wide significance. A limited sub-set of the Study Team, consisting of Study Team members representing affected jurisdictions and agencies, may be utilized regarding matters considered sub-regional or local in significance. The limited Study Team may meet via conference call and, for informational purposes only, shall report any recommendations to the full CHATS Study Team prior to posting for public review.

The Chairman of the Policy Committee shall appoint to the CHATS Study Team, one technical staff member from each municipality and each county having a Planning, Transportation, or Administrative staff on the recommendation of the respective Mayors and County Council Chairmen. The following organizations shall also be represented by one voting member each:

VOTING

State Ports Authority
Charleston County Aviation Authority
Charleston Commissioners of Public Works
SCDHEC
County School System Transportation Managers
Joint Base Charleston
Charleston Regional Transportation Authority
County Economic Development Managers
Rural Transportation Management Association
Trucking/Rail representatives as determined by the Policy Committee Chairman
SCCCL
Representatives of each of the three county Transportation (C-Fund) Committees

Non-Voting/Staff

SCDOT Planning
SCDOT Project Engineer
SCDOT Mass Transit
SCDOT District Office
BCD Council of Governments
Federal Highway Administration

- a) When a quorum (30% of the total number of voting members encompassed above) is present at any meeting, the vote of the majority of the members present shall decide any question.
- b) Whenever a quorum is not present at a properly called regular or special meeting, those present may postpone the meeting to another day or hold the meeting for the purpose of considering all matters listed on the agenda mailed to all committee members. No other matter may be considered. No vote may be taken on any issue not listed on the agenda. No action taken at such a meeting shall be official unless and until ratified and confirmed in a subsequent meeting of the Committee at which a quorum is present, by approval of the minutes of that meeting at which a quorum was not present.
- c) Voting shall be by voice and shall not be recorded by yeas and nays. Any member may request a roll call of each member to be recorded.
- d) Conflict of Interest - No member shall vote, or participate in discussion, on any issue in which he has a personal or financial interest. Any member may raise the issue of conflict of interest of any other member, or proxy, and the Chairman shall rule. The Chairman's ruling may be appealed to the entire committee with the majority deciding.

Section 2

There may be proxy voting on the Study Team but no member of the committee may hold a proxy for another member. Each member is limited to casting one vote. Individuals holding proxies must have comparable technical credentials to the person whom they represent as determined by the Chairman and must present a written request from the member to serve as a voting member for that meeting.

Section 3

No member of the Study Team may vote as proxy for a Policy Committee member on any issue considered by the CHATS Study Team.

Section 4

The Director of the BCDCOG shall serve as Chairman of this committee.

Section 5

All meetings of the full Study Team will be shall be advertised and posted for public review in accordance with the current CHATS Public Participation Plan and conducted in conformance with "Robert's Rules of Parliamentary Procedure" except as noted herein.

**CHARLESTON AREA TRANSPORTATION STUDY (CHATS)
POLICY COMMITTEE
BYLAWS**

ARTICLE IX

CHATS Citizens Advisory Committees

Section 1

The Chairman of the Policy Committee shall appoint a Citizens Advisory Committee (CAC) from a particular area within the CHATS study area whenever a problem arises in that area and the Policy Committee needs local input. The Chairman of the Policy Committee shall determine the number of committee members. The committee shall be made up of representative groups within the problem area. The Chairman of a CHATS Policy Committee shall appoint the Chairman of a CAC. The Chairman of a CAC shall report to the Policy Committee at the request of the Policy Committee Chairman.

Section 2

A Citizens Advisory Committee exists solely for the purpose for which it was appointed and shall be disbanded upon completion of its study and delivery of a report to the Policy Committee. In any event, the committee cannot continue from one year to the next. The Policy Committee Chairman must appoint a committee annually if the need for the Citizens Advisory Committee continues to exist.

Section 3

- a) Quorum (30% of the total number of voting membership constitutes a quorum)
- b) Proxies must have written permission, to be given to the Chairman before serving as a voting member for any meeting.

Section 4

All meetings of a Citizen's Advisory Committee shall be advertised and posted for public review in accordance with the current CHATS Public Participation Plan and shall be held in conformance with "Robert's Rules of Parliamentary Procedure" except as noted herein.

ARTICLE X

CHATS Standing Advisory Committee

Section 1

The Chairman of the Policy Committee shall appoint a Standing Advisory Committee whenever a need arises regarding a particular subject and the Policy Committee needs input or the review of the subject would be too time consuming for the full Policy Committee. The Chairman of the Policy Committee shall determine the number of committee members. Membership of the Standing Advisory Committee shall consist of a mixture of Policy Committee Members and other community leaders representing affected subareas of the CHATS Study area. The Chairman of the Standing Advisory Committee shall be appointed by the Chairman of the CHATS Policy Committee and shall be a member of this Policy Committee. The Chairman of any Standing Advisory Committee shall report to the Policy Committee at the request of the Policy Committee Chairman.

Section 2

Any Standing Advisory Committee created shall exist until disbanded by the Chairman of the CHATS Policy Committee. The Chairman of any Standing Advisory Committee shall advise the Policy Committee Chairman of any vacancies on the Committee, for purposes of a new appointment.

Section 3

- a) Quorum (30% of the total number of voting membership constitutes a quorum)
- b) Proxies must have written permission, to be given to the Chairman before serving as a voting member for any meeting.

Section 4

All meetings of a Standing Advisory Committee shall be advertised and posted for public review in accordance with the current CHATS Public Participation Plan and shall be held in conformance with "Robert's Rules of Parliamentary Procedure" except as noted herein.



CHATS Congestion Management Process

Policy Committee

July 31, 2023



SCDOT Pilot Project





Public Engagement

The Public Engagement Plan (PEP) communicates the expectations for engaging the public and stakeholders throughout the planning process of the CMP. The PEP is divided into four sequential steps:

- 1** Define Congestion – We are here!
- 2** Select Metrics
- 3** Analyze Data
- 4** Identify Strategies



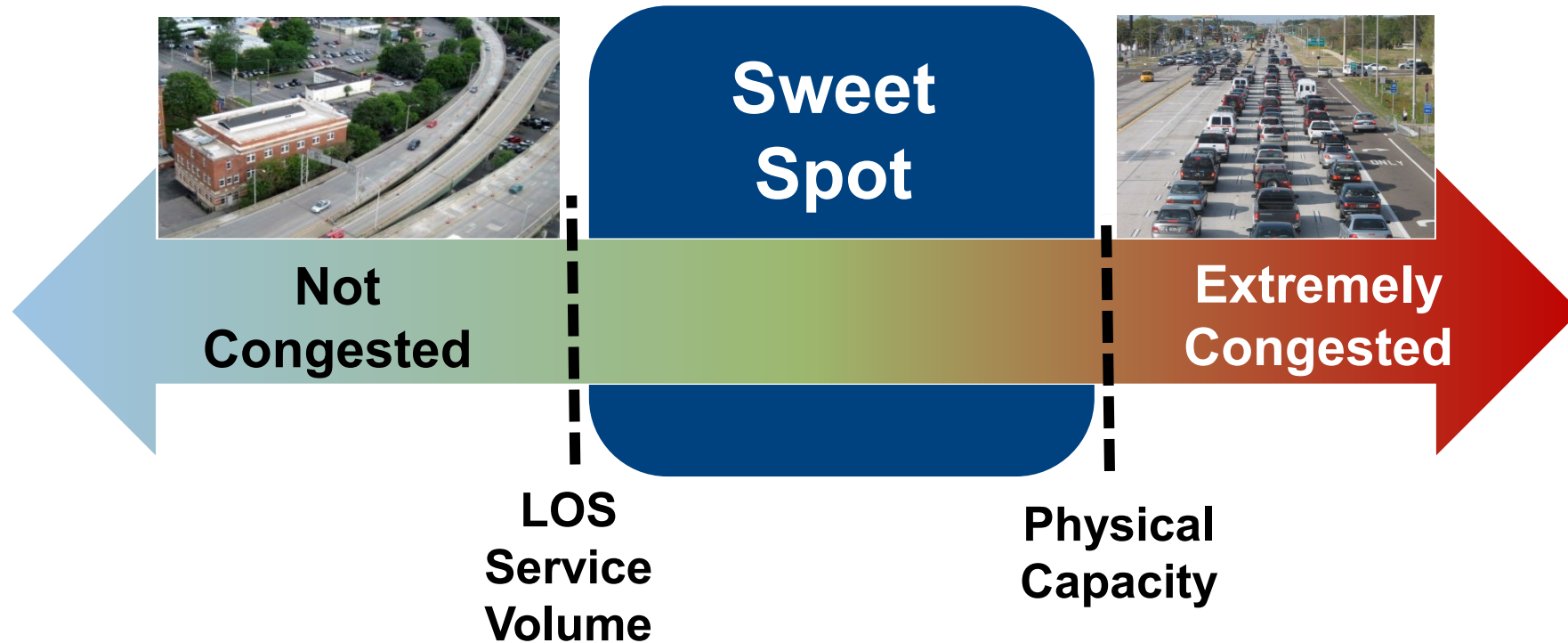
Congestion Management Process

A Congestion Management Process (CMP) is a ***systematic, regional approach*** for managing congestion that provides accurate information on transportation system performance and assesses strategies for congestion.

A CMP is required in metropolitan areas with populations over 200,000 people. The CMP uses a ***performance-based, objectives-driven*** approach to planning for congestion.



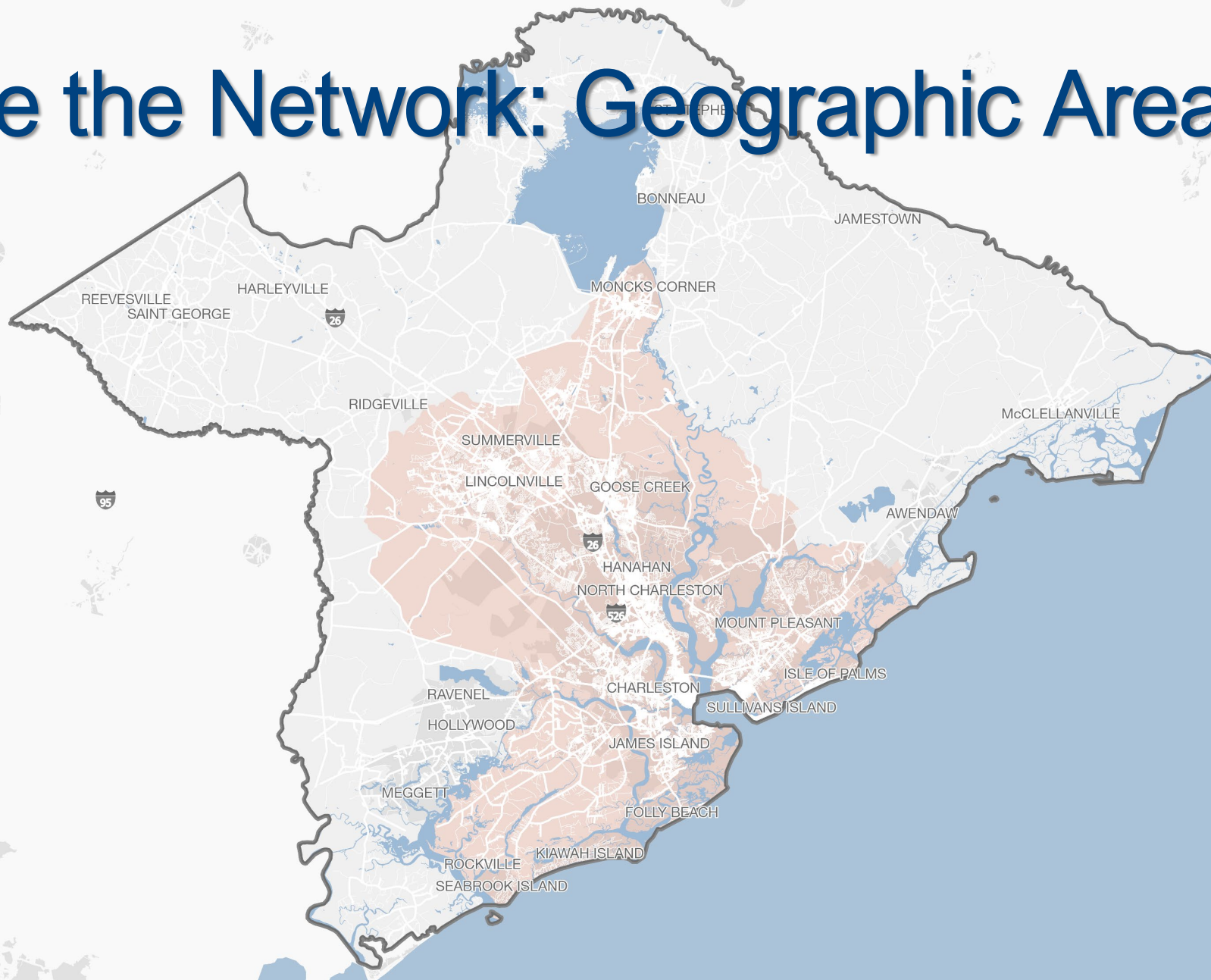
CMP Sweet Spot



Congestion Management Process

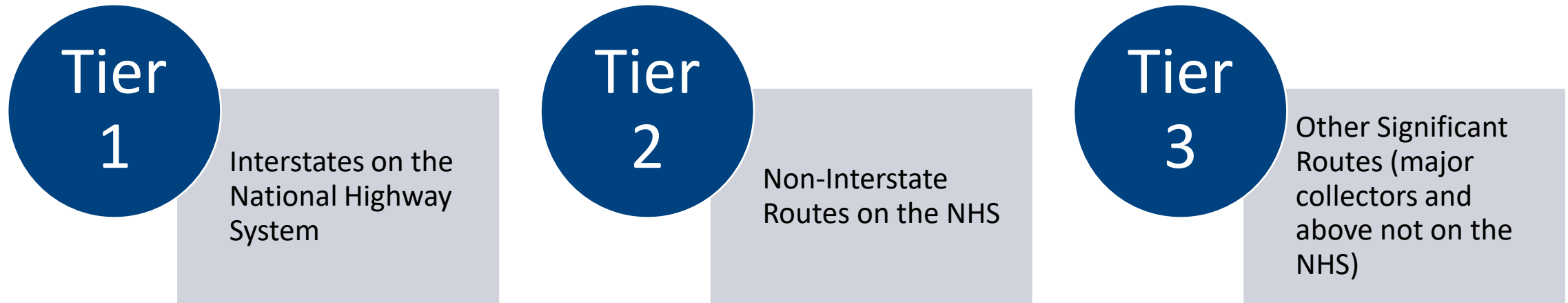


Define the Network: Geographic Area





Define the Network





Define the Network

- All modes of travel are considered
- Tier 1 and Tier 2 streamline and align with federal performance reporting requirements
- Consideration given for:
 - Freight routes
 - Evacuation routes
 - Transit facilities
 - Bridges and rail crossings
 - Non-recurrent congestion (crashes, events, seasonal)

Next Steps

- Steering Committee #2 – Early August
- Draft Congestion Principles and Performance Measures

Questions?