

BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS

BOARD OF DIRECTORS MEETING

February 26, 2024

11:00 AM

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

AGENDA

- I. Call to Order
 - a) Invocation/Pledge of Allegiance/Announcement of Proxies
- II. Consideration of Minutes: November 13, 2023 Board Meeting
- III. Election of Treasurer
- IV. SC Brownfields Environmental Site Testing (SC BEST) Projects – Request for Approval – Kristin Miguez
- V. BCD 2024 Rural Long Range Transportation Plan (RLRTP) Amendment–Request for Approval–Sarah Cox
- VI. 2024-2033 Rural Transportation Improvement Program Update – Request for Approval – Sarah Cox
- VII. Financial Status Report/Revolving Loan Fund Report – Robin Mitchum
- VIII. General Public Comment
- IX. Executive Director’s Time
- X. Chairman’s Time
- XI. Adjournment

BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS
BOARD OF DIRECTORS
Meeting Notes
November 13, 2023

The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) Board of Directors met on Monday, November 13, 2023 at 11:00 a.m. in the Barrett Lawrimore Conference Room at the BCDCOG located at 5790 Casper Padgett Way in North Charleston, South Carolina.

MEMBERSHIP: Charles Ackerman; Jan Anderson; Ross Appel; Craig Ascue; Robbie Ballentine; Joe Boykin; Gary Brewer; Ron Brinson; Nancy Calvary; Melinda Chambers; Johnny Cribb; Eddie Crosby; David Dennis, Jr.; Enoch Dickerson, III; Todd Friddle; Robert Gannon; Timothy Goodwin; Stephen Grant; Miriam Green; John Gregg; Greg Habib; Kevin Hart; Will Haynie; Kevin Hollinshead; Clarence Hughes; Joseph Jefferson; T.J. Johnson; Allen June; Kathy Landing; Tim Mallard; Summer Massey; Susan Milliken; Elaine Morgan; Chardale Murray; Tommy Newell; Patrick O'Neil; Caroline Parker; Caldwell Pinckney, Jr.; Roy Pipkin; Ashley Powell; Dan Prickett; Teddie Pryor; Christie Rainwater; Robert Reid, Jr.; Robby Robbins; Herb Sass; Keith Summey; John Tecklenburg; Ricky Waring; Buckey Waters; Spencer Wetmore; Adrian Williams; Melvin Williams; Paul Wimberly; Bill Woolsey

MEMBERS PRESENT: Charles Ackerman; Joe Boykin; Nancy Calvary; David Dennis; Todd Friddle; Stephen Grant; Miriam Green; John Gregg; Kevin Hart; Kevin Hollinshead; T.J. Johnson; Kathy Landing; Tim Mallard; Summer Massey; Tommy Newell; Caldwell Pinckney, Jr.; Roy Pipkin; Christie Rainwater; Robert Reid, Jr.

PROXIES: Aaron Pope for Timothy Goodwin; Marilyn Clifford for Susan Milliken; Amanda Redick for Robby Robbins; Robert Somerville for John Tecklenburg; Bryan Kizer for Melvin Williams

OTHERS PRESENT: Christina Lewis (SCDOT); Daniel Monroe (BGRM); Eileen Duffy (City of North Charleston); Jason Carraher (Dorchester County); Elissa Smith (HDR)

BCDCOG STAFF: Ron Mitchum; Andrea Kozloski; Robin Mitchum; Sarah Cox; Kim Coleman

I. Call to Order:

A) Invocation: Chairman Pinckney called the meeting to order at 11:00 followed by the Invocation, the Pledge of Allegiance and a quorum determination. Chairman Pinckney welcomed and introduced Board Member, T.J. Johnson. Mr. Johnson is the SCDOT Commissioner for the 1st Congressional District.

B) Announcement of Proxies: Mr. Pope for Mayor Goodwin; Ms. Clifford for Ms. Milliken; Ms. Redick for Mr. Robbins; Mr. Somerville for Mayor Tecklenburg; Mr. Kizer for Mr. M. Williams

II. Consideration of Minutes: August 28, 2023 Board Meeting

Mr. Dennis made a motion to approve the August 28, 2023 Meeting Notes as presented.

Mr. Boykin seconded the motion. The motion was unanimously approved.

III. FY23 Audit Presentation – Robert Milhous, CPA, PA

Chairman Pinckney introduced Robert Milhous with Robert E. Milhous, CPA, PA & Associates. Mr. Milhous delivered the FY23 Audit Report for the Year Ended June 30, 2023. He noted that audit findings were in compliance with Government Auditing Standards. Mr. Milhous reviewed Management's Discussion and Analysis, he reviewed the Statement of Net Position, Statement of Activities, the Balance Sheet, the Statement of Revenue, Expenditures and Changes in Fund Balances and the Notes to Financial Statements. Mr. Milhous addressed questions and comments. The Board of Directors received the FY23 Audit Presentation as information. Executive Director Mitchum and Rev. Reid commended the Finance Department Management and staff for their dedicated work. Chairman Pinckney commended Executive Director Mitchum and staff for being fiscally responsible and for continuing to receive very good audit reports.

IV. Rural Transportation Improvement Program Amendment – Request for Approval – Sarah Cox

Sarah Cox, Senior Transportation Planner, presented the Rural Transportation Improvement Program (RTIP) Amendment. Ms. Cox noted that the RTIP Amendment for the Board’s review and approval is being advertised for public comment through November 23, 2023. Subject to no comments and Board approval, additions or adjustments to projects will be transmitted for inclusion in the State TIP (STIP). Ms. Cox discussed the amendments in detail noting that the Transportation Alternatives Projects are as follows: Wambaw Cycle Trail Enhancement- Upgrading 40 miles of trail directional signage and arrow markers to help guide users safely on the North and South loops of the Wambaw Cycle Trail/standard trail tread maintenance; Awendaw East Coast Greenway Phase 3- Complete approximately 3 miles of trail beginning from the original trail head constructed in the Awendaw ECG Phase 1 to Awendaw Creek and includes an at grade crossing on Doar Road/Small seating and viewing platform along the marsh edge abutting Awendaw Creek. Ms. Cox addressed questions and comments.

Mr. Dennis made a motion to approve the Rural Transportation Improvement Program Amendments as presented. Mr. Boykin seconded the motion. Ms. Massey abstained. The motion was approved.

V. Rural Transportation Improvement Program Corrections – Information Only – Sarah Cox

Ms. Cox presented the Rural Transportation Improvement Program Corrections. She noted that no action is required on part of the Board of Directors as the update is for information purposes. Ms. Cox stated that corrections will be communicated to the SCDOT separately for inclusion in the Statewide Transportation Improvement Program (STIP). She discussed the Guidesshare Projects in detail and addressed questions and comments. The Board of Directors received the Rural Transportation Improvement Program Corrections as information.

VI. BCD FY2024-2033 Rural Transportation Improvement Program Window Update – Sarah Cox

Ms. Cox discussed the BCD FY2024-2033 Rural Transportation Improvement Program Window Update. She noted that the program window will go from a 7-year window (FFY2021-2027) to a 10-year TIP window (FFY2024-2033) and has been updated in the CHATS MPO Planning Boundary (2020). Ms. Cox stated that the program is fully phased in and funding levels have been adjusted for the Regional Mobility Program (RMP) (formerly Guidesshare Program) of approximately \$100 million over prior MPO/COG funding levels of \$138 million. She discussed the RMP funding levels statewide, across 11 MPOs and 10 COGs and she discussed, in detail, the BCDCOG’s annual funding allocation. Ms. Cox stated that coordination with the SCDOT continues regarding updates to project programming for the new TIP window and discussed the upcoming schedule for the 2024 calendar year. Ms. Cox addressed questions and comments. The Board of Directors received the BCD FY2024-2033 Rural Transportation Improvement Program Window Update as information.

VII. Financial Status Report/Revolving Loan Fund Report – Robin Mitchum

Financial Status Report: Robin Mitchum, Deputy Director of Finance and Administration, presented the Financial Status Report consisting of the Statement of Revenues and Expenditures for the period ending September 30, 2023. The report depicts a fund balance of \$141,678.33. Ms. Mitchum stated that the agency remains in good shape and that no issues are anticipated. The Board of Directors received the Financial Status Report as information.

Revolving Loan Fund Report: Ms. Mitchum presented the RLF activity report as of October 31, 2023. She noted that all loans are current. Ms. Mitchum discussed the recently approved loan noting that the correct name is Southeastern Academy rather than Summerville Academy as listed in the RLF Activity Report. Ms. Mitchum discussed the Revolving Loan Fund Activity noting that funds available for lending in the BCDCOG Revolving Loan Fund are \$1,071,239.50 and funds available for lending in the North Charleston Revolving Loan Fund are \$249,663.65 for a total of \$1,320,903.15 available for lending. The Board of Directors received the Revolving Loan Fund Report as information.

VIII. General Public Comments

There were no General Public Comments. However, Board Meeting Proxy for Ms. Milliken, Marilyn Clifford (James Island PSD Commissioner and Chair of the James Island Intergovernmental Council) announced that Town of James Island Mayor Woolsey has retired.

IX. Executive Director's Time

Ron Mitchum, Executive Director, explained the Lowcountry Rapid Transit (LCRT) project noting the funding and potential corridor reasons regarding the project primarily being under the BCDCOG umbrella (as the LCRT may eventually serve Dorchester County and Moncks Corner). Mr. Mitchum discussed the many challenges with a project of this magnitude, noting obstacles that will occur involving underground utilities, etc. but noted there will be no displacements which is a tremendous feat when dealing with this type of project. He stated that the FTA/PMOC visit on November 8, 2023 went extremely well. Visitors from the FTA/PMOC met regarding the LCRT project and took a bus tour of the route. They were very pleased with the progress of the project and highly commended the staff's work on the project. Mr. Mitchum discussed the recent audit report for TriCounty Link noting that audit findings were in compliance with Government Auditing Standards. Mr. Mitchum addressed questions and comments. The Board of Directors received Mr. Mitchum's report as information. Mr. Mitchum then recognized and acknowledged the Mayors who are rotating off the Board of Directors and thanked them for their dedicated service and their outstanding leadership.

X. Chairman's Time

Chairman Pinckney commended Executive Director Mitchum for his outstanding leadership and acknowledged the staff for their dedicated work. He also recognized and thanked the Mayors who are rotating off the Board of Directors for their excellent leadership and their "above and beyond" service to the Board of Directors, the BCDCOG and the region. Mayor Ackerman expressed his thanks for the opportunity to have worked with the BCDCOG Board of Directors, officers and staff as well as the municipalities and the communities the BCDCOG serves. Chairman Pinckney thanked everyone for attending today's meeting and wished everyone a Happy Thanksgiving.

XI. Adjourn

There being no further business before the Board, Chairman Pinckney adjourned the meeting at 12:02 p.m.

Respectfully submitted,
Kim Coleman

MEMORANDUM

Date: February 16, 2024
To: BCDCOG Board of Directors
From: Ronald E. Mitchum, Executive Director
Subject: SC Brownfield Environmental Site Testing (BEST) Project Recommendation

The BEST program was created to fund environmental assessments of brownfield sites across the state of South Carolina. The Catawba Regional Council of Governments (CROG) has received \$1,000,000 from the South Carolina Department of Health and Environmental Control (DHEC) for the implementation of the BEST program and allocated funding to each of the ten COG regions.

The BCDCOG has been allocated \$108,821 of BEST funding to be used to conduct environmental site assessments (ESA) at potential brownfield sites in our region. Activities funded through the BEST Program may include site selection, assessments [Phase I & Phase II ESAs, Analysis of Brownfield Cleanup Alternatives (ABCAs), etc.], and approved planning relating to brownfield sites, public outreach, and implementation. COG staff have solicited potential projects from the region's municipalities, Economic Development Directors, and ULI South Carolina, in addition to the Call for Projects previously shared with the COG's Executive Committee.

Two projects in the region have previously been approved for BEST funding: the Jamestown School in Jamestown (Berkeley County) and the Baker Street Site in North Charleston (Charleston County). The Jamestown School site is in process, and the Baker Street site was withdrawn due to a breach of contract between the property owner and proposed developer.

Navy Base North Yard/Battery Park

Jamestown LP/Weaver Capital Partners/WECCO JV/Navy Yard Charleston (developer) and the City of North Charleston (current landowner) have submitted the Navy Base North Yard/Battery Park site for consideration for BEST funding. The sites proposed for funding include four separate parcels (shown below), which represent various past uses including serving as a navy storage facility, golf course and other military uses. There are currently no taxes being generated from the properties. All are intended for redevelopment as part of a dynamic, high density, mixed commercial/residential use development (Battery Park), located along the Cooper River on the northern side of Noisette Creek in North Charleston.

TMS 400-00-00-047 – Building 1601 is an 82,000-sf building that previously served as a naval storage facility. The property is planned to be redeveloped as a food court, flexible sports space, artist gathering space, flea market, etc.

TMS 400-00-00-065 – This parcel is currently vacant and planned initially for temporary parking, and eventually a mixed-use development.

MEMORANDUM

TMS 400-00-00-058 – This parcel is formally part of the old golf course and is intended to be redeveloped as a public park.



All of the parcels above, with the exception of -058 are covered by the existing Voluntary Cleanup Contract between the City of North Charleston and DHEC. The most recent environmental assessment completed on the project area was a Phase I ESA in 2018 that included several parcels, but only one of the parcels proposed in this request (-047). Given the past uses of the parcels and intention to be repurposed as part of the larger redevelopment effort for the Charleston Navy Base, further environmental assessment is warranted.

BCDCOG staff have reviewed and scored the Navy Base North Yard/Battery Parks site to determine eligibility for funding (see attached information). Staff is requesting the Board's approval to recommend this site to the CRCOG and DHEC for review/concurrence for funding of Phase I (-058) Phase II (-047 and -065) environmental site assessments. Funding would be prioritized for parcel -047, then -065 and -058 as availability allows.

SC Brownfields Environmental Site Testing (SC BEST)

The Berkeley Charleston Dorchester Council of Governments (BCDCOG) has partnered with the Catawba Regional Council of Governments (CRCOG) and SC DHEC to award up to \$108,821 in environmental assessment work in Berkeley, Charleston and Dorchester counties through the SC Brownfields Environmental Site Testing Program (SC BEST). Brownfields are real properties for which the expansion, redevelopment, or reuse may be complicated by the presence, or potential presence, of hazardous substances, pollutants, or contaminants.

We are seeking applications from non-profit, governmental, and private for-profit entities that need environmental assessment work completed to support site reuse or redevelopment. Projects will be ranked and recommended for assessment work by the BCDCOG Executive Committee of the Board of Directors. Applicants will be informed of the site ranking decision. All proposed projects will be subject to SC DHEC and CRCOG review and concurrence prior to the issuance of the notice to proceed. Note that Terracon has been identified as the consultant to conduct all assessment work. Site Access Agreements from the property owner will be required prior to commencing assessment work.

Project sites should be submitted to the BCDCOG. Please submit the attached proposal form, associated documents and any questions to Kathryn Basha at 843.529.2700 (kathrynb@bcdkog.com) or Kristin Miguez at 843.529.2589 (kristinm@bcdkog.com).

SC BEST Funding Allocation & Threshold Criteria
<p>The following thresholds shall be met for the use of SC BEST funding. Any deviation from the below thresholds will need to be approved by SC DHEC:</p> <ol style="list-style-type: none"> 1. Individual site assessment projects are capped at \$50,000 to ensure that funds are expended across a wide range of projects in each region. 2. Any county (geographically) within a COG boundary shall be limited to no more than 5 environmental assessments (Phase I & Phase II ESAs), and no individual locality may utilize more than 50% of a region's allocated funding. 3. Assessments may be completed for private sector owners, contingent upon the support from the locality and COG in which the project is located. Indirect/direct benefit to any individual or corporate entity (or related individual or corporate entities) may not exceed 30% of any regional funding application. 4. SC BEST funds may not be used to duplicate assessment work completed under an open EPA Assessment Grant, or as leverage/match for an EPA Assessment Grant application.

Tyler Lewis with the Catawba Regional Council of Governments is available to answer questions about the SC BEST Program and the SC Brownfield Revolving Loan Fund and can be reached at (803) 327-9041 or Tlewis@catawbacog.org

SC BEST Site Proposal Form

- 1. Site Name:** Navy Base North Yard/Battery Park
- 2. Site Address:** 2750 Avenue B N, North Charleston, SC 29419
- 3. County:** Charleston **4. Municipality:** North Charleston
- 5. TAX ID#:** 4000000047, 4000000058, 4000000065, 4000000217

Please see attached General Location Map and an Aerial Map showing the parcel/site boundaries.

6. Name, Phone Number and Email Address of Applicant: Steve Dudash, 843.367-7307,
steve.dudash@navyardchs.com

7. Current Property Owner(s): City of North Charleston

8. Name, Phone Number and Email Address of Current Property Owner(s):

Adam MacConnell, 843.740-5821, amacconnell@northcharleston.org

9. Purchaser (if applicable): Jametown LP; Weaver Capital Partners, WECCO JV

10. Describe the property and its current and past use (attach additional page if needed):

Navy storage facility (Building 1601) built in 1941, 82,000sf on 6.49 acres property (-047), building is vacant currently, golf course (-058), other military uses (-065). All property is vacant.

11. Describe the intended reuse of the property (attach additional page if needed):

Building 1601 is planned to be repurposed into a food court, flexible sports spaces, artist gatherings, flea markets, parking under cover. These uses will connect to a 10 acre public park (Parcel -058). Parcel -065 is planned for temporary parking, eventually a mixed-use development with parking structure.

Please complete the following questions if applicable to the project site. Each project site will be evaluated based on the criteria below. Attach additional page(s) if needed.

12. Describe any potential economic redevelopment opportunities (tax revenues/job creation/capital investment potential after cleanup).

Currently there are no taxes being generated by the above mentioned property. Plans for building 1601 will catalyze the larger development which when finished will generate a significant amount of taxes. At build out, it is estimated that 11,000 jobs, either temporary or permanent, will have been created. The capital investment is significant and will likely exceed \$1 Billion when comined with the land currently owned by the Department of Defense.

13. Describe any potential to identify and eliminate environmental hazards (reduction of potential imminent public health risk).

This Property is currently under a VCC with the US Govt. Assurances of environmental remediation and found potential hazards to further eliminate exist.

14. Describe any potential to redevelop a property for public benefit/use (i.e., parks/recreation space).

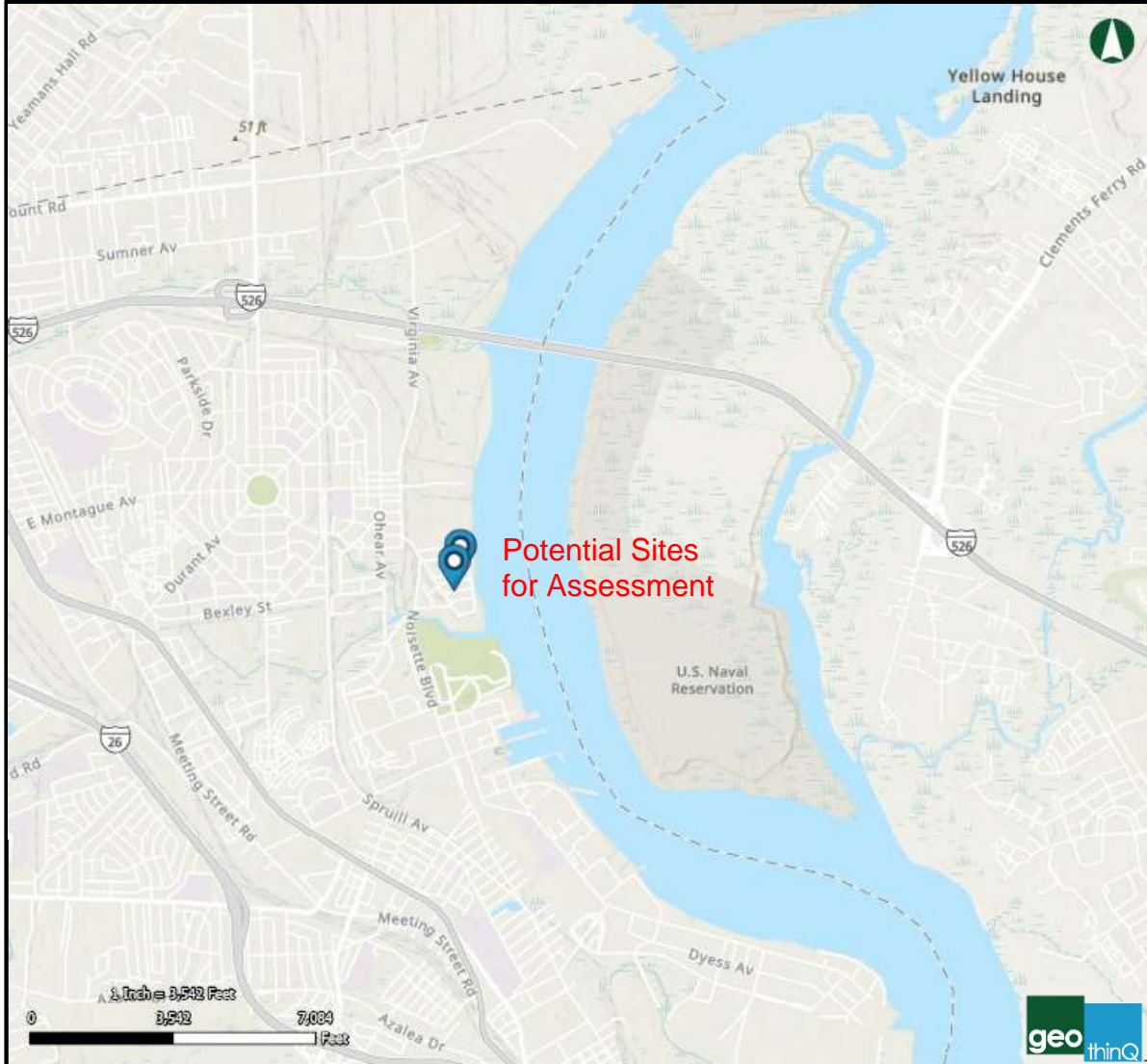
A total of approx.. 16 acres of public water front along the Cooper River is in the current plan.

15. Describe any potential to eliminate slum and blight in a community.

The Navy Base is being repurposed and revitalized. The property mentioned above will become an extension and continue the revitalization for the next 20 years.

16. Describe any potential benefit to low-moderate income and/or rural communities.

Housing affordability is a component of the long-range plan for Battery Park. Building 1601 development will help to catalyze the remaining 50+/- acres with mixed-use, mixed incomes, and mixed housing affordability within an urban framework and setting. 17% of all units built at Battery Park will be affordable to those earning 89-120% of the area median income.



Potential Environmental Assessment Sites

01/23/2024

This map was created using geothinQ | www.geothinQ.com | Mapping Smart Land Decisions



Potential Environmental Assessment Properties

01/23/2024

Parcels



This map was created using geothinQ | www.geothinQ.com | Mapping Smart Land Decisions

Brownfields Site Information	
Site Name:	Navy Base North Yard/Battery Park
Site Address:	in the vicinity of Avenue B N, North Charleston, SC
Tax ID #:	400-00-00-047, -058, -065, -217
COG Region:	BCD
County/Municipality:	City of North Charleston

All Site Selection and Ranking Information will need to be completed in full and submitted to Tyler Lewis, tlewis@catawbacog.org for review and approval to begin site specific work. Submissions may be made on a rolling basis.

Site Selection & Ranking Overview

Each COG shall determine which projects receive funding for environmental assessments in their respective regions based upon the criteria below. Each criterion shall be weighted equally (20%) and will be ranked on a scale of 1-5 (with 5 being the most favorable score). **A project must have a minimum score of fifteen (15)** to be considered eligible to receive SC BEST funding. Selected projects will be subject to SC DHEC and/or CRCOG review/concurrence prior to any notice to proceed with site work. Site Access Agreements will be required prior to engaging an environmental consultant for site work.

Site Selection Scoring Model (Sites Ranked on a Scale of 1-5 with 5 being most favorable)				
Criteria	Score (1-5)	% Wt.	Wt. Score	Justification/Description of Scoring
1 Potential economic redevelopment opportunities (tax revenues/job creation/capital investment potential after cleanup)	5.00	20%	1.00	The Navy Base redevelopment project represents a significant capital investment that should generate substantial tax revenues on parcels that are currently not generating taxes. An estimated 11,000 jobs (temporary and/or permanent) will be created during the overall project build-out period.
2 Potential to identify and eliminate environmental hazards (reduction of potential imminent public health risk)	5.00	20%	1.00	There are documented contamination occurrences throughout the overall project area and 3 of the 4 parcels proposed are covered under an existing Voluntary Cleanup Contract. Further assessment and testing is warranted and would be beneficial in identifying cleanup and remediation prior to redevelopment efforts.
3 Potential to redevelop a property for public benefit/use (i.e. parks/recreation space)	5.00	20%	1.00	The proposed redevelopment plan includes multiple future public uses such as an artist/flea market, sports spaces and a waterfront public park. The property is located along the Cooper River and just across Noisette Creek from the City's Riverfront Park (connected by the new pedestrian bridge).
4 Potential to eliminate slum and blight in a community	3.00	20%	0.60	The former Navy Base is undergoing revitalization, which will continue for the next 20 years. This presents a unique opportunity to repurpose old, perhaps dilapidated warehouses and buildings for new and beneficial uses.
5 Potential benefit to low-moderate income and/or rural communities	3.00	20%	0.60	The parcels are located in Census Tract 005500, Block Group 01, an area that is comprised of 88% low-moderate income persons. Housing affordability is a component of the redevelopment master plan.
Total Score:			21.00	4.20
Property Eligible: YES				

Anticipated Assessment Reports/Activities & Other Comments regarding Justification of Site Selection:

It is recommended that the site(s) be funded for Phase I and/or Phase II environmental assessments, to be determined by the consultant completing the assessments upon review of the current VCC. There are several parcels that have been proposed and they are listed in priority order for assessment, dependent upon funding availability (400-00-00-047, -065, -058, -217).

SC BEST Site Ranking & Access Tracking	
Activity	Date
1 Date of COG Ranking of Brownfields Site:	2/14/2024
2 Date of COG Board or Executive Committee Approval:	
3 Date Site Selection Scoring Sent to CRCOG:	

Approximate Cost of Site Specific Environmental Services	
Phase I Environmental Site Assessment	\$3,000-\$3,600
Phase II Environmental Site Assessment	\$18,000-\$36,000
Analysis of Brownfields Cleanup Alternatives	\$5,500-\$7,500

Executive Director Signature _____ Date _____

MEMORANDUM

Date: February 26, 2024
To: BCDCOG Board of Directors
From: Ron Mitchum, Executive Director
Subject: BCD 2040 RL RTP (Amendment #6) – 2024 Highway and Transit Safety Targets

Federal regulations, established under MAP-21 and maintained in the FAST Act and Infrastructure Investment and Jobs Act (IIJA) also known as the “Bipartisan Infrastructure Law” (BIL) (Pub. L. 117-58, November 15, 2021), require state departments of transportation to establish and report annual safety performance targets. Per federal rules and South Carolina Department of Transportation (SCDOT) Planning Procedure Agreement PL-2017-01, MPOs and COGs are also required to formally adopt either the State's safety targets or evaluate and set regionally specific targets for highways. Similarly, recipients of public transit funds are also federally required to establish annual targets for prescribed transit safety performance measures and report on their progress toward achieving these targets. Public transportation providers are further directed to share such information with MPOs/COGs and states so all plans and performance reports are coordinated.

For the 2024 performance period SCDOT, in coordination with the South Carolina Department of Public Safety, has evaluated and established safety targets for the five required highway safety performance measures (PM 1). The region's rural transit provider, TriCounty Link (TCL), as required by the federal Public Transportation Agency Safety Plan (PTASP) final rule issued on June 19, 2018, has developed a PTASP including processes and procedures implementing a Safety Management Systems (SMS) for the local transit agency. The BCDCOG Board of Directors certified TCL's Safety Plan, and adopted its annual Plan update on August 28, 2023, which includes the agency's updated 2024 transit safety targets. Both highway and transit safety targets are as follows:

South Carolina Statewide and CHATS Area Safety Measures Baselines (2018-2022) and State Targets (2020-2024)

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2018-2022) Average	1,079.6	1.90	2,802	4.93	457
State Targets (2020-2024) Approved	1,079	1.87	2,549	4.41	454.8
BCD Baseline (2018-2022) Average	41.8	2.33	68.6	3.83	9.4

Note - * Rate per 100 million vehicle miles traveled

MEMORANDUM



TCL Transit Safety Performance (2023) and Safety Targets (2024)

Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Injuries (Total)	Injuries Rate*	Safety Events (Total)	Safety Events Rate*	System Reliability**
All Bus Service (2019 Baseline)	0	0	5	5.35	10	10.7	25,000
All Bus Service (2021 Actual Performance)	0	0	2	4.1	8	16.5	92,432
All Bus Service (2022 Target)	0	0	5	0.7	10	1.4	60,000
All Bus Service (2022 Actual Performance)	0	0	2	0.28	9	1.3	71,321
All Bus Service (2023 Target)	0	0	3	0.45	9	1.3	60,000
All Bus Service (2023 Actual Performance)	0	0	1	0.15	5	0.75	71,321
All Bus Service (2024 Targets)	0	0	2	0.42	5	0.75	65,000

Note - *Rate per 100,000 vehicle revenue miles (VRM); **Average distance (VRM) between major mechanical failures

For the 2024 performance period, staff is recommending that the BCDCOG, through action by the BCD Board of Directors, accept and support the highway and transit safety performance measures and targets set by SCDOT and TriCounty Link, respectively. Support of these targets means BCDCOG will:

- Continue to work in coordination with SCDOT and our region's transit providers to ensure that the goals, objectives, measures and targets set for safety are integrated into the COG's planning processes;
- Incorporate safety considerations on all projects to address areas of concern for fatalities or serious injuries within the rural planning area and;
- Include the anticipated effect toward achieving the targets noted above within the RTIP, effectively linking investment priorities to safety target achievement.

Pending the Board's approval and no public comment, these performance targets shall be formally adopted through an amendment to the 2040 BCD Rural Long-Range Transportation Plan (Amendment #6).

2040 RURAL LRTP



2040 BCD RURAL LONG-RANGE TRANSPORTATION PLAN
DRAFT AMENDMENT #6

Draft Amendment: February 26, 2024

Amendment #6 – BCD 2040 RL RTP (Highway and Transit Safety Performance Targets)

Federal regulations established through the FAST Act and maintained in IIJA/BIL, require state departments of transportation to establish and report annual safety performance targets. Per federal rules and SCDOT Planning Procedure Agreement PL-2017-01, MPOs and COGs are also required to formally adopt either the State's safety targets or evaluate and set regionally specific targets for highways. As such, the BCDCOG is amending the BCD 2040 Rural Long-Range Transportation Plan (LRTP) to include the annual safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2024 performance period.

Recipients of public transit funds, are also federally required to establish annual transit related safety targets and report on the agencies' progress toward achieving set targets. Public transportation providers are further directed to share such information with MPOs/COGs and states so all plans and performance reports are coordinated. TriCounty Link (TCL), the region's rural transit service provider, has and will continue to share this data with the BCDCOG to facilitate its performance-based planning process. The BCDCOG is amending the 2040 RL RTP to include the transit safety performance measures and annual targets set and reported by TCL for the 2024 performance period.

PERFORMANCE MEASURES AND TARGETS –

Highway Performance

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

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

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

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

Highway Safety

For the 2024 performance period, the BCDCOG accepts and supports the State of South Carolina's DOT safety targets for all five highway safety performance measures presented in Table 2.

Table 2: SCDOT and BCD Rural Planning Area Safety Measures Baselines (2018-22) and Safety Performance Targets (2024)

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2018-2022) Average	1,079.6	1.90	2,802	4.93	457
State Targets (2024) Approved	1,079	1.87	2,549	4.41	454.8
BCD Baseline (2018-2022) Average	41.8	2.33	68.6	3.83	9.4

Note - *Rate per 100 million vehicle miles traveled

This means BCDCOG will:

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

Transit Performance

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

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

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

Transit Safety

The region's rural transit provider, TriCounty Link (TCL), as required by the federal Public Transportation Agency Safety Plan (PTASP) final rule effective June 19, 2019, has developed a PTASP including processes and procedures implementing a Safety Management Systems (SMS) for the local transit agency. The BCDCOG Board of Directors certified TCL's Safety Plan, and adopted its annual Plan update on August 28, 2023. Included in Table 4 below are the agency's initial targets and summary of performance for the 2023 period, and the targets set for the 2024 performance period. The agency will report on progress and update targets on an annual basis, and coordinate with the BCDCOG to ensure that the goals, objectives, measures and targets set in the PTASP are integrated into the COG's planning processes.

Table 4: TCL Transit Safety Performance (2023) and Safety Targets (2024)

Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Injuries (Total)	Injuries Rate*	Safety Events (Total)	Safety Events Rate*	System Reliability**
All Bus Service (2019 Baseline)	0	0	5	5.35	10	10.7	25,000
All Bus Service (2021 Actual Performance)	0	0	2	4.1	8	16.5	92,432
All Bus Service (2022 Target)	0	0	5	0.7	10	1.4	60,000
All Bus Service (2022 Actual Performance)	0	0	2	0.28	9	1.3	71,321
All Bus Service (2023 Target)	0	0	3	0.45	9	1.3	60,000
All Bus Service (2023 Actual Performance)	0	0	1	0.15	5	0.75	71,321
All Bus Service (2024 Targets)	0	0	2	0.42	5	0.75	65,000

Note - *Rate per 100,000 vehicle revenue miles (VRM); **Average distance (VRM) between major mechanical failures

For the 2024 performance period the BCDCOG accepts and supports the safety performance targets set in the TriCounty Link PTASP. The COG will continue to work with TCL to achieve these targets.

DRAFT

DRAFT

APPENDIX A: ADOPTION AND APPROVAL RESOLUTION

APPENDIX B: BCDCOG BOARD OF DIRECTORS MEETING MINUTES

DRAFT

APPENDIX C: TriCounty Link Public Transportation Agency Safety Plan (PTASP) 2024 Performance Targets

DRAFT

MEMORANDUM

TO: Sarah Cox, Transportation Planner, BCDCOG / CHATS MPO
 FROM: Jeff Hughes, Chief Safety Officer, BCDCOG
 DATE: November 14, 2023
 SUBJECT: Public Transportation Agency Safety Plan Performance Targets
 CC: Kathryn Basha, Planning Director, BCDCOG / CHATS MPO; file

The Public Transportation Agency Safety Plan (PTASP) final rule was issued on June 19, 2018. The issuance of this final rule serves as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule, which defines the four performance measures for which transit agencies and MPOs have to set targets. The PTASP final rule has an effective date of July 19, 2019, and applies to transit agencies that are recipients and sub-recipients of FTA Section 5307 funding. Applicable transit operators are required to develop a PTASP including processes and procedures implementing a Safety Management Systems (SMS). The RTMA Board of Directors revised its annual Safety Plan certification on August 28, 2023. Included below are the 2023 targets for the four safety measures, which is updated annually hereafter. In addition, the performance data shifted to the

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

2024 Safety Performance Targets (SPT) RTMA							
Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
All Bus Services	0	0/100,000 VRM	2	.42/100,000 VRM	5	.75/100,000 VRM	65,000 VRM

2023 Safety Performance Targets (SPT) RTMA								
	Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Average distance between major mechanical failures)
Target	All Bus Services	0	0/100,000 VRM	3	.45/100,000 VRM	9	1.3/100,000 VRM	60,000 VRM
Actual	All Bus Services	0	0/100,000 VRM	1	.15/100,000 VRM	5	.75/100,000 VRM	71,321 VRM

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

In summary, there were a total of **668,049 VRM**, 0 mechanical failures, 1 total injury, and 5 total safety events.

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

***NOTE-** The targets have been converted to the FTA standard of vehicle revenue miles (**VRM**) versus passenger trips, which explains the difference in performance data calculations from previous year.

Target SPT injuries (5)/ by annual expected VRM (668,049) X 100,000 =.70 per 100,000 VRM

Target SPT safety events (10)/ by annual expected VRM (668,049) X 100,000=1.4

Actual SPT system reliability 668,049/1= 71,321

RESOLUTION

ADOPTION OF 2024 HIGHWAY AND TRANSIT SAFETY TARGETS BY THE BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS (BCDCOG)

WHEREAS, the Berkeley-Charleston-Dorchester Council of Governments is a public body authorized by the General Assembly of the State of South Carolina to serve as the regional planning organization for the counties of Berkeley, Charleston and Dorchester as well as the municipal governments contained within those counties; and

WHEREAS, the federal surface transportation programs that are the responsibility of the BCDCOG are authorized by the Infrastructure Investment and Jobs Act (IIJA) also known as the “Bipartisan Infrastructure Law” (BIL) (Pub. L. 117-58, November 15, 2021); and

WHEREAS, the regional transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c); and

WHEREAS, the BCD Council of Governments as the regional planning organization is required to adopt annual safety performance targets specific to the planning area; and

WHEREAS, the BCD Council of Governments has chosen to adopt and support both the statewide safety performance targets approved by the South Carolina Department of Transportation related to highway safety (PM1) as well as the transit safety targets approved by the region’s public transit provider for the 2024 performance period; and

WHEREAS, these targets shall, by amendment, be included within the BCD 2040 RL RTP document, adopted August 24, 2020,

NOW, THEREFORE, BE IT RESOLVED that the BCDCOG has agreed to adopt the highway and transit safety targets for the 2024 performance period, and shall continue to work in coordination to ensure that these targets are integrated into the COG’s planning processes and effectively link investment priorities to safety target achievement.

Caldwell Pinckney, Jr., Chairman

Certified true and correct copy of a resolution adopted by the Berkeley-Charleston-Dorchester Council of Governments on February 26, 2024.

Ronald E. Mitchum, Executive Director

Date

MEMORANDUM

Date: February 26, 2024
To: BCDCOG Board of Directors
From: Ron Mitchum, Executive Director
Subject: BCD FFY 2024-2033 Rural Transportation Improvement Program (RTIP) Update

Attached for your review and consideration is the draft update to the BCD Rural Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2024-2033. The major impetus for this update is to have concurrence between the BCD RTIP and that of the proposed FFY 2024-2033 Statewide Transportation Improvement Program (STIP) window as required by 23 CFR 450.220. The South Carolina Department of Transportation (SCDOT) proposes a new 10-year STIP which more closely aligns with the state's [2022 Strategic 10-Year Asset Management Plan](#) (STAMP) investment priorities through 2032.

Update to the RTIP primarily (1) advances programmed projects from the prior RTIP plan period to the proposed FFY 2024-2033 timeframe, (2) adds new projects for implementation identified through the long-range transportation planning process, and (3) removes completed or cancelled projects.

The full draft of the RTIP can be accessed via the BCDCOG website at: <https://bcdkog.com/public-review/>. Pending BCD Board adoption, the BCD FFY 2024-2033 RTIP will be submitted to SCDOT/FHWA/FTA for inclusion in the STIP.

The BCD FFY 2024-2033 RTIP update includes all project amendments and corrections made to the prior FFY 2021-2027 RTIP as well as the following project updates:

RTIP Amendment

Projects Exempt from Regional Mobility Program (RMP)

1. Horseford Rd (S-56) over Four Hole Swamp (Replacement) – At the request of SCDOT add new bridge replacement project totaling \$11.2 million.
 - Add \$1,150,000 STBGP/FA Non-NHS funds in FY 2024 for preliminary engineering
 - Add \$50,000 STBGP/FA Non-NHS funds in FY 2024 for right of way
 - Add \$10,000,000 STBGP/FA Non-NHS funds in FY 2027 for construction

BCDCOG RURAL TRANSPORTATION FINANCIAL STATEMENT (Cost in Thousands)

PIN #	REGIONAL MOBILITY PROGRAM (RMP) PROJECTS	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING
1 Cost-Share	US 78 Phase IIA (US 178 to SC-27S) (US 178 to Ridgeville Rd)	\$797 \$8,510 \$7,950 \$220											\$0		\$17,477	BCDCOG Rural RMP (Federal/State) BCDCOG Rural RMP (Federal/State) TIGER Funding Dorchester Co. Sales Tax
	US 78 Phase IIB* (SC-27S to S-18-22) (Ridgeville Rd to Orangeburg Road)	\$2,948 \$6,329 \$5,300 \$861 \$4,871											\$0		\$20,309	BCDCOG Rural RMP (Federal/State) BCDCOG Rural RMP (Federal/State) TIGER Funding Dorchester Co. Sales Tax Dorchester Co. Sales Tax
RLRTP #1, #2, #3	US 17 @ SC 165 & US 17 @ New Rd - Intersection Improvement (Traffic Control/Bike & Ped.)	-	\$50 PL	\$389 PE	\$250 R	\$3,028 C							\$3,717		\$3,717	BCDCOG Rural RMP (Federal/State)
RLRTP #5	US 52 @ SC 402 - Intersection Improvement	-	\$30 PL	\$50 PE	\$462 C								\$542		\$542	BCDCOG Rural RMP (Federal/State)
RLRTP #7, #12	SC 165 - Hollywood Town Limit to Town Council Rd (Bike/Pedestrian)	-	\$250 PE	\$850 R		\$1,950 C							\$3,050		\$3,050	BCDCOG Rural RMP (Federal/State)
RLRTP #8, #9, #14	SC 162 @ SC 165 & SC 162 @ Gibson Rd - Inter. Improvement (Traffic Control/Bike & Ped.)	-	\$50 PL	\$200 PE	\$200 R	\$1,719 C							\$2,169		\$2,169	BCDCOG Rural RMP (Federal/State)
RLRTP #10	SC 27 @ S. Railroad Ave - Intersection Improvement	-	\$50 PL	\$170 PE	\$200 R	\$1,238 C							\$1,658		\$1,658	BCDCOG Rural RMP (Federal/State)
	REGIONAL MOBILITY PROGRAM (RMP) PROJECT SUBTOTALS	\$18,584	\$430	\$1,659	\$1,112	\$7,935	\$0	\$0	\$0	\$0	\$0	\$0	\$11,136		\$48,923	
Projected	REGIONAL MOBILITY PROGRAM (RMP) ANNUAL ALLOCATION		\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$50,000			
	CARRYOVER AVAILABLE		\$7,244	\$11,814	\$15,155	\$19,043	\$16,107	\$21,107	\$26,107	\$31,107	\$36,107	\$41,107	\$46,107			
	BOND PROCEEDS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
	REGIONAL MOBILITY PROGRAM (RMP) BALANCE		\$11,814	\$15,155	\$19,043	\$16,107	\$21,107	\$26,107	\$31,107	\$36,107	\$41,107	\$46,107	\$84,971			

BCDCOG RURAL TRANSPORTATION FINANCIAL STATEMENT (Cost in Thousands)

PIN #	REGIONAL MOBILITY PROGRAM (RMP) PROJECTS	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING
PROJECTS EXEMPT FROM REGIONAL MOBILITY PROGRAM (RMP) FUNDS																
	Bridge Replacement & Rehab Projects															
	US 78 @ Four Hole Swamp (Replacement)	\$11,175											\$0		\$11,175	Bridge Program
	SC 174 @ Store Creek (Replacement)	\$4,771											\$0		\$4,771	Bridge Program
	SC 174 @ Sand Creek (Replacement)	\$7,160											\$0		\$7,160	Bridge Program
	SC 174 @ Russell Creek (Replacement)	\$11,000											\$0		\$11,000	Bridge Program
	SC 165 Caw Caw Swamp No. 1 (Replacement)	\$5,647											\$0		\$5,647	Bridge Program
	SC 165 Caw Caw Swamp No. 2 (Replacement)	\$5,260											\$0		\$5,260	Bridge Program
	SC 165 Caw Caw Swamp No. 3 (Replacement)	\$5,221											\$0		\$5,221	Bridge Program
P027127	US 176 @ Dean Swamp	\$16,094											\$0		\$16,094	Bridge Program
P037129	Taylor Pond Rd (S-139) (Replacement)	\$882				\$2,431	C						\$2,431		\$3,313	Bridge Program
P030449	Toogoodoo Rd (S-390) over Swinton Creek (Replacement)	\$760	\$39	R	\$6,804	C							\$6,843		\$7,604	Bridge Program
New Project	Horseford Rd (S-56) over Four Hole Swamp (Replacement)		\$1,150	PE			\$10,000	C					\$11,200		\$11,200	Bridge Program
			\$50	R												Bridge Program
	Statewide Safety Program															
	US 17A & S-48 (Bethera Rd) & S-97 (Cane Gully Rd) & S-40 (Harristown Rd)	\$1,100											\$0		\$1,100	Statewide Safety Program
P039388	US 176 (State Rd)/S-135 (Mudville Rd) - Intersection Safety Improvement	\$350											\$0		\$350	Statewide Safety Program
		\$2,000													\$2,000	Statewide Safety Program
	Section/Corridor Improvements - Statewide Safety Program (2015 Commission Approved)															Statewide Safety Program
	I-26 Clear Zone Improvements from near MM 180 to near MM 221	\$5,400											\$0		\$5,400	HSIP
P029757	I-26 Cable Guardrail Improvements from near MM 168 to MM 199 (Phase II)	\$10,000											\$0		\$10,000	HSIP
	Interstate Safety Improvements															
	Pavement Projects	\$0											\$0		\$0	STBG
	Safety Projects	\$0											\$0		\$0	STBG
	Pavement Signing & Marking	\$0											\$0		\$0	STBG
	ITS (Interstate)	\$0											\$0		\$0	STBG
	Incident Response Program	\$0											\$0		\$0	STBG
		\$645											\$124,307		\$201,000	SIB
		\$10,355														Interstate Program (NHPP)
		\$0														Interstate Program (NHPP)
		\$3,540														STBG - TAP
		\$0		\$36,460	ACC											Interstate Program (NHPP)
		\$62,153	\$62,153	ACC	\$25,693	ACC										Interstate Program (ARPA-STF)
P038677	I-26 @ I-95 Interchange Improvement	\$66,657											\$173,343		\$240,000	Interstate Program (NHPP)
		\$0	\$79,543	ACC	\$79,543	ACC	\$14,257	ACC								Interstate Program (NHPP)
	I-26 Widening (MM 154 to MM 172)	\$5,000				\$7,500	R						\$50,540		\$55,540	Interstate Program (NHPP)
		\$0	\$12,770	ACC	\$12,770	PE/ACC	\$7,500	R/ACC	\$7,500	R/ACC						Interstate Program (NHPP)
	I-26 Widening (MM172 to MM 187)	\$25,000											\$50,000		\$75,000	Interstate Program (NHPP)
	Interstate Preservation & Construction - I-26 (MM 149-MM172)	\$59,200											\$59,200		\$118,400	Interstate Program (NHPP)
		\$55											\$5,107		\$7,660	Federal Lands
P028590	S-98 (Halfway Creek Rd) Resurfacing and shoulder improvement	\$71														Pavements-Non FA
		\$867														Federal Lands
		\$1,561														Pavements-Non FA
PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL*		\$328,924	\$155,705	\$154,466	\$28,562	\$19,931	\$0	\$0	\$0	\$0	\$0	\$0	\$482,971		\$804,895	

BCDCOG RURAL TRANSPORTATION FINANCIAL STATEMENT (Cost in Thousands)

PIN #	REGIONAL MOBILITY PROGRAM (RMP) PROJECTS	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING
FEDERAL TRANSIT ADMINISTRATION																
BERKELEY CITIZENS																
	Purchase of Service	\$368											\$0		\$518	FTA Section 5310
	Capital	\$60														FTA Section 5310
	Vehicle Acquisition	\$90														FTA Section 5310
ENHANCED MOBILITY																
	BCDCOG - Mobility Management	\$187											\$0		\$313	FTA Section 5310
	BCD RTMA - Operations	\$126														FTA Section 5310
TRI-COUNTY LINK (BCD RTMA)																
	Administration, Operating, & Capital	\$7,755													\$8,465	FTA Section 5311 - Federal
		\$710														FTA Section 5311 - SMTF
	BCD RTMA - Section 5311 (ARP Act)	\$95													\$95	FTA Section 5311 - ARP Act 2021
	COVID-19 Research Demonstration Grant (FY 2020)	\$575													\$675	FTA - Federal Funds
	Areas of Persistent Poverty Grant (FY 2023)	\$100														Local match - Charleston Co. TST
	Tri-County Link (TCL) On-Demand Rural Transit Development Plan		\$342 PL										\$342		\$380	FTA - Federal Funds
			\$38 PL										\$38			Local match
FTA FUNDED PROJECTS SUBTOTAL		\$10,065	\$380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380		\$10,445	
TRANSPORTATION ALTERNATIVE PROJECTS																
	Wambaw Cycle Trail															STBG
P28052301323	Enhancement Project	\$28											\$0		\$35	2023 RTP
		\$7														Match - Local/County
P28052100621	Awendaw East Coast Greenway Phase 2	\$100											\$0		\$125	2021 RTP
		\$25														Match - Local/County
P28052301223	Awendaw East Coast Greenway Phase 3	\$100											\$0		\$151	2023 RTP
		\$51														Match - Local/County
TA PROJECTS SUBTOTAL		\$311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$311	
RURAL TIP GRAND TOTAL		\$357,885	\$156,515	\$156,125	\$29,673	\$27,867	\$0	\$0	\$0	\$0	\$0	\$0	\$494,487		\$864,574	

KEY: PE - Preliminary Engineering R - Right of Way C - Construction VA - Vehicle Acquisition OP - Operating Expenses CA - Capital Expenses PS - Purchase of Service PL - Planning RTP - Recreation Trails Program SIB - State Infrastructure Bank
¹AC (Advanced Construction) reflects the use of state funds to initiate a project. Represents the commitment of state funds to satisfy the programming levels exceeding available federal funding in a given year.
²AC Conversion (Advanced Construction Conversion) reflects the conversion of state funds to federal funds in the future.

Berkeley-Charleston-Dorchester Council of Governments
Statement of Revenues & Expenditures
For the Period Ending December 31, 2023

Time elapsed:
50%

	Budget FY24	Actual	% of Budget
<u>Revenues</u>			
PL Funds (UWP)	975,964	444,768.10	46%
State Rural Transportation	125,000	93,325.86	75%
STBG Funds (TIP)	100,800	63,977.27	63%
LPA Enhancement	602,500	3,276.43	1%
DOT - US 52 Corridor Study	21,000	4,710.66	22%
DOT - Travel Demand Model	-	7,200.00	N/A
DOT - ITS Architecture & Deployment	43,960	19,300.00	44%
DOT - STBG - Special Projects	196,000	30,696.93	16%
FTA 5307 CARES Act	457,298	10,954.00	2%
FTA TOD Ph.2	702,502	250,612.00	36%
FTA US 52 (BRT) Route Study	620,000	592.00	0%
FTA 5307	739,976	296,301.00	40%
FTA 5310	1,219,437	369,342.00	30%
FTA 5312 - Research Demo. Grant	61,333	48,737.00	79%
EPA - Battery Electric Equipment	143,545	-	0%
SCDHEC	62,240	30,016.10	48%
WIOA	3,402,580	1,761,329.44	52%
EDA (Planning)	70,000	34,883.00	50%
SC Rural Infrastructure Authority	75,000	14,735.92	20%
SC Broadband/SC Digital	5,000	5,000.00	100%
Southeast Crescent Regional Commiss	-	833.00	N/A
CDBG Planning Grants	108,139	22,305.47	21%
SC Brownsfields Environmental Site Te	35,000	2,389.00	7%
Local Assistance Contracts	36,470	10,686.82	29%
RLF (Fees)	3,500	1,000.00	29%
RLF Administration	-	10,250.76	N/A
Planning Services	100,000	154,506.53	155%
Dischargers (3D WQ Model)	86,823	-	0%
Dischargers (208 WQM)	90,000	96,649.64	107%
Chs. Co. Workkeys	1,000	-	0%
Permit Fees	33,000	17,800.00	54%
Interest Income	1,000	5,555.94	556%
Miscellaneous Revenue	-	466.18	N/A
CARTA Management Services	75,000	37,500.00	50%
CARTA - IGA	3,741,337	1,863,250.58	50%
Lowcountry Rapid Transit	19,672,323	2,086,994.26	11%
Lowcountry Rapid Transit - TOD Ph.2	175,626	62,652.74	36%
RTMA - Management Services	50,000	25,000.00	50%
RTMA - IGA	196,839	116,128.10	59%
RTMA - IGA - Transit Planning Softwar	-	50,713.52	N/A
Sale of Publications/Maps	-	159.70	N/A
State Appropriation	199,377	99,688.50	50%
Berkeley County Appropriation	287,326	143,663.00	50%
Charleston County Appropriation	510,294	255,147.00	50%
Dorchester County Appropriation	201,925	100,962.50	50%
TOTAL REVENUES	35,229,114	8,654,060.95	25%

Berkeley-Charleston-Dorchester Council of Governments
Statement of Revenues & Expenditures
For the Period Ending December 31, 2023

Time elapsed:
50%

	Budget FY24	Actual	% of Budget
<u>Expenditures</u>			
<u>Personnel Costs:</u>			
Salaries	4,424,882	2,112,069.15	48%
Other Personnel Costs	13,520	7,432.75	55%
Unemployment	1,517	422.78	28%
Employee Insurance	488,192	218,629.16	45%
Retirement: Employer's Share	821,258	388,615.17	47%
Employer 401k Match	3,900	1,800.00	46%
FICA: Employer's Share	339,538	152,419.96	45%
Total Personnel Costs	6,092,807	2,881,388.97	47%
<u>Operating Expenditures:</u>			
Automotive	99,831	34,960.34	35%
Advertising	4,000	1,371.50	34%
Professional Services	24,026,184	3,275,599.12	14%
Contract Services	2,041,641	1,155,030.43	57%
Postage	7,079	2,483.18	35%
Dues & Memberships	23,576	13,220.11	56%
Equipment Rental	40,536	13,104.82	32%
Agency Insurance	97,372	80,392.73	83%
Temporary Outside Help	5,000	24,871.38	497%
Repairs & Maintenance	43,773	15,445.22	35%
Travel	61,138	15,306.67	25%
Books & Publications	7,222	2,830.68	39%
Equipment Maintenance	434,752	335,622.63	77%
Supplies	59,718	28,334.77	47%
Printing	11,500	1,807.66	16%
Rent	646,949	318,380.07	49%
Utilities	40,823	22,143.59	54%
Communications	84,572	40,708.04	48%
Training & Education (Staff & WIOA)	240,574	67,419.26	28%
Uniforms	17,400	9,057.21	52%
Office Equipment	1,038,628	42,099.76	4%
Facility Improvements	45,000	-	0%
Miscellaneous	48,700	31,848.48	65%
Total Operating Expenditures	29,125,968	5,532,037.65	19%
<u>Component Unit:</u>			
BCD Regional Development Corp	10,339	5,059.81	49%
Total Component Unit	10,339	5,059.81	49%
 TOTAL EXPENDITURES	 35,229,114	 8,418,486.43	 24%
 Excess (Deficit) of Revenues Over (Under) Expenditures	 -	 235,574.52	

Berkeley-Charleston-Dorchester Council of Governments
General Fund
Balance Sheet
December 31, 2023

ASSETS

Bank of SC - General Fund	-111,683.81
Bank of SC - MMA	3,113,226.15
Investment Pool - General Fund	58,410.89
Petty Cash	100.00
Accounts Receivable	3,428,522.27
Due To/From Special Fund	11,250.76
Health Insurance Advance Deposit	26,939.40
Prepaid Expenses	56,510.90
Prepaid Expenses - LCRT	<u>4,947,194.67</u>
Total Assets	<u><u>11,530,471.23</u></u>

LIABILITIES

Accrued Payroll & Liabilities	267,212.82
Accounts Payable	1,159,495.96
Unearned Revenue	677,107.15
Unearned Revenue - LCRT	4,947,194.67
Employee Payroll Liabilities	<u>29,336.53</u>
Total Liabilities	7,080,347.13

EQUITY

Current Year Fund Balance	235,574.52
Fund Balance	4,190,799.90
Fund Balance - Non Spendable	<u>23,749.68</u>
Total Equity	4,450,124.10

Total Liabilities & Fund Equity 11,530,471.23

Berkeley-Charleston-Dorchester Council of Governments
Revolving Loan Fund
Balance Sheet
December 31, 2023

ASSETS

Bank of SC - RLF General	1,265,636.55
Investment Pool (RLF1)	135,985.89
Loans Receivable	<u>307,949.11</u>
Total Assets	<u><u>1,709,571.55</u></u>

LIABILITIES

Due to General Fund	<u>11,250.76</u>
Total Liabilities	11,250.76

EQUITY

Current Year Fund Balance	99,822.71
Fund Balance	<u>1,598,498.08</u>
Total Equity	1,698,320.79

Total Liabilities & Fund Equity 1,709,571.55

**Berkeley-Charleston-Dorchester Council of Governments
City of N. Chas. Revolving Loan Fund
Balance Sheet
December 31, 2023**

ASSETS

LGIP	<u>252,038.22</u>
Total Assets	<u><u>252,038.22</u></u>

EQUITY

Current Year Fund Balance	7,001.27
Fund Balance	<u>245,036.95</u>
Total Equity	252,038.22
Total Liabilities & Fund Equity	<u><u>252,038.22</u></u>

BCD Council of Governments
RLF Activity as of 1/31/24

	Closing Date	Original Loan Principal	Total Fees Received	Bad Debt	Total Interest Received	Total Principal Repaid	Ending Principal Balance	Interest Rate	Status of Loan
EDA RLF									
White Horses, LLC	6/10/16	127,500.00	6,637.95	0.00	33,246.17	49,669.88	77,830.12	4.50%	Current
Lowcountry Kettle	12/16/19	250,000.00	8,770.32	0.00	26,115.97	101,568.80	148,431.20	4.00%	Current
The Ragnar Group			500.00						
Summerville Academy			500.00						
Program Income (Admin.)					0.00				
Other (Inactive)		8,666,608.27	327,522.11	(865,459.43)	1,213,641.29	8,899,814.94			
Checking Int. Earned					382,256.47				
Bank Charges (Wire)					(414.50)				
GRAND TOTAL		<u>9,044,108.27</u>	<u>343,930.38</u>	<u>(865,459.43)</u>	<u>1,654,845.40</u>	<u>9,051,053.62</u>	<u>226,261.32</u>		
PRIOR YEAR COSTS		<u>(9,044,108.27)</u>	<u>(342,517.66)</u>	<u>980,512.43</u>	<u>(1,642,857.59)</u>	<u>(9,026,153.09)</u>			
FY 2024 TOTALS		<u>0.00</u>	<u>1,412.72</u>	<u>115,053.00</u>	<u>11,987.81</u>	<u>24,900.53</u>			

EDA RLF - CARES									
Gardner Gains	1/11/21	40,000.00	1,000.00	0.00	0.00	40,000.00	0.00	3.25%	Paid Off 12/6/21
Inspired by Annette			500.00						
Tax Connect			250.00						
Lowcountry Kettle	05/06/22	100,000.00	2,453.57	0.00	1,774.82	23,006.30	76,993.70		Current
Home Watch Care Givers			25.00						
Program Income (Admin.)									
Other (Inactive)		0.00	0.00	0.00	0.00	0.00			
Checking Int. Earned					164.60				
Bank Charges (Wire)					0.00				
GRAND TOTAL		<u>140,000.00</u>	<u>4,228.57</u>	<u>-</u>	<u>1,939.42</u>	<u>63,006.30</u>	<u>76,993.70</u>		
PRIOR YEAR COSTS		<u>(140,000.00)</u>	<u>(4,228.57)</u>	<u>0.00</u>	<u>(317.93)</u>	<u>(55,365.54)</u>			
FY 2024 TOTALS		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>1,621.49</u>	<u>7,640.76</u>			
					<u>13,609.30</u>		<u>303,255.02</u>		

N. Charleston RLF:									
Program Income (Admin.)									
Other (Inactive)		126,600.00	5,006.60	115,118.67	44,027.38	159,678.57	0.00		
Checking Int. Earned					56,285.20				
GRAND TOTAL		<u>126,600.00</u>	<u>5,006.60</u>	<u>115,118.67</u>	<u>100,312.58</u>	<u>159,678.57</u>	<u>0.00</u>		
PRIOR YEAR COSTS		<u>(126,600.00)</u>	<u>(5,006.60)</u>	<u>(115,118.67)</u>	<u>(92,110.31)</u>	<u>(159,678.57)</u>			
FY 2024 TOTALS		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>8,202.27</u>	<u>0.00</u>			

FUNDS AVAILABLE:	
COG RLF (Cash on Hand)	1,356,143.79
COG RLF CARES (Cash on Hand)	69,174.29
Less: Commitment	(300,000.00)
EDA (Reserved)	0.00
Sub Total	<u>1,125,318.08</u>
N. Chas. RLF	<u>253,239.22</u>
TOTAL ALL FUNDS	<u>1,378,557.30</u>