

# **THE CHARLESTON AREA TRANSPORTATION STUDY (CHATS) POLICY COMMITTEE**

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

## **CHATS FY 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) UPDATE (DRAFT)**

These documents are available for public review and comment  
from **January 21, 2024 to February 11, 2024**  
Monday-Friday between the hours of **9:00 am to 5:00 pm**  
at the

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

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

Contact Person: Sarah Cox

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CHATS FINANCIAL STATEMENT (Cost in Thousands)

PIN #	REGIONAL MOBILITY PROGRAM (RMP) FUNDED PROJECTS	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
P0023349	Berlin Myers Pkwy - Phase III SC 165 to US 17A	32,370 3,032 9,420 22,500 30,000	13,269 ACC 12,500 C	13,269 ACC	13,269 ACC								\$39,807 - - \$12,500 -		\$149,629	CHATS RMP (Federal/State) CRRSAA Funds CHATS RMP (Federal/State) Dorchester Co. Sales Tax SC Transportation Infrastructure Bank
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	2,184 13,800 2,850 -	550 PE	274 PE 33,555 C	4,557 C								\$824 \$33,555 -		\$57,770	SCDOT Federal Match Program Dorchester Co. Sales Tax Dorchester Co. Sales Tax SC Transportation Infrastructure Bank CHATS RMP (Federal/State)
P032003	US 78 - Phase 3B* North Maple St to Berlin Myers Pkwy	- 750 -	700 PE 400 PE	20,600 R									\$700 \$400 \$20,600 \$22,700		\$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				11,200 C	11,500 C						-		\$44,670	BERKELEY COUNTY - LOCALLY FUNDED TRANSPORTATION SALES TAX PROJECT CHATS RMP (Federal)
P029503	Clements Ferry Rd - Phase II (Jack Primus to SC 41)	20,000 48,750 -											-		\$68,750	CHATS RMP (Federal/State) Berkeley Co. Sales Tax CHATS RMP (Federal/State)
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 6,500 2,890											-		\$13,274	Charleston Co. Sales Tax CHATS RMP (Federal) SCDOT Federal Match Program - 50%
P030612	Billy Swails Boulevard Phase 4B Six Mile to Hamlin Rd	3,448 862 -	13,486 C 3,394 C										\$13,486 \$3,394		\$21,190	CHATS RMP (Federal) Town of Mt Pleasant CHATS RMP (Federal) Town of Mt Pleasant
P039975	Congestion Management	416 65	31 PL 8 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$255 \$64		\$799	CHATS RMP (Federal) Local Match
P039977	Long Range Plan	614 133	95 PL 24 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$318 \$79		\$1,144	CHATS RMP (Federal) 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 RMP (Federal/State)
LRTP #3	North Rhett Ave (Capacity) I-526 Interchange to Yeamans Hall Rd	-	60 PL										\$60		\$60	CHATS RMP (Federal/State)
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 RMP (Federal/State)
LRTP #5	US-17 @ Long Point Rd (Intersection Improvement)	-	35 PL	450 PE	1,000 R	3,000 C							\$4,485		\$4,485	CHATS RMP (Federal/State)
LRTP #6	US-17 @ Anna Knapp Blvd (Intersection Improvement)	25	600 PE	1,000 R	4,000 C								\$5,600		\$5,625	CHATS RMP (Federal/State)
LRTP #7	US-17A/S Main Street (Access Management) Carolina St to US-78	-	60 PL	4,000 C									\$4,060		\$4,060	CHATS RMP (Federal/State)
P037307	Regional Transit Framework Plan Maintenance & Implementation	347 87	48 PL 12 PL	48 PL 12 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$295 \$74		\$802	CHATS RMP (Federal) Local Match
P039979	Regional Bike/Ped Plan Maintenance & Implementation	88 22	36 PL 9 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$259 \$65		\$434	CHATS RMP (Federal) Local Match
-	Regional Freight Plan Maintenance & Implementation	491 123	50 PL 12 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	25 PL 6 PL	\$273 \$68		\$954	CHATS RMP (Federal) Local Match
P037428	Bike/Pedestrian & Safety	73 19	44 PL 11 PL	30 PL 8 PL	30 PL 8 PL	30 PL 8 PL	30 PL 8 PL	30 PL 8 PL	30 PL 8 PL	30 PL 8 PL	30 PL 8 PL	30 PL 8 PL	\$317 \$79		\$488	CHATS RMP (Federal) Local Match
P037427	Regional Intelligent Transportation System (ITS) Plan	400 102	50 PL 13 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	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	\$504 \$126		\$1,132	CHATS RMP (Federal) Local Match
-	Transit Related Improvements (LRTP set aside)	-	5,000	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	\$27,500		\$27,500	CHATS RMP (Federal/State)
P037429	Corridor Study US 52 (Between Goose Creek and Moncks Corner)	750 188											-		\$938	CHATS RMP (Federal) Match
-	Complete Streets Funding	2,350	5,876	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	\$14,876		\$17,226	CHATS RMP (Federal)
P027883	Moncks Corner Signal Improvements (Complete Streets)	120 930											-		\$1,050	CHATS RMP (Federal/State)
P028937 P030592	Daniel Island Area Improvements - St. Thomas Island/Clements Ferry TAP (Beresford Creek Crossing boardwalk and trail construction)	-	200 C										\$200		\$200	CHATS RMP (Federal)
-	Folly Rd Complete Streets Project	687 -	1,693 C 1,500 C										\$1,693 \$1,500		\$3,880	Local Funds - Charleston County Sales Tax Local Funds - Ch. Co. TST, City of Charleston & TJI CHATS RMP (Federal/State)
-	Maybank Highway Complete Streets/Safety Improvement project	-	2,024 C 506 C										\$2,024 \$506		\$2,530	CHATS RMP (Federal) Charleston County CTC
P040707	Transportation Modeling/Simulation System Improvements	250 63	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	50 PL 13 PL	50 PL 13 PL	50 PL 13 PL	\$754 \$189		\$1,255	CHATS RMP (Federal) Match
-	ITS System Implementation	-	4,440 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	\$13,440		\$13,850	CHATS RMP (Federal/State)
-	Dorchester Rd Signal Improvement/TSP Pilot Project (Old Trolley Rd to US 78/Rivers Ave)	410											-		\$410	CHATS RMP (Federal/State)
-	Peninsula Signal Re-time (City of Charleston traffic signal improvement project)	-	650 C										\$650		\$650	CHATS RMP (Federal/State)
LRTP #2	Greenridge & Rivers Ave. (Segment Improvements from Otranto Rd to Greenridge Dr)	-	250 PL	450 PE	300 R	922 C							\$1,922		\$1,922	CHATS RMP (Federal/State)
-	Ashley River Crossing Bike and Pedestrian Bridge	3,500 3,950 100 3,000 25,000 21,875 14,000	12,500 ACC										-		\$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 - State TAP Flex + 20% Local Match STBG - State TAP Flex + 20% Local Match CHATS RMP (Federal/State)
-	Regional Park and Ride Development Project	-	6,150 C* 250 PE* 100 R*	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	\$15,150 \$250 \$100		\$15,500	CHATS RMP (Federal/State) CHATS RMP (Federal/State) - FTA Flex Funding*
-	Transit System Stop and Shelter Design Manual	150 38											-		\$188	CHATS RMP (Federal/State) - FTA Flex Funding* Local Match
-	Tricounty Link/CARTA Computer Aided Dispatch & Automatic Vehicle Locator (CAD/AVL)	1,300											-		\$1,300	CHATS RMP (Federal/State) - FTA Flex Funding*
-	Regional Van Pool Program	1,500											-		\$1,500	CHATS RMP (Federal/State) - FTA Flex Funding*
<b>Regional Mobility Program (RMP) Project Costs</b>		<b>\$109,289</b>	<b>56,879</b>	<b>35,014</b>	<b>35,486</b>	<b>9,741</b>	<b>4,297</b>	<b>5,819</b>	<b>5,819</b>	<b>5,819</b>	<b>5,819</b>	<b>5,819</b>	<b>170,511</b>		<b>170,511</b>	
<b>Debt Service</b>																
<b>Advanced Payback</b>																
<b>Regional Mobility Program (RMP) Project Costs Subtotal</b>		<b>56,879</b>	<b>35,014</b>	<b>35,486</b>	<b>9,741</b>	<b>4,297</b>	<b>5,819</b>	<b>5,819</b>	<b>5,819</b>	<b>5,819</b>	<b>5,819</b>	<b>5,819</b>	<b>170,511</b>		<b>170,511</b>	
<b>Projected</b>	<b>Annual Regional Mobility Program (RMP) Allocation</b>	<b>28,972</b>	<b>33,516</b>	<b>33,516</b>	<b>33,516</b>	<b>33,516</b>	<b>33,516</b>	<b>33,516</b>	<b>33,516</b>	<b>33,516</b>	<b>33,516</b>	<b>33,516</b>	<b>330,613</b>		<b>330,613</b>	
	<b>Carryover Available</b>	<b>49,384</b>	<b>21,477</b>	<b>19,979</b>	<b>18,009</b>	<b>41,783</b>	<b>71,002</b>	<b>98,699</b>	<b>126,396</b>	<b>154,093</b>	<b>181,789</b>	<b>181,789</b>				
	<b>Bond Proceeds</b>															
	<b>Advancement Amount</b>															
	<b>Regional Mobility Program (RMP) Allocation Subtotal</b>	<b>78,356</b>	<b>54,993</b>	<b>53,495</b>	<b>51,524</b>	<b>75,299</b>	<b>104,518</b>	<b>132,215</b>	<b>159,912</b>	<b>187,608</b>	<b>215,305</b>	<b>512,402</b>			<b>512,402</b>	
	<b>BALANCE</b>		<b>\$21,477</b>	<b>\$19,979</b>	<b>\$18,009</b>	<b>\$41,783</b>	<b>\$71,002</b>	<b>\$98,699</b>	<b>\$126,396</b>	<b>\$154,093</b>	<b>\$181,789</b>	<b>\$209,486</b>	<b>\$341,891</b>			

PIN #	PROJECTS EXEMPT FROM GUIDESHARE	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
P037132	Bridge Replacement & Rehab Projects Old Pond Rd (S-1632) Over Simons Creek - Charleston County	1,250				400 R 5,938 C							\$400 \$5,938		\$7,588	FEDERAL AID BRIDGE PROGRAM NHPP Funding, Federal Aid for Non-NHS Bridges
P037136	Old Mt. Holly Road (S-45) Bridge Replacement - Berkeley County	1,200				1,050 R 8,625 C							\$1,050 \$8,625		\$10,875	Federal Aid Non-NHS Bridges/STBG
P037119	Harts Bluff Road (S-68) Bridge Replacement - Charleston County	920				4,258 C							\$4,258		\$5,178	Federal Aid Off-System Bridges/STBG
	US 17 SB Bridge Repair over the Ashley River	1,500													\$1,500	STF - Preventative Maintenance
	Statewide Safety Projects (Intersection Projects)															STATEWIDE SAFETY PROGRAM (HSIP)
0041070RD01	Liberty Hall Rd (S-529) & Lindy Creek Rd (S-1216)	605													\$605	STATEWIDE SAFETY PROGRAM (HSIP)
0041072RD01	Camp Rd (S-28) & Riverland Dr (S-53)	1,570													\$1,570	STATEWIDE SAFETY PROGRAM (HSIP)
	Riverland Dr (S-53) & Central Park Rd (S-67)	820													\$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)	502	2,000 C										\$2,000		\$2,502	STATEWIDE SAFETY PROGRAM (HSIP)
P041046	US-17Alt (US 17A Hwy S) & S-13 (Central Ave)	250		2,250 C									\$2,250		\$2,600	STATEWIDE SAFETY PROGRAM (HSIP)
	(Section/Corridor Improvements)		100 R										\$100			
P032086	St James Ave (US 176) from Old Moncks Corner Rd to US 52	3,150													\$3,729	STATEWIDE SAFETY PROGRAM (HSIP) Local Match - BCWS
P032088	Dorchester Rd (SC 642) from State Park Rd (S-373) to Near Parlor Dr (S-259)	2,502													\$2,502	STATEWIDE SAFETY PROGRAM (HSIP)
P037188	Red Bank Road (S-29) - from Eagle Rd (S-251) to near Garwood Rd (S-585)	300	1 R										\$1		\$2,801	STATEWIDE SAFETY PROGRAM (HSIP)
	Statewide Safety Program (2015 Commission-Approved Safety Projects)	2,297	2,500 C										\$2,500		\$2,297	STATEWIDE SAFETY PROGRAM (HSIP)
	Interstate Safety Improvements	5,400													\$5,400	
	I-26 Clear Zone Improvements from near MM 180 to near MM 221	5,400													\$15,400	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							\$50 \$2,000		\$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	50 R 9,050 C										\$50 \$9,050		\$9,600	STATEWIDE SAFETY PROGRAM (HSIP)
P037890	US 17A (MP 1.36-4.35) - Safety Improvements	350													\$2,350	STATEWIDE SAFETY PROGRAM (HSIP)
P037896	S-107 (Meeting St) (MP 0-1.42) - Bike/Ped Safety Improvements	150	50 R 800 C										\$50 \$800		\$1,000	STATEWIDE SAFETY PROGRAM (HSIP)
P037897	S-104 (King St) (MP 0 -1.89) - Bike/Ped Safety Improvements	150	50 R 1,300 C										\$50 \$1,300		\$1,500	STATEWIDE SAFETY PROGRAM (HSIP)
P037901	S-404 (Calhoun St) (MP 0 - 1.48) - Bike/Ped Safety Improvements	200	50 R 800 C										\$50 \$800		\$1,050	STATEWIDE SAFETY PROGRAM (HSIP)
P037906	S-106 (St. Philip St) (MP 0 - 1.07) - Bike/Ped Safety Improvements	150	50 R 1,200 C										\$50 \$1,200		\$1,400	STATEWIDE SAFETY PROGRAM (HSIP)
	SC-61 (Ashley River Rd) (MP 8.41-12) - Section/Corridor Improvements		350 PE	1 R	7,000 C								\$7,351		\$7,351	STATEWIDE SAFETY PROGRAM (HSIP)
	US-17 (Septima Clark Pkwy) (MP 30-31) - Section/Corridor Improvements		300 PE	1 R	2,500 C								\$2,801		\$2,801	STATEWIDE SAFETY PROGRAM (HSIP)
	US-17 (Savannah Hwy) (MP 20-26) - Section/Corridor Improvements		350 PE	1 R	5,000 C								\$5,351		\$5,351	STATEWIDE SAFETY PROGRAM (HSIP)
	SC-642 Dorchester Rd) (MP 0-8.03) - Section/Corridor Improvements		350 PE	1 R	12,000 C								\$12,351		\$12,351	STATEWIDE SAFETY PROGRAM (HSIP)
	SC-171 (Folly Rd) (MP 3-8) - Section/Corridor Improvements		350 PE	1 R	8,000 C								\$8,351		\$8,351	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)	15,100	13,000 PE/ACC				12,000 PE 13,000 PE/AC 25,000 R		13,000 PE/ACC				12,000 PE \$24,000 \$26,000 \$25,000	\$13,000	\$2,951,600	Interstate Program (NHPP) Interstate Program (NHPP) Interstate Program (NHPP)
		10,000	30,000 R/ACC	30,000 R/ACC	20,000 R/ACC	10,000 R/ACC	200,000 AC 1,400 C	25,000 R/ACC 24,300 C	25,000 R/ACC	25,000 R/ACC	25,000 R/ACC	25,000 R/ACC	\$215,000 \$25,700	\$244,000		Interstate Program (NHPP) Interstate Program (NHPP)
		14,000	26,000 C/ACC	10,000 C/ACC	15,000 C/ACC		9,000 C/AC	2,265,800 C/AC 5,500 C/ACC	85,400 C/ACC	90,000 C/ACC	144,200 C/ACC	283,400 C/ACC	\$51,000 \$608,500	\$1,666,300		Interstate Program (NHPP) Interstate Program (NHPP)
P032102	I-526 Widening & Interchange Improvements from near Rivers Ave (Exit 18) to near US 17 (Exit 30)	8,670					10,000 C 207,040 AC	69,013 ACC	69,013 ACC	69,013 ACC			\$10,000 \$207,040		\$230,710	Interstate Program (NHPP) Interstate Program (NHPP)
P0036524	I-26 Widening & Interchange Improvements from near I-526 (Exit 212) to near Port Access Rd (Exit 217)	5,000					10,000 C 354,313 AC	118,104 ACC	118,104 ACC	118,104 ACC			\$10,000 \$354,313		\$364,313	Interstate Program (NHPP) Interstate Program (NHPP)
P029263	I-26 Widening from near SC 27 (Exit 187) to near Jedburg Rd (Exit 194)	4,645													\$201,000	SC Transportation Infrastructure Bank Interstate Program (NHPP)
		6,355														STBG - State TAP
		3,540														Interstate Program (NHPP)
		62,153	62,153 ACC	36,460 ACC	25,693 ACC								\$36,460 \$87,847		\$92,706	Interstate Program (ARPA-STF) Interstate Program (NHPP)
P027077	I-26 Widening near Jedburg Rd (Exit 194) to near Nexton Pkwy (Exit 197)	10,000														SC Transportation Infrastructure Bank Interstate Program (NHPP)
		2,000														National Highway Freight (NHF)
		68,206														Interstate Program (NHPP)
		12,500														Interstate Program (NHPP)
P041314	I-526 Long Point/Wando Port Interchange	25,000	50,000 C		25,000 ACC								\$50,000		\$225,000	Interstate Program (NHPP)
			75,000 AC	50,000 ACC									\$150,000			Interstate Program (NHPP)
	US 17 @ S-20 (MAIN ROAD) & OLD CHARLESTON HIGHWAY	2400													\$3,900	STATEWIDE SAFETY PROGRAM (HSIP)
		1500														Charleston Co. Sales Tax
	Statewide Pavement Resurfacing Projects	20,906													\$20,906	STATEWIDE PAVEMENT RESURF/PRESERV PROG
P030127	Pavement Signing & Marking	0														
	Incident Response Program	7,000													\$7,000	NHPP & Non-Mandatory CMAQ
	<b>PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL</b>	<b>315,671</b>	<b>\$201,354</b>	<b>\$154,408</b>	<b>\$94,500</b>	<b>\$42,320</b>	<b>\$166,504</b>	<b>\$254,918</b>	<b>\$297,518</b>	<b>\$184,013</b>	<b>\$169,200</b>	<b>\$320,400</b>	<b>\$1,960,136</b>	<b>\$1,937,300</b>	<b>\$ 4,228,506</b>	

PIN #	PROJECTS EXEMPT FROM GUIDESHARE CONTINUED	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
	I-26 & I-26 - TDM Strategy Implementation Carpool/Rideshare/Vanpool Program Telecommuting/Compressed WW/Flex/Stag Time	300													\$300	NHPP/STBG NHPP/STBG
P029171	Education, Promotion, Marketing	445	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	60 PL	60 PL	60 PL	\$530	\$120	\$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	
SC FH 204(1)	Steed Creek Rd (S-1032/S-133) (US 17 to Berkeley Co. Line) Resurfacing & Safety Improvements	-													\$3,244	PUBLIC LANDS HIGHWAY- FOREST HIGHWAY ARRA FUNDS - \$244,000
	Airport Connector Road	10,916	157 PE	79 PE									\$236		\$151,445	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
		6,277											\$33,337			
		8,663	33,337 C										\$2,978			
		-	2,978 C										\$20,215			
		-	20,215 C										\$68,822			
		-	68,822 AC	34,411 ACC	34,411 ACC											
	Lowcountry Lowline (City of Charleston)	7,000													\$8,750	USDOT 2022 RAISE Grant Local Funds - City of Charleston
		1,750														
	Safe Streets & Roads for All (SS4A) Grant (FY 2023)		363 PL										\$363		\$453	USDOT 2023 SS4A Grant
	BCDCOG Comprehensive Safety Action Plan		91 PL										\$91			Local Funds
	<b>PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL</b>	<b>42,295</b>	<b>\$125,560</b>	<b>\$34,540</b>	<b>\$34,461</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$60</b>	<b>\$60</b>	<b>\$60</b>	<b>\$126,572</b>	<b>\$120</b>	<b>\$170,737</b>	
	<b>PROJECTS EXEMPT FROM GUIDESHARE TOTAL</b>	<b>426,172</b>	<b>\$326,914</b>	<b>\$188,948</b>	<b>\$128,961</b>	<b>\$42,370</b>	<b>\$166,554</b>	<b>\$254,968</b>	<b>\$297,568</b>	<b>\$184,073</b>	<b>\$169,260</b>	<b>\$320,460</b>	<b>\$2,086,708</b>	<b>\$1,937,420</b>		

<sup>1</sup> AC (Advanced Construction) reflects the use of state funds to initiate a project.

<sup>2</sup> AC Conversion (Advanced Construction Conversion) reflects the conversion of state funds to federal funds.

PIN #	LOCALLY FUNDED PROJECTS	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	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													89,520	SC Transportation Infrastructure Bank SC Ports Authority BC TST Local Funding
		8,320														
		54,000														
		5,700														
	US 17 Septima Clark Pkwy (End of I-26 to Ashley River Bridges)	10,000													\$156,300	USDOT TIGER PROGRAM - LOCAL MATCH CITY OF CHARLESTON SCDOT FEDERAL MATCH PROGRAM INNOVATIVE FUNDING
		15,000														
		12,500														
		118,800														
0039389RD01	Henry Brown Blvd Extension - Phase I Liberty Hall Rd to Red Bank Rd System Capacity Improvement	5,974													\$42,974	FEDERAL EARMARK BERKELEY COUNTY LOCALLY FUNDED TRANSP. SALES TAX
		350														
		15,500														
		21,150														
	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													\$99,000	SC Transportation Infrastructure Bank SC Transportation Infrastructure Bank
		87,000														
		-														
	Palmetto Commerce Interchange	10,198	2,345 PE										\$2,345		\$48,043	Charleston County Revenue Bonds Charleston County Revenue Bonds Charleston Co. Transpo Sales Tax
		12,611														
		16,289	6,600 C										\$6,600			
	Palmetto Commerce Parkway Phase III	8,831													\$162,731	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
		15,669														
		500														
		19,331	1,000 PE										\$1,000			
		500	29,169 R										\$29,169			
		-	831 R										\$831			
		-	4,169 C										\$4,169			
		-	7,831 C										\$8,231			
		-		400 PE									\$5,000			
		-		5,000 R									\$5,000			
		-		23,500 C	34,500 C	11,500 C							\$69,500			
	Maybank Hwy Improvement Phase I, II & III	15,000													\$15,000	Charleston Co. Sales Tax
	US 52 @ US 176 Intersection Improvement	5,200													\$10,093	Berkeley Co. Sales Tax
P028111	SC 41 (US17 to Wando River Bridge)	2,000													\$122,057	Berkeley Co. Sales Tax Charleston Co. Sales Tax Charleston Co. Sales Tax Charleston Co. Sales Tax
		9,608	\$7,220 PE	\$182 PE	\$8,000 R	\$3,000 R							\$7,402			
		-	\$2,600 R	\$8,000 R	\$8,000 R	\$81,447 C							\$21,600			
		-											\$81,447			
	LCRT (Lowcountry Rapid Transit) <sup>6</sup>	45,588	\$131,197 C										\$131,197		\$180,000	Charleston Co. Sales Tax Charleston Co. Sales Tax
		3,215														
	<b>LOCALLY FUNDED PROGRAM TOTAL</b>	<b>547,026</b>	<b>\$192,962</b>	<b>\$37,082</b>	<b>\$123,947</b>	<b>\$14,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$368,491</b>	<b>\$0</b>	<b>\$927,718</b>	

<sup>6</sup> Local funds programmed reflect maximum Charleston County TST contribution of \$180 million. Project cost estimate of \$360 million developed in I-26/ALT 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 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
0030285X	Railroad Ave Extension Berkeley County SAFETEA-LU # 416	13,290													\$23,541	Berkeley Co TST Federal Earmark - \$1,334,799.77 Includes SCDOT Match
		2,051														
		8,200														
0037345RD01	Port Access Rd Design/Build Project (Connecting to I-26) <sup>4</sup> SAFETEA-LU # 4872 *	10,000													\$328,544	SAFETEA-LU FEDERAL EARMARK SC Ports Authority General Assembly SCDOT
		318,544														
	<b>SAFETEA-LU EARMARK PROJECTS TOTAL</b>	<b>352,085</b>											<b>\$</b>		<b>\$</b>	<b>352,085</b>

<sup>4</sup> SCDOT 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 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
	CARTA - 5307/5340	52,413 33,376 19,037 11,000 3,383	6,076 C/O	6,136 C/O	6,198 C/O	6,260 C/O	6,322 C/O	6,386 C/O	6,449 C/O	6,514 C/O	6,579 C/O	6,645 C/O	\$63,565		\$130,360	FTA Section 5307/5340 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	2,137 24	301 OP	301 OP	301 OP	301 OP	301 OP	301 OP	301 OP	301 OP	301 OP	301 OP	\$3,010		\$5,171	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 4,955													\$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	-													\$4,183	FTA Section 5310 - Enhanced Mobility Program
	FY2021 Apportionment	518													\$518	FY 2021 Allocation
	CARTA - Purchase of Vehicles															FY 2021 Allocation
	Berkeley Citizens, Inc - Purchase of Vehicles															FY 2021 Allocation
	Charleston-Dorchester Mental Health															FY 2021 Allocation
	Trident Smart Ride - MM															FY 2021 Allocation
	BCDCOG Administrative															FY 2021 Allocation
	FY2022 Apportionment	740													\$740	FY 2022 Allocation
	CARTA - Purchase of Vehicles															FY 2022 Allocation
	Berkeley Citizens, Inc - Purchase of Service															FY 2022 Allocation
	Dorchester County Board of Disabilities & Special Needs - Purchase of Vehicles															FY 2022 Allocation
	Trident Smart Ride - MM															FY 2022 Allocation
	BCDCOG Administrative															FY 2022 Allocation
	FY2023 Apportionment	-	779 C/O										\$779		\$779	FY 2023 Allocation
	CARTA - Purchase of Vehicles		375 CA													FY 2023 Allocation
	CARTA - Paratransit Operations		69 OP													FY 2023 Allocation
	CARTA On-Demand - Purchase of Service		200 CA													FY 2023 Allocation
	Charleston-Dorchester Mental Health		25 OP													FY 2023 Allocation
	Trident United Ways - MM		50 CA													FY 2023 Allocation
	Trident Smart Ride - MM		40 CA													FY 2023 Allocation
	BCDCOG Administrative		20 AD													FY 2023 Allocation
	FY2024		528 C/O										\$528		\$528	FY 2024 Allocation
	FY2025			534 C/O									\$534		\$534	FY 2025 Allocation
	FY2026				539 C/O								\$539		\$539	FY 2026 Allocation
	FY2027					544 C/O							\$544		\$544	FY 2027 Allocation
	CARTA - Bus & Bus Facilities 5339	2,648 2,062 1,029	701 CA	701 CA	701 CA	701 CA	701 CA	701 CA	701 CA	701 CA	701 CA	701 CA	\$7,010		\$8,383	5339 Allocation 5339 Allocation 5339 Allocation - Award of funds subject to lapse
	BCDCOG - 5339 Bus & Bus Facilities Discretionary Grant	2,777 1,617											\$0		\$0	FY 2020 Allocation FY 2020 - Match
	HOPE Discretionary Grant (FY 2020)	270 30											\$0		\$0	FTA HOPE Grant Local Match - Charleston Co. Sales Tax
	LoNo Discretionary Grant (FY 2023)	-	25,907 CA										\$25,907		\$31,864	FTA Section 5339(c)
	CARTA Shipwatch Square Transit Hub & Regional Workforce Development Center	-	5,957 CA										\$5,957			Local Match - Charleston Co. Sales Tax
	COVID-19 Research Demonstration Grant (FY 2020)	575 100													\$0	FTA Federal Funds Local Match - Charleston Co. Sales Tax
	Transit-Oriented Development (TOD) Pilot Program Planning Grant (FY 2021)	860													\$0	2021 Section 20005(b)
	Lowcountry Rapid Transit Corridor TOD Study Phase 2	215													\$0	Local Match - Charleston Co. Sales Tax
	CARTA - American Rescue Plan (ARP) Route Planning Restoration Program Grant (FY 2021)	564													\$0	FTA Section 5307 - ARP Act
	CARTA Downtown Route Restoration Plan	-													\$0	FTA Section 5307 - ARP Act
	BCDCOG - American Rescue Plan (ARP) Route Planning Restoration Program Grant (FY 2021)	650													\$0	FTA Section 5307 - ARP Act
	US-52 Bus Rapid Transit (BRT) Corridor Study	-														
	BCDCOG - FTA Area's of Persistent Poverty Grant (FY 2023)	-	342 PL										\$342			FTA Section 5305
	Tri-County Link (TCL) On-Demand Rural Transit Development Plan	-	38 PL										\$38			Local Match
	Transit System Stop and Shelter Design Manual	150 38														CHATS RMP (Federal) - FTA Flex Funding* Local Match
	Tricounty Link/CARTA Computer Aided Dispatch & Automatic Vehicle Locator (CAD/AVL)	1,300														CHATS RMP (Federal/State) - FTA Flex Funding*
	Regional Van Pool Program	1,500													\$0	CHATS RMP (Federal/State) - FTA Flex Funding*
	Regional Park and Ride Development Project	-	6,150 C*										\$6,150		\$6,500	CHATS RMP (Federal/State) - FTA Flex Funding*
		-	250 PE*										\$250			
		-	100 R*										\$100			
	<b>FTA (Federal) SUBTOTAL</b>	<b>410,129</b>	<b>\$35,413</b>	<b>\$7,672</b>	<b>\$7,739</b>	<b>\$7,806</b>	<b>\$7,324</b>	<b>\$7,388</b>	<b>\$7,451</b>	<b>\$7,516</b>	<b>\$7,581</b>	<b>\$7,647</b>	<b>\$108,754</b>		<b>\$210,966</b>	

PIN #	TRANSPORTATION ALTERNATIVES	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
P030592	St. Thomas Island/Clements Ferry Pedestrian Connector Phase I	400	400 C										\$400		\$1,057	STBG - TA Set Aside
P028937	From Beresford Creek Dock on St. Thomas Island Dr to the E entrance to Blackbaud (Berk. & Charleston Cnty)	109	148 C										\$148			Local Match
P032505	Boulder Bluff Pedestrian Safety Phase I	783											\$0		\$979	STBG - TA Set Aside
	Intersection of Amy Dr & Eather Dr to Stephanie Dr (Goose Creek)	196											\$0			Local Match
	Tanner Plantation/Foster Creek Trail Phase III	733											\$0		\$1,127	STBG - TA Set Aside
	Williams Ln on Foster Creek Rd to Archibald Dr (Hanahan)	394											\$0			Local Match
P037492	Shem Creek Bridge Bike Lane Additions	836											\$0		\$1,044	STBG - TA Set Aside
	SC 703 (Mt Pleasant)	208											\$0			Local Match
	Camp Rd Multi-Use Path Connection	974											\$0		\$1,217	STBG - TA Set Aside
	To James Island County Park (Charleston County)	243											\$0			Local Match
	Old Towne Creek County Park Trails Project	100											\$0		\$125	STBG - RTP Funds (SCPRT 2020)
		25											\$0			Local Match
	Summerville Preserve	100											\$0		\$537	STBG - RTP Funds (SCPRT 2022)
	Trail System - Phase 1 (Town of Summerville)	437											\$0			Local Match
	Hamlin Trails	100											\$0		\$291	STBG - RTP Funds (SCPRT 2022)
	Rifle Range Rd (Rifle Range Trail to US-17/Rifle Range Rd Connector) (Town of Mt. Pleasant)	191											\$0			Local Match
	Sullivan's Island Beachfront Nature Trail	-	\$100 C										\$100		\$157	STBG - RTP Funds (SCPRT 2023)
		-	\$57 C										\$57			Local Match
	<b>TRANSPORTATION ALTERNATIVES (Federal) SUBTOTAL</b>	<b>\$4,026</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$6,535</b>	
	<b>TIP GRAND TOTAL (includes Debt Service)</b>	<b>\$2,505,778</b>	<b>\$642,981</b>	<b>\$319,145</b>	<b>\$296,133</b>	<b>\$85,617</b>	<b>\$191,198</b>	<b>\$268,174</b>	<b>\$310,838</b>	<b>\$197,408</b>	<b>\$182,660</b>	<b>\$333,926</b>	<b>\$2,839,927</b>	<b>\$1,937,420</b>	<b>\$2,115,700</b>	

# CHATS TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2024 – FFY 2033 (Draft)



**CHATS**  
CHARLESTON AREA  
TRANSPORTATION  
STUDY

**BCDCOG**

BERKELEY-CHARLESTON-DORCHESTER  
COUNCIL OF GOVERNMENTS  
PLANNING, PARTNERSHIP & PROSPERITY



This report was prepared by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), in cooperation with the Charleston Area Regional Transit Authority (CARTA) and the South Carolina Department of Transportation (SCDOT). It was made possible through financial assistance from the U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. Notwithstanding the financial assistance provided, the contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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A complainant may file a complaint directly with the SCDOT by contacting SCDOT's Title VI Program Coordinator at P.O. Box 191, Columbia, SC 29201-0191.

If information is needed in another language, contact (843) 529-0400.

Para obtener más información sobre la Política del Título VI de BCDCOG y los procedimientos para presentar una queja, comuníquese con el Designado del Título VI al (843) 529-0400; correo electrónico [RobinM@bcdcog.com](mailto:RobinM@bcdcog.com); o escriba al Coordinador del Título VI en 5790 Casper Padgett Way, North Charleston, SC 29406

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# Terminology

## **ADA (Americans with Disabilities Act of 1990)**

Federal law that requires public facilities – including transportation services – to be accessible to persons with disabilities. Requirements include physical accessibility of transit stops, pedestrian facilities, and complimentary origin-to-destination (“paratransit”) service.

**Bipartisan Infrastructure Law (BIL)** – The Infrastructure Investment & Jobs Act (IIJA) ([Public Law 117-58](#), also known as the Bipartisan Infrastructure Law or “BIL”) was signed into law on November 15, 2021 and provides five years of funding for surface transportation infrastructure, water infrastructure, resiliency projects, and broadband. The BIL authorized \$550 billion over fiscal years 2022 through 2026.

## **CARTA (Charleston Area Regional Transportation Authority)**

The public transit provider primarily serving the urban core of the region with fixed route, commuter bus, and paratransit services.

## **CHATS (Charleston Area Transportation Study)**

The Metropolitan Planning Organization for Berkeley, Charleston, and Dorchester counties' urbanized areas.

## **CMP (Congestion Management Process)**

Systematic process adopted by CHATS for identifying the causes of traffic congestion, developing alternative actions, and monitoring the effectiveness of implemented actions.

## **FAST Act (Fixing America's Surface Transportation)**

The Federal Surface Transportation Authorization Bill that authorized \$305 billion for surface transportation infrastructure and investment between FFY 2016 and FFY 2020. This is the most recent transportation authorization bill as of September 2020.

## **FHWA (Federal Highway Administration)**

Federal agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the national highway system and various federally-owned lands.

## **FTA (Federal Transit Administration)**

Federal agency within the U.S. Department of Transportation that provides financial and technical assistance to local public transit systems, oversees transit-related safety measures, and conducts transit technology research.

## **FFY (Federal Fiscal Year)**

The annual accounting period for the Federal Government that begins on October 1 and ends on September 30. The federal fiscal year is designated by the calendar year in which it ends; for example, FFY 2024 begins on October 1, 2023, and ends on September 30, 2024. The calendar for the FFY may differ from a local jurisdiction's fiscal year calendar.

## **MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century)**

The former performance-based Federal Surface Transportation Authorization Bill that authorized \$105 billion for FFY 2013 through FFY 2014.

## **MPO (Metropolitan Planning Organization)**

An organization designated by law to lead the development of transportation plans and programs in urbanized areas with a population of 50,000 or more people. Membership includes elected and appointed officials representing local jurisdictions and transportation agencies.



### **NEPA (National Environmental Policy Act of 1969)**

Legislation that requires Federal agencies to consider within the decision-making process the environmental impacts of proposed actions and reasonable alternatives to negative environmental impacts.

### **RMP (Regional Mobility Program)**

Federal-aid funding allocated to MPOs in the State of South Carolina for road improvements and distributed based on the population in each region. (Formally referred to as Guideshare Program)

### **ROW (Right of Way)**

A type of easement granted or reserved over land for the purpose of maintaining or expanding the transportation system, including utilities and drainage.

### **SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)**

The former Federal Surface Transportation Authorization Bill that authorized \$244 billion for FFY 2005 through FFY 2009.

### **SCDOT (South Carolina Department of Transportation)**

The statewide agency that plans, constructs, maintains, and operates the State's highway system and administers its mass transit services.

### **TIP (Transportation Improvement Program)**

A short-term priority list of *federally-funded and regionally significant* transportation projects developed by MPOs based on long-term needs identified in an adopted long-range transportation plan and consistent with adopted comprehensive plans.

### **Title VI (Title VI of the Civil Rights Act of 1964)**

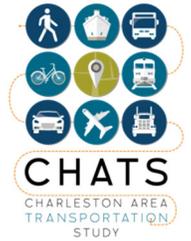
Federal legislation that prohibits discrimination based on race, color, or national origin in any program or activity receiving federal financial assistance.

### **TMA (Transportation Management Area)**

A designation given to all urbanized areas with a population over 200,000 that must comply with special transportation planning requirements in 23 CFR 450.300-.336 regarding congestion management systems, project selection, and certification.

### **UPWP (Unified Planning Work Program)**

Developed by an MPO to identify *all* transportation programs and planning activities anticipated within the next two years, including the completion schedule, the responsible agency or jurisdiction, and products to be produced.



# 1 Summary

Image: Taylor Wilcox (@taypaigey), [https://unsplash.com/photos/NAQ\\_OvAlI3k](https://unsplash.com/photos/NAQ_OvAlI3k)

# 1.1 Purpose

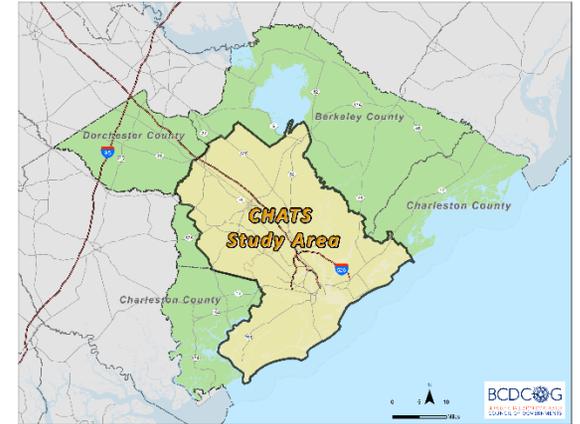
The **Charleston Area Transportation Study (CHATS)** serves as the Metropolitan Planning Organization (MPO) for the urbanized Areas of Berkeley, Charleston, and Dorchester counties as designated by the latest U.S. Census (2020), plus the areas projected to become urbanized in the next 20 years. Its study area, shown in **Figure 1**, encompasses roughly 1,100 square miles and has an average regional population of 750,000. The purpose of CHATS is to establish and maintain a continuing, comprehensive, and cooperative transportation planning process. This process promotes the development of a safe, effective, efficient and environmentally sensitive multi-modal transportation system for moving people and goods.

CHATS plays a pivotal role in ensuring that federal transportation funds are spent wisely and the region continues to remain accessible as its population increases. CHATS' responsibilities include getting the public involved as early as possible in the planning process, establishing a forum for making regional transportation decisions, identifying regional needs and formulating solutions, evaluating project alternatives, and maintaining an updated list of current and programmed transportation projects. This list, called a **Transportation Improvement Program (TIP)**, is developed by CHATS with the help of the South Carolina Department of Transportation (SCDOT) and the region's public transit providers.

The TIP is a short-term, prioritized capital investment program for the implementation of federally-funded transportation improvement projects identified for the region through the long-range planning process. As such, it serves as a planning tool to ensure the most effective use of limited federal funding for transportation improvements, and is a requirement of the federal transportation planning process most recently legislated by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or "BIL". IIJA serves as the current funding and authorization bill governing federal surface transportation spending, and was signed into law on November 15, 2021. As with previous transportation authorization bills, IIJA requires that a transportation improvement be identified or programmed in the TIP to be eligible for federal funding.



Figure 1: CHATS Study Area



Staff from the **Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)** administers the planning and programming functions of CHATS, in corporation with the SCDOT, FHWA, and FTA. BCDCOG was created in 1968 as a voluntary association of, by, and for local governments to coordinate regional development and make joint decisions. BCDCOG's boundaries encompass both the urbanized areas within the CHATS study area and the remaining rural areas of the tri-county region. The BCDCOG board of directors includes representatives from each of its 30 member governments.

Although the TIP is required by federal law to cover a period of at least four years, this TIP covers an extended ten-year period between federal fiscal year (FFY) 2024 and FFY 2033 to align the region's list of planned transportation projects with the statewide transportation improvement program (STIP).

Programming of projects in future years beyond the required four-year period (FFY 2028 through FFY 2033) are included in this TIP for *informational purposes only*. The public, CHATS, local public transit providers, SCDOT, and federal agencies all work together to develop the TIP to ensure that its projects represent a **consensus of regional priorities** prior to committing funds.

## 1.2 Types of Projects

The TIP project list *must* include all federally-funded projects in the study area as well as all “regionally-significant” projects requiring action from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). The TIP project list can also include other capital and non-capital surface transportation projects (or phases of a project). Projects typically included in the TIP are as follows:

- Intersection and signal improvement projects
- Bicycle, pedestrian, and trail projects
- Transit improvements
- System and widening upgrades
- Maintenance and resurfacing projects
- Safety projects included in the SCDOT’s [Strategic Highway Safety Plan](#)
- Non-federally-funded projects identified within the CHATS [Long-Range Transportation Plan](#)
- Locally-funded projects of regional significance

Broadly defined, “**regionally-significant**” projects exist on a facility that serves regional transportation needs and would typically be included in the region’s travel demand model. Examples include projects on roadways that provide access to and from areas outside the region, to major activity or employment centers in the region, and to major planned developments in the region. The sidebar to the right provides specific examples of what it means for a project to be “regionally-significant”.

Projects that are not considered to be of an appropriate scale to be included as a separate line item in the TIP or not considered as “regionally-significant” can be grouped with other projects or by function, project type, or geographic area at the discretion of CHATS and SCDOT.

Although CHATS determines if a project is “regionally significant” on a case-by-case basis, below are general guidelines for what is and is not considered a regionally significant project:

### Regionally Significant

- Roadway capacity expansions and reductions greater than 0.5 miles
- Intersection changes that drop level of service below local standards
- Interchange reconstruction
- Reclassifications of roadways

### Not Regionally Significant

- New acceleration/deceleration lanes
- Intersection changes that do not drop level of service below local standards
- Small interchange improvements such as new turn lanes or additional storage capacity
- Widening interchange ramps

# 1.3 FFY 2024 – 2033 TIP Projects



A full list of projects included in the CHATS FFY 2024-2033 TIP is provided in Appendix B: FFY 2024-2033 Financial Sheet and illustrated in **Figure 2**. This list of projects and programs will serve as the starting point when evaluating and reporting on progress of the current TIP. The following provides a summary of estimated expenditures programmed within the FFY 2024-2033 TIP by project type, and proposed performance areas that projects are anticipated to address.

**Table 1: Estimated TIP Programming by Project Type**

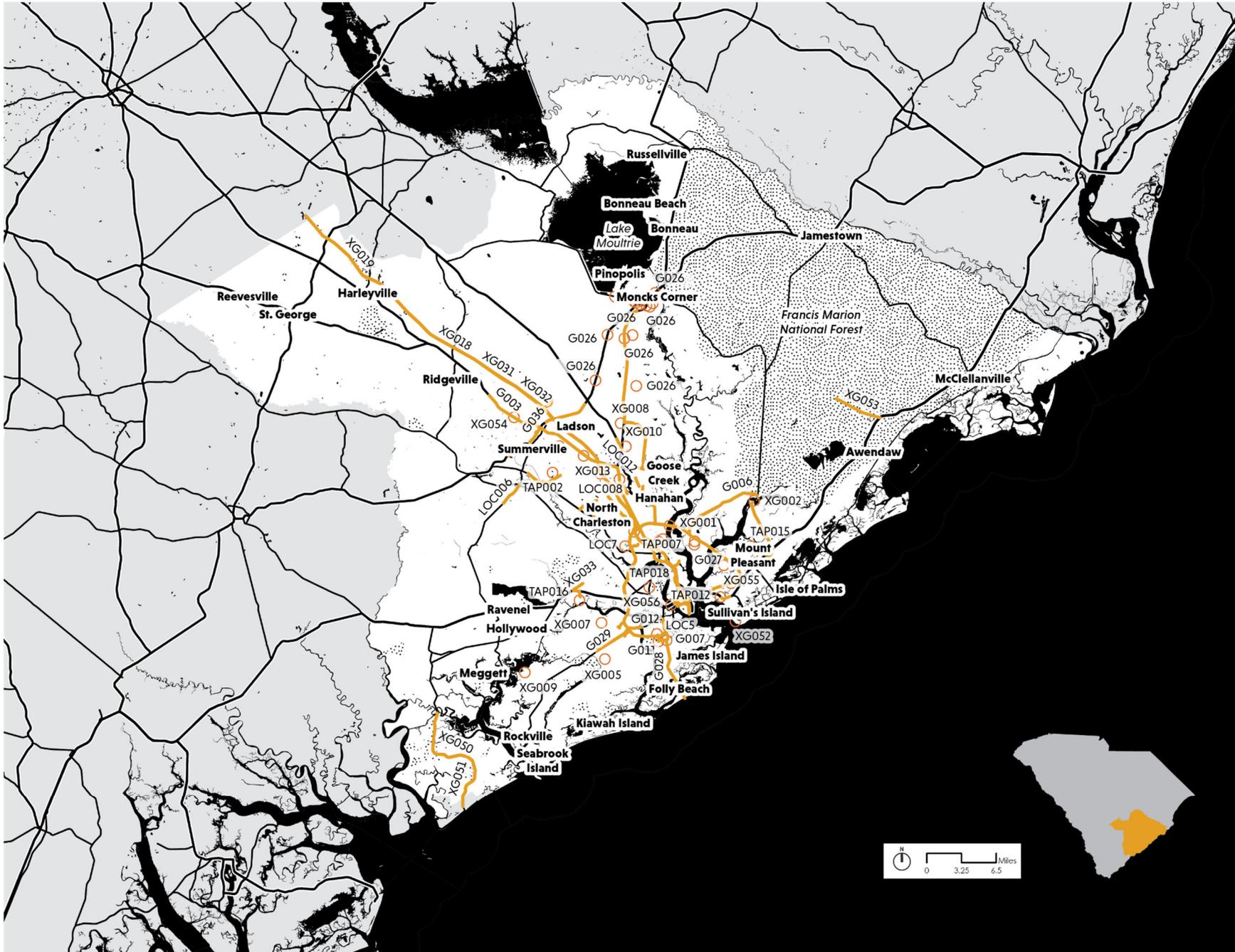
Project Type	Programming	Percent
Roadway/Capacity	\$2,410,334,000	85.24%
Planning	\$3,744,560	0.13%
Transit	\$267,571,000	9.46%
Complete Streets/Bike & Ped	\$34,049,000	1.20%
Safety	\$77,351,000	2.74%
Bridges	\$20,270,000	0.72%
Operations/Signals	\$14,500,000	0.51%
<b>TOTAL TIP Programming</b>	<b>\$2,827,819,560</b>	<b>100%</b>

**Table 2: Estimated TIP Programming by Performance Area**

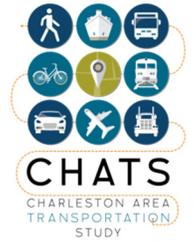
Performance	Programming	Percent
System Reliability	\$2,586,956,000	91.48%
Safety	\$111,762,560	3.95%
Infrastructure Condition	\$125,719,000	4.45%
Other	\$3,382,000	0.12%
<b>TOTAL TIP Programming</b>	<b>\$2,827,819,560</b>	<b>100%</b>



Figure 2: TIP Projects (FFY 2024 – FFY 2033)



# 1.4 Anticipated Benefits



Federal regulations require states and MPOs to monitor their transportation system using specific performance measures. These measures are associated with national goal areas which were originally established under MAP-21 and carried forward into subsequent legislation including the FAST Act, and IIJA/BIL. They cover highway performance for safety (PM-1), infrastructure condition (PM-2), and system reliability (PM-3). CHATS can choose to adopt additional measures beyond what is federally prescribed but must address these measures at minimum.

## PM-1: Safety

For the 2022-2025 performance period, CHATS has elected to adopt SCDOT's statewide safety targets for its five required safety performance measures shown in **Table 3**. These targets are updated by the state on an annual basis and provided to MPOs and COGs to be adopted into their long-range plan and TIP by amendment. The most common causes of vehicle crashes identified in a 2017 traffic safety audit of the CHATS planning area were **road departures** (mainly on interstates and primary roads), **rear-end**, and **right-angled** collisions at problematic intersections and along corridors with poor access management.

To make progress towards the region's safety targets, SCDOT recently completed three safety improvement projects that will impact the current performance period. The State also anticipates moving seven additional safety projects into construction in FY 2024 as follows:

- Ladson Rd & College Park Rd Intersection Improvement
- Red Bank Rd Section Improvement
- Ashley Phosphate Rd Section Improvement
- Meeting St Section Improvement
- King St Section Improvement
- Calhoun St Section Improvement
- St. Philip St Section Improvement

**Table 3: SCDOT and CHATS Safety Measures Baselines (2018-2022) and Safety Performance Targets (2024)**

Measure	State Baseline (2018-2022 Avg.)	State Target (2024 Approved)	CHATS Baseline (2018-2022 Avg.)
Traffic Fatalities	1079.6	1,079	93.6
Fatality Rate*	1.90	1.87	1.59
Serious Injuries	2,802	2,549	353.4
Serious Injuries Rate*	4.93	4.41	5.99
Non-motorized Fatalities & Serious Injuries	457	454.8	81.2

\* Rate per 100 million vehicle-miles traveled

These projects identified in SCDOT's 2016 priority list of safety projects are anticipated to reduce the number of vehicular and non-motorized user fatalities and serious injuries in our region in the near-term. CHATS also recently completed three **Transportation Alternative Program** (TAP) projects and anticipate moving three more into construction in FY 2024, along with two Complete Streets projects on Maybank Highway/Woodland Shores Rd and Folly Road.

The region was also awarded a Safe Streets and Roads for All (SS4A) planning grant to develop a comprehensive safety action plan to better understand the safety challenges the region's communities face, identify solutions to make our streets, roads, and highways safer for all users, and support implementation of recommendations with federal, state, and local partners.

It is expected that the recently completed projects will contribute to reducing the total number and rates of fatalities and serious injuries in the CHATS area, but a large increase in **vehicle-miles traveled** (VMT) may diminish anticipated safety benefits. CHATS will continue to work with SCDOT, area transit providers, and local jurisdictions to advance projects that can improve the safety of our roadways for all users.



## PM-2: Infrastructure Condition

For the 2022-2025 performance period, CHATS adopted SCDOT's statewide pavement and bridge condition targets for the interstate and non-interstate **National Highway System (NHS)**. Currently, 60% of interstate pavement conditions within the CHATS study area were considered in good condition and 1.2% in poor condition, while 31.4% of non-interstate NHS pavements were considered in good condition and 1.8% in poor condition.

Based on SCDOT's processes for selecting and funding pavement improvement projects - including reconstruction, rehabilitation, and preservation projects – CHATS anticipates improvements to the percent of pavements in good conditions and reductions to the percent of pavements in poor conditions on both the interstate and non-interstate NHS. SCDOT programmed roughly 100 miles of infrastructure condition improvements in the CHATS study area in its 2022 and 2023 pavement improvement program, which is anticipated to be completed during the 2022-2025 performance period. An additional 33 miles of improvements are also approved as part of SCDOT's 2024 pavement program which, based on anticipated project delivery schedules may impact the next performance period.

Currently, roughly 22.61% of NHS bridge deck areas in the CHATS study area are in good and 0.86% are in poor condition. SCDOT completed one programmed bridge replacement/rehabilitation project in the CHATS region through 2022 and has five bridge improvement projects programmed in the TIP which, based on the average delivery timeline for such projects, are not expected to be completed during the 2022-2025 performance period. As a result, the bridge projects within the CHATS study area will have a negligible impact on the 2022-2025 two- and four-year statewide bridge targets, but may impact performance in the next period.

**Table 4: SCDOT Pavements and Bridges Infrastructure Condition Baselines (2021), 2-Targets (2023), & 4-Yr Targets (2025)**

	Measure	State 2021 Baseline	State 2-Yr Target	State 4-Yr Target	CHATS 2021 Baseline
PAVEMENT	% of Interstate Pavements in Good Condition	75.8%	77.0%	78%	60%
	% of Interstate Pavements in Poor Condition	0.2%	2.5%	2.5%	1.2%
	% of non-Interstate Pavements in Good Condition	38.8%	36.0%	38.0%	31.4%
	% of non-Interstate Pavements in Poor Condition	1.6%	10.0%	10.0%	1.78%
BRIDGES	% of NHS Bridges in Good Condition	38.5%	35.0%	34.0%	22.6%
	% of NHS Bridges in Poor Condition	4.3%	6.0%	6.0%	0.86%



### PM-3: System Reliability

For the 2022-2025 performance period, CHATS adopted SCDOT's statewide two- and four-year reliability targets for person-miles traveled on the interstate system and non-interstate NHS, and truck travel time reliability. A major consideration for establishing future performance goals related to system reliability is growth in **vehicle-miles traveled** (VMT). Currently, approximately 71% of person-miles traveled on the interstate system within the CHATS study area are considered reliable, and approximately 78.8% of person-miles traveled on the non-interstate NHS are considered reliable. Both measures are well below the State's 2021 baseline values. However, the truck travel time reliability index of 2.07 in the CHATS study area is higher than the statewide average.

SCDOT, CHATS and local partners continue to advance projects that are intended to impact system reliability, forward to construction. Projects recently completed and open to traffic that is expected to contribute to the current performance period target include the Railroad Ave Extension project. Projects with anticipated completion by or before the end of this performance period include the Glenn Mc McConnell Parkway and Clements Ferry Rd Phase II widening projects.

A number of other major projects are currently under construction but is not anticipated to be complete and open to traffic before the end of the 2022-2025 period. Projects such as the I-26 widening from Jedburg Rd to SC-27, Berlin G. Myers Parkway Phase 3, US-176 Phase I widening, and the Palmetto Commerce Interchange (PCI) project are expected to impact the next performance period.

**Table 5: SCDOT System Reliability Baseline (2021), 2-Targets (2023), & 4-Yr Targets (2025)**

Measure	State 2021 Baseline	State 2-Yr Target	State 4-Yr Target	CHATS 2021 Baseline
<b>% of Person-Miles Traveled on the Interstate that are Reliable</b>	95.9%	89.1%	89.1%	71.0%
<b>% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable</b>	95.0%	85.0%	85.0%	78.8%
<b>Truck Travel Time Reliability Index</b>	1.31	1.45	1.45	2.07

# 2 Requirements

## 2.1 Federal Requirements

Federal regulations for TIPs are outlined in 23 CFR (Code of Federal Regulations) [Part 450– Planning Assistance & Standards](#). This code establishes a performance-based approach to transportation decision making, which includes the creation of **performance measures and targets** to track progress toward the region's and state's goals and objectives. The performance measures and targets must be based on the following planning factors:

- **Economic Vitality** to enable global competitiveness, productivity, and efficiency
- **Safety & Security** for motorized and non-motorized users
- **Mobility, Efficiency, & Accessibility** for people and freight
- **Connectivity** of the transportation system and across/between modes
- **Energy Conservation** of transportation-related fuel consumption
- **Stormwater** reductions or mitigation from surface transportation impacts
- **Preservation** of the existing transportation system
- **Consistency** of transportation improvements, land use plans, and economic goals
- **Travel & Tourism** via the Charleston Visitors Bureau and regional chambers of commerce

Federal regulations require CHATS to **coordinate** development of the TIP with the statewide transportation planning process, regional long-range transportation plan, and other planning efforts such as the public transit-human services transportation plan or regional intelligent transportation plan as applicable. CHATS must also follow the procedures set out in the region's **public participation plan** and allow all interested parties with a reasonable opportunity to comment on the draft document.

Federal regulations also require the TIP to cover a period of at least four years (projects beyond four years are considered as informational) and be updated at least every four years. A corresponding financial plan that demonstrates how the approved TIP can be implemented, sources of public and private funding, and recommendations for additional financing strategies for projects and programs are required. All updated or revised TIPs must be submitted to FHWA and FTA. Compliance with these regulations is certified through a **self-certification statement** submitted by CHATS and SCDOT, as well as a review by FHWA and FTA for consistency with the region's long-range transportation plan.

### Timeline of Federal Surface Transportation Authorization Bills

- **1998**  
**TEA-21**  
Transportation Equity Act for the 21<sup>st</sup> Century
- **2005**  
**SAFETEA-LU**  
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- **2012**  
**MAP-21**  
Moving Ahead for the 21<sup>st</sup> Century
- **2015**  
**FAST Act**  
Fixing America's Surface Transportation Act
- **2021**  
**IIJA/BIL**  
Infrastructure and Investment Jobs Act

## 2.2 State Requirements

After the regional TIP is approved by CHATS, it is submitted to SCDOT for inclusion in the **Statewide Transportation Improvement Program (STIP)**. Like the TIP, the STIP is a project scheduling and funding document. It identifies, at the statewide level, all transportation programs and projects that are federally funded, as well as other significant projects funded by the state or local governments. All projects listed in the STIP must be evaluated for consistency with state and federal law, and they must be consistent with the state long-range transportation plan and the various regional long-range transportation plans across South Carolina.

Funding for these projects primarily comes from the Federal Government and the associated State matching funds. In many cases, the **funding eligibility** for a given project can be limited by specific federal and state funding categories. For example, State Infrastructure Bank funding is limited to major highway projects that are at least \$25 million in cost and enhance mobility, safety, economic development, or the quality of life of the general public. State-level funding programs are listed in **Section 6.1**.

SCDOT also requires that CHATS maintain an adopted **public participation plan** that specifies the method and process for soliciting public input on the regional TIP and long-range transportation plan.



### SCDOT's [Statewide Transportation Improvement Program](#)

SCDOT's STIP covers all federally-funded transportation improvements for which funding has been approved and that is expected to be undertaken during the upcoming seven-year period. The document is generally updated every three years but is revised on a continual basis to reflect the latest program and project information. This regional TIP aligns with the proposed STIP cycle of FFY 2024 – FFY 2033. SCDOT, FHWA, and FTA approve the STIP.





3

Process

# 3.1 Overview



The development of the TIP follows a process where updated information on newly funded transportation projects and new high-priority transportation projects in the region's Long-Range Transportation Plan (LRTP) are added to a list of ongoing, funded projects. CHATS and SCDOT work together during the long-range transportation planning process to evaluate and then **prioritize** the resulting project list using multiple transportation and regional planning criteria. Based on that prioritization, as well as factors such as project readiness and sources of available funding, a **draft TIP** showing a proposed list of projects, their implementation schedule by phase, and source of funding by federal fiscal year is prepared and distributed to the CHATS Policy Committee and its Study Team.

The **Policy Committee**, which governs CHATS, is made up of 72 voting members from 14 separate municipalities and three county governments. The Policy Committee chair is determined through a biannual rotation among members representing each of the three counties.

The Policy Committee appoints a **Study Team** made of technical experts from the member governments to review the draft TIP and provide guidance to ensure projects are advancing through implementation. The Study Team includes staff from each of the counties and municipalities within the CHATS study area, as well as representatives from SCDOT, FHWA, CARTA, SC Ports, Joint Base Charleston, school districts, and utility companies.

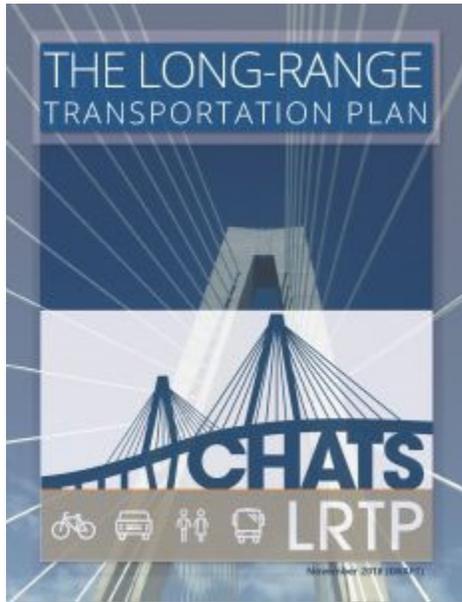
The draft TIP is then refined in response to comments from the Study Team and released by CHATS for **public comment**. Input from the public is consolidated and incorporated into an updated TIP document, which is then reviewed and adopted by the Policy Committee and communicated to **SCDOT** for final review and approval. Once approved at the state level, CHATS and SCDOT self-certify that the TIP has met federal requirements and send the document to **FHWA** and **FTA** for final approval.

This process is repeated at least **every four years** to ensure that the region's transportation-related priorities reflect the changing needs of its residents and incorporate updates to the region's related planning documents (see **Figure 3** for the dates of the most recent LRTP, TIP, and UPWP cycles and see **Section 3.2** for a list of modal plans that inform them).

Figure 3: Document Update Cycles

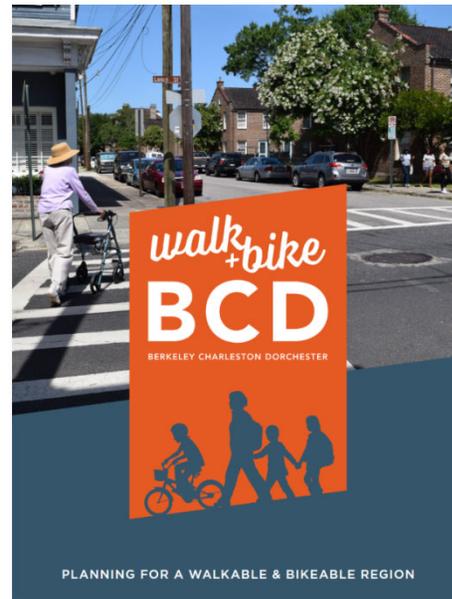


## 3.2 Related Documents



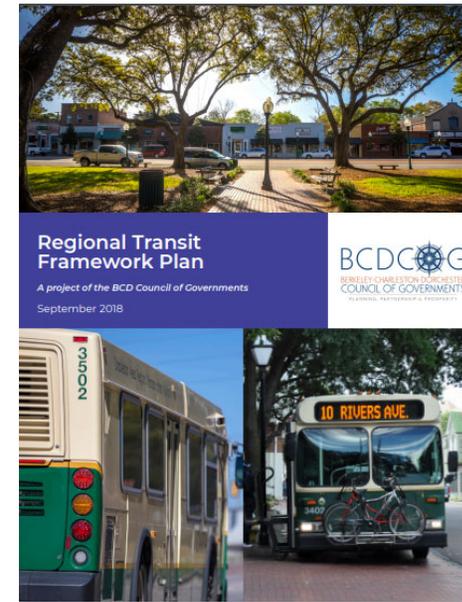
**CHATS 2045 Long-Range  
Transportation Plan**  
(2024) Pending

The L RTP sets priorities for spending federal funds on transportation projects in the region. It is the region's overarching guide for meeting the current and future mobility needs in the CHATS study area over the next 20 years.



**Walk + Bike BCD**  
(2018)

This active transportation plan shows the region's vision for a network of pedestrian and bicycle facilities that connect residents and visitors to major destinations. It serves as a guide for regional active transportation priorities to improve walkability and bikeability in local communities.



**Regional Transit Framework Plan**  
(2018)

The Regional Transit Framework Plan serves as the foundation for future high-capacity transit investments in the region through 2040, such as express bus, bus rapid transit (BRT), BRT Lite, and light rail. The plan evaluates existing transit needs and projected changes to the region's population, employment, land use, policies, and funding sources.



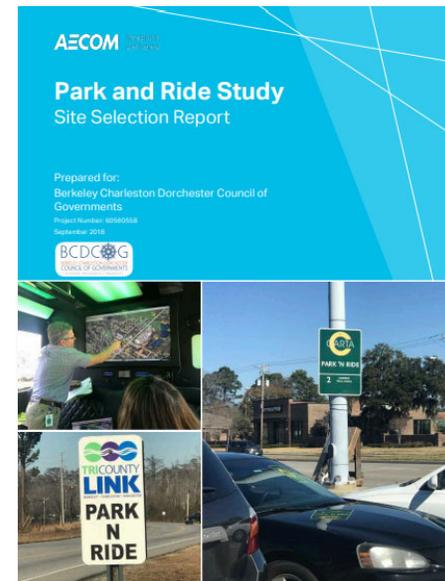
**Unified Planning Work Program**  
(FY 2024 – FY 2025)

This biannually-updated program outlines all major transportation planning and planning-related activities within the CHATS study area for the upcoming fiscal years (July 1, 2023 to June 30, 2025). Elements included within the program may span multiple fiscal years and, therefore, be carried forward into subsequent Work Programs until completed.



**Public Participation Plan**  
(2019)

This plan describes the opportunities made available to members of the public and other interested parties to participate in planning activities and decision-making processes pertaining to the local expenditure of federal transportation funding. The plan sets forth guidelines that will be followed by BCDCOG/CHATS for public notification, the conduct of public meetings, and the adoption of federally-required transportation plans.



**Regional Park-&-Ride Study**  
(2020)

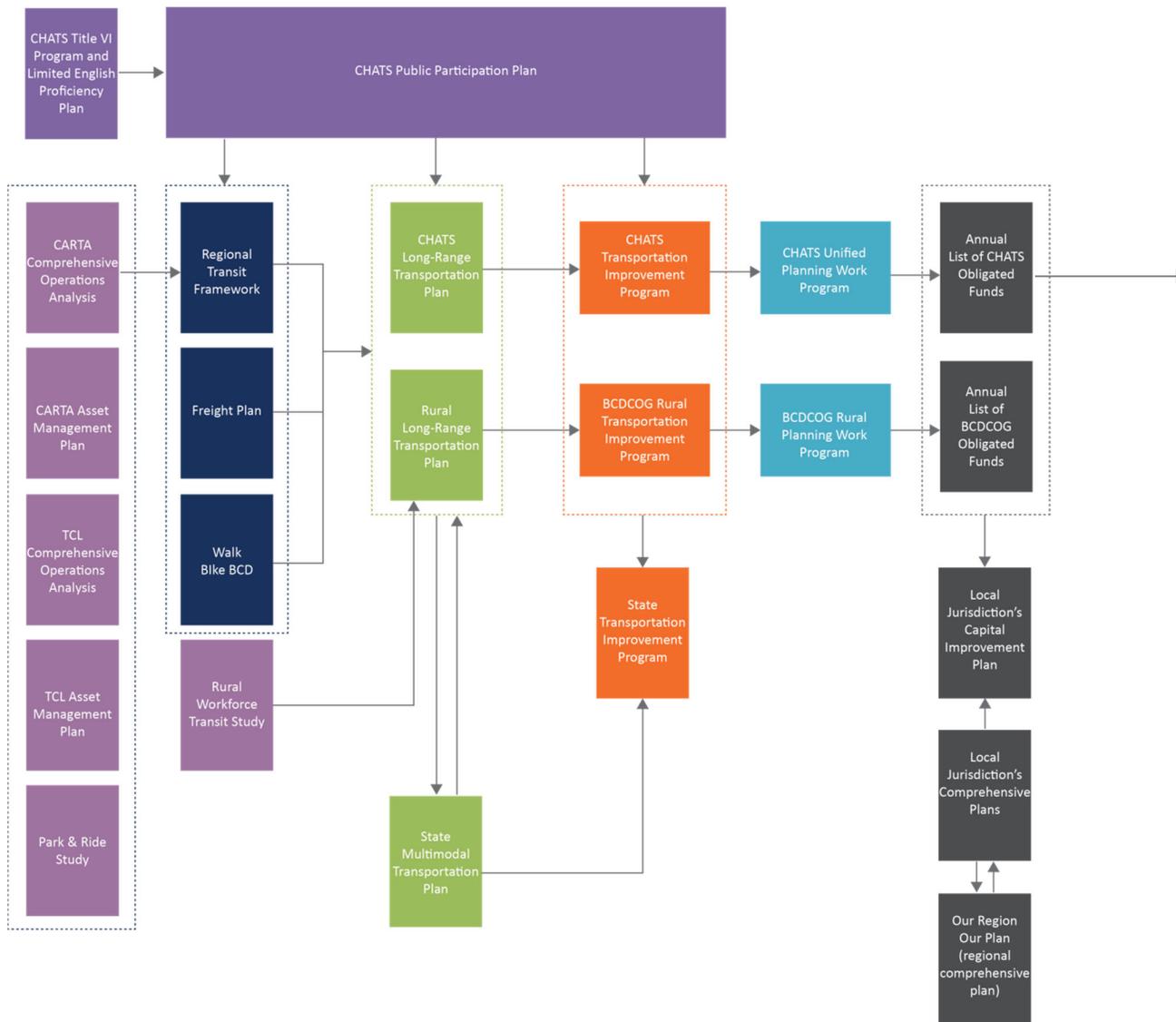
To help promote multi-modal transportation solutions as the region expands with new industrial and manufacturing facilities, BCDCOG assessed park-and-ride sites within the region. The study included an analysis of existing facilities and proposed facility locations.



**BCD Regional Freight Mobility Plan**  
(2021)

This plan provides the region with a blueprint for facilitating mobility support for economic growth and minimizes the negative impacts that can come from increased freight movement. The Freight Plan is a comprehensive, multimodal strategy that addresses freight transportation needs and encourages the safe and efficient movement of freight goods in the BCD Region from both a transportation infrastructure and land use perspective.

**Figure 4: Transportation Planning Process Flowchart**



Once a project is programmed in the TIP and funds for the project are obligated by FHWA, a considerable amount of work still remains to bring it to completion. The **designated lead agency** – often SCDOT, a transit operator, county, or city – is responsible for ensuring that its project moves forward. TIP projects typically proceed in **four phases**: planning, preliminary engineering, right-of-way acquisition, and construction.

Each phase is included in the TIP, showing its funding source and the anticipated schedule by which, the funds will be allocated. Ideally, a project will advance according to its programmed schedule. However, projects can be **delayed** because of not previously anticipated concerns such as environmental issues and additional community input. Tracking each project's progress is important to identify and resolve delays as soon as possible and to reallocate resources as necessary.

## 3.3 Ongoing Processes

In addition to interacting with various plans within the region, the TIP is developed in coordination with two ongoing processes: the Congestion Management Process and air quality conformity determinations.

The **Congestion Management Process (CMP)** is a way of systematically considering congestion-related issues using a set of technical tools and locally-determined performance measures. Urban areas with a population over 200,000 people, such as the CHATS study area, are **required by federal regulations** to develop a CMP that identifies and evaluates strategies aimed at reducing traffic congestion. CHAT's CMP is updated concurrently with its Long-Range Transportation Plan and helps to:

- Identify congested locations
- Determine the cause of congestion
- Evaluate the impacts of previously implemented strategies
- Develop alternative strategies to mitigate congestion
- Evaluate the potential of different strategies

In addition to managing traffic congestion, metropolitan planning organizations are responsible for monitoring air quality issues resulting from the transportation system. The Clean Air Act Amendments of 1990 (CAAA) requires **air quality conformity determinations** for all metropolitan planning organizations within “nonattainment areas” – regions that the U.S. Environmental Protection Agency has designated as not meeting certain air quality standards. If a region is classified as a nonattainment area, plans, programs, and projects within the TIP must be reviewed for their potential impact on federal air quality standards to ensure federal funds are going only to those transportation activities that will help meet air quality goals.

Currently, the **CHATS study area meets federal air quality standards** and is not classified as a nonattainment area.

## 3.4 Amendment Process



The TIP is a living document and circumstances may dictate necessary revisions as project information changes. Federal (23 CFR 450.104 and 23 CFR 450.328) and [state policies](#) group these changes into **two categories**:

- **Minor Amendments**
  - Making small adjustments to project costs ( $\leq 10\%$  of total project cost)
  - Changing the funding source
  - Adjusting the project limits (splitting or combining projects)
  - Shifting funds between projects (as long as it doesn't destabilize a project)
  - Modifying the funding year or adjusting the start or completion date of a project within a five-year timeframe
  - Adding a previous phase
  - Changing the project description (as long as it doesn't affect the Air Quality Conformity finding, change the scope of the project, necessitate NEPA document revisions, or alter the NEPA determination)
- **Major Amendments**
  - Making a large change to project costs ( $> 10\%$  of total project cost)
  - Shifting the funding year
  - Adding a new project or removing a project
  - Adding un-programmed funds (regardless of the funding source)
  - Making a large change to the project scope (such as a change that is inconsistent with the NEPA documentation, will alter the NEPA determination, or affect the approved Air Quality Conformity findings)

Amendments to the TIP are allowed at any time as long as the **same federal and state regulations** used to develop the original TIP document are followed. Minor amendments do not require procedures for public participation and can be made once approved by the BCDCOG Executive Director and the SCDOT Office of Statewide Planning. Major amendments require approval from the CHATS Policy Committee, SCDOT, FHWA, and FTA, which may take up to 60 days to process. Both types of amendments must be fiscally constrained (see **Section 6.1**) and must be consistent with the region's long-range transportation plan and Title VI requirements.

When CHATS receives a request for a TIP amendment from a local jurisdiction, transit provider, or SCDOT, its staff will first determine if the amendment represents a minor or major amendment. If the amendment represents a **minor change**, CHATS will add it to the regional TIP and provide SCDOT with the appropriate documentation to modify the statewide TIP. SCDOT will then provide FHWA and FTA an updated statewide TIP for their reference.

If the amendment represents a **major change**, CHATS will review the proposed amendment with the Study Team and advertise the proposed TIP amendment on the BCDCOG website to solicit public input. Feedback from the public is then shared with the CHATS Policy Committee. If the amendment is approved by the committee outright or with modifications, it will be added to the regional TIP, forwarded to SCDOT for inclusion within the statewide TIP, and shared with FHWA and FTA for their review.

# 4 Engagement



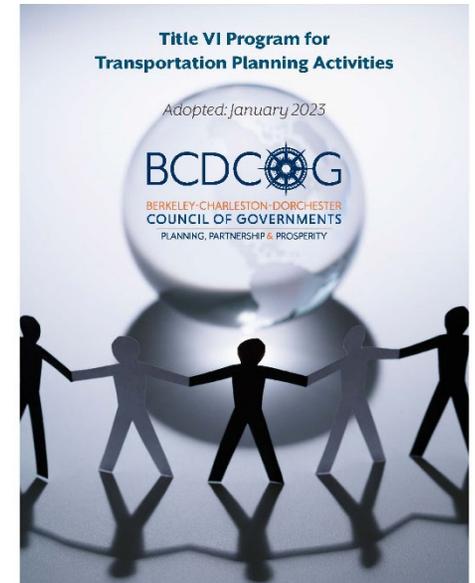
## 4.1 Participation Requirements

Public participation in the planning process is critical to the success of any transportation plan or program, and it is a tenet of federal and state TIP requirements. CHATS must provide members of the public, interested parties, private providers of transportation, transportation agencies, and other affected public agencies with a reasonable opportunity to participate and comment on transportation plans and programs.

Investments listed in the TIP must be developed through a process that is consistent with requirements from **Title VI of the Civil Rights Act** which prohibit discrimination or exclusion from participation based on the participant's race, color, income, or national origin in programs and activities receiving federal financial assistance.

Targeted outreach and the involvement of residents from low-income and minority communities covered under Title VI is critical to regional planning and programming decisions. The fundamental principles of Title VI include:

- Avoiding, minimizing, or mitigating disproportionately high and adverse health or environmental effects on minority populations and low-income communities
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process
- Preventing the denial, reduction, or significant delay in the receipt of benefits by minority populations and low-income communities



BCDCOG's [Title VI Program for Transportation Planning Activities](#) (2023)

## 4.2 Participation Opportunities

Public participation occurs during all stages of a project's development. Opportunities to provide public comment on the projects listed within the TIP include the region's various modal planning processes and studies (i.e., [Walk Bike BCD](#), [Regional Transit Framework](#), [Park-&-Ride Study](#), etc.), the long-range transportation planning process, and the TIP development and maintenance processes.

The CHATS **Public Participation Plan** guides public participation activities during these planning processes and covers the operations of the public meetings and notifications, as well as the CHATS Policy Committee and its special task forces and committees. For the TIP, the Public Participation Plan requires one Policy Committee meeting to approve the draft TIP and allow for public comment. The draft TIP must be advertised on BCDCOG's website and social media channels for 21 days prior to the committee meeting. Representatives from the following groups are highly encouraged to participate in the meeting:

- Public and private transportation providers
- Freight shippers and other providers of freight transportation services
- Public transit users
- Pedestrian and bicycle facility users
- People with disabilities
- Senior citizens
- Low-income populations
- People with limited English-speaking skills

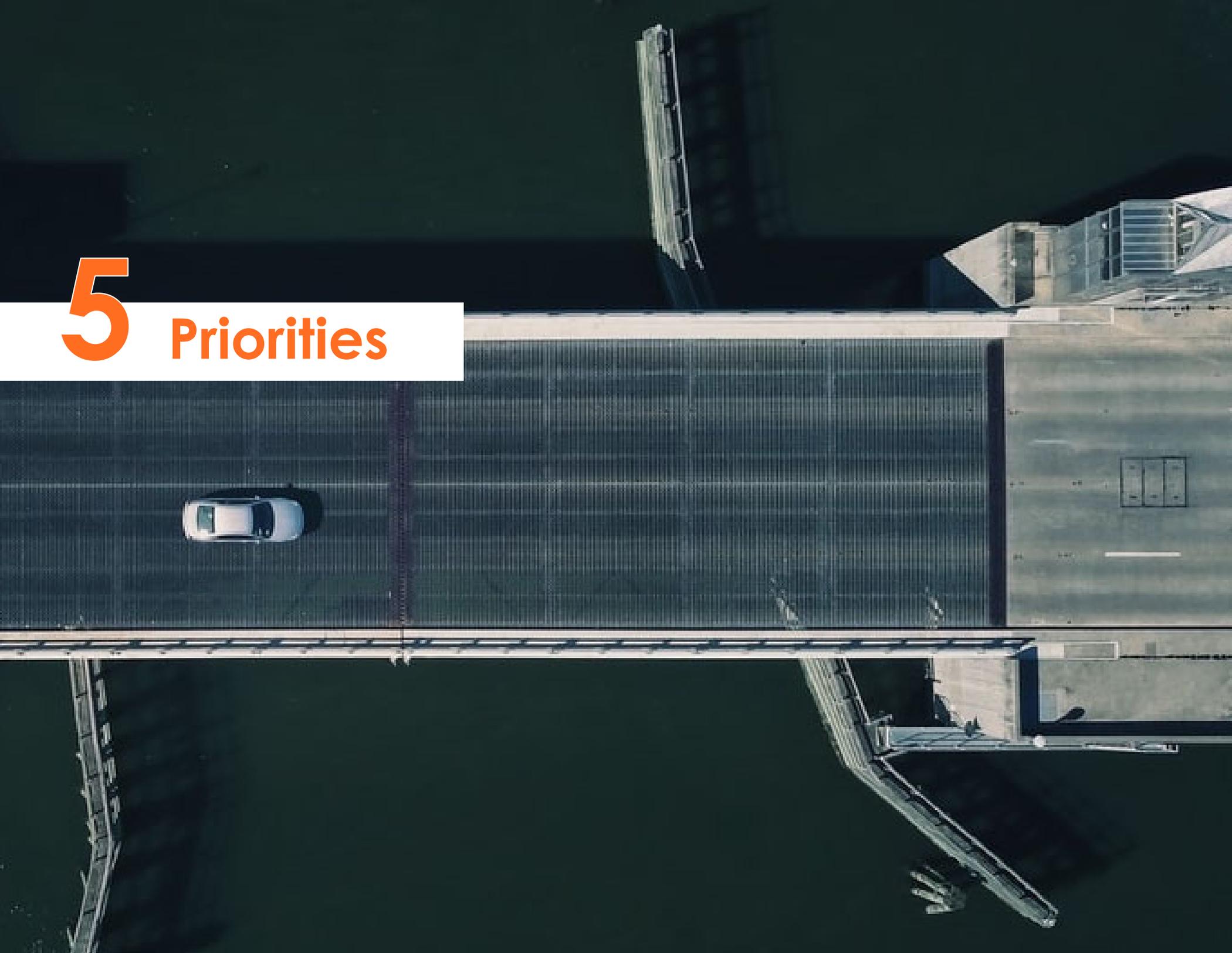
Residents are also encouraged to serve on various task forces and special-purpose regional planning committees to review transportation improvement concepts at the regional, county, city, or corridor level.



Table 6: TIP Participation Timeline

TIP Activity	Notes
<b>Develop Draft TIP</b>	Incorporate feedback from previous plans
<b>Study Team Meeting</b>	Present to Study Team for technical feedback
<b>Advertise Draft TIP</b>	Via email, website, and social media 21 days before Policy Committee meeting
<b>Report Public Feedback</b>	Summary memo of all significant oral or written comments received on Draft TIP provided to Policy Committee
<b>Policy Committee Meeting</b>	Open to the public
<b>Final TIP</b>	Incorporate feedback at the direction of the Policy Committee
<b>SCDOT Commission Meeting</b>	Follow State's Public Participation Plan during STIP approval process
<b>TIP Ongoing Maintenance</b>	Amendments to the TIP allows for ongoing public participation

# 5 Priorities



## 5.1 Prioritization Criteria

Performance-based investment decision making is a strategic approach SCDOT uses to link goals, objectives, and risks when allocating resources. TIP projects were evaluated and ultimately prioritized using the **11 project criteria** established in the CHATS [2045 Long-Range Transportation Plan](#) (Pending) and in accordance with SCDOT policy (see [State Act 114](#) for more information). This approach was designed to provide greater transparency in the prioritization process using quantitative criteria prescribed by state legislation.

Each criterion was assigned a “**weight**” based on its relative importance, designated by the CHATS Study Team and Policy Committee members and then approved by SCDOT. The project criteria and associated “weighting” (out of 100%) are shown below:



Results of the rankings for newly added projects using the 11 criteria and weights listed are shown in **Section 5.2**.

## 5.2 Project Rankings



At the time of this initial update to the FFY 2024- FFY 2033 TIP, no new projects were advanced from the current CHATS Long-Range Transportation Plan. However, new projects may be added when appropriate by an amendment to the TIP and with CHATS Policy Committee approval. At that time new projects will be noted as an addition to the current TIP.

**Table 7: TIP New Project Rankings (FFY 2024 - FFY 2033)**

ID	Project	Congestion Relief	Supports Transit	Freight	Improves Ex. Infrastructure	Safety	Evacuation Route	Financial Viability	Environmental Impact	Supports Walking & Bicycling	Supports Land Use	Economic Dev.	Cumulative Points	Weighted Score	Overall Ranking
	<b>Weight</b>	20 %	10 %	10 %	10 %	8 %	4 %	10 %	8 %	6 %	7 %	7 %	100 pts		

# 6 Funding



# 6.1 Funding Sources



SCDOT receives funding from both the Federal Government and the State of South Carolina to finance eligible transportation programs. After receiving the federal appropriations and based on eligibility, the federal programs are translated into state-defined categories to emphasize system priorities. Each state funding program has its own set of restrictions, eligibility criteria, and governing authorities. Both the state and regional TIP must be “**fiscally constrained**”, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. Funding estimates are shown in “**year of expenditure dollars**” to take into account contingency costs and inflationary changes. **Table 8** summarizes the relevant funding programs included in the STIP, and each of the programs is described below:

- **Surface Transportation Block Grant Program (Regional Mobility Program)** – Provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge, or tunnel project on any public road, pedestrian and bicycle infrastructure, or transit capital project.
- **Bridge Program** – Funding for projects that address structurally-deficient or functionally-obsolete bridges on the federal-aid system with a portion of the funding required for use on bridges typically not eligible for federal funding (“off-system”).
- **Pavements Program** – Funding is divided between three categories of improvements (reconstruction, rehabilitation, and preservation). Primary Routes (US and State) and state secondary routes are eligible for resurfacing funding.
- **Highway Safety Improvement Program (HSIP)** – Funding for projects in locations that have a statistically higher than average collision rate or severity rate that considers fatalities, injuries, and property damage. Includes the following sub-categories:
  - **Intersection Improvements** – Realignments, turn lanes, and signalization
  - **Corridor Improvements** – Spot improvements along roadway segments

**Table 8: STIP Funding Categories**

Category	Sub-Category
<b>Pavements</b>	Interstates
	Non-Interstate NHS
	Non-NHS Primary
<b>Bridges</b>	Federal-aid Secondary NHS
	Non-NHS
	Off-System
<b>Upgrades</b>	Interstate Debt Service
	Urban System Upgrade
	Rural System Update
<b>NHFP</b>	-
<b>Safety</b>	-
<b>TAP</b>	Recreational Trails
<b>Railroad Crossings</b>	-
<b>Planning</b>	Metro Planning
	Statewide Planning
<b>State Infrastructure Bank</b>	-
<b>Preventative Maintenance &amp; Operations</b>	Asset Management
	Bridge Inspection
	Bridge Preventative Maintenance & Repair
	Guardrail
	Signals
	Signage & Marking
	Incident Responder

\* Statewide Transportation Improvement Program (FFY 2017 – FFY 2022), SCDOT, Page 2

- **Low-cost Intersection Improvements** – Signage, reflective sign post panels, oversized stop signs, and remarking/restriping
- **Railroad Improvements** – Safety enhancements to rail crossings
- **Interstate Safety Improvements** – Resurfacing, extending acceleration/deceleration lanes, clearing, and signing/markings improvements
- **Transportation Alternatives Program (TAP)** – Funding for pedestrian and bicycle projects selected by Transportation Management Areas (TMAs) and by the SCDOT Commission for non-TMA areas. TAP also includes Recreational Trail Program funding which is used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.
- **Upgrades Program** – Consists of the Interstate Upgrade Program (a state-managed program for the Interstate System), the Urban System Upgrade Program, and the Rural System Upgrade Program. Regional Mobility Program is funding made available by the SCDOT Commission to address regional priorities such as intersections, road widening, and new road construction.
- **National Highway Freight Program (NHFP)** – Provides funding to improve the efficient movement of freight. Funds must be identified in a freight investment plan included in the Statewide Freight Plan, and SCDOT may not use more than 10% of the total NHFP apportionment each year for freight intermodal or freight rail projects.
- **Railway-Highway Crossings Program** – Designed to identify deficient rail-highway grade crossings and upgrade warning devices when warranted. In order to maximize benefits, the Department places all the public crossings in the state on a priority list for upgrades.
- **Metropolitan Transportation Planning (49 U.S.C. 5303)** – Funding for MPOs and SCDOT for eligible planning-related activities.
- **State Infrastructure Bank Payment** – Provides state funding for large transportation projects (\$25+ million) through loans and other financial assistance.
- **Preventative Maintenance & Operations** – Consists of asset management contracts, bridge inspections, bridge preventative maintenance and repair, guardrail and cable rail, signals, signing/markings, and incident responder program.

In addition to funding listed in the STIP, FTA maintains several programs for transit funding:

- **Urbanized Area Formula Grants** (49 U.S.C. 5307) – Federal funding available to urbanized areas and to governors for transit capital and operating assistance
- **Fixed Guideway Capital Investment Grants** (49 U.S.C. 5309) – Federal funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, ferries, and corridor-based bus rapid transit investments that emulate the features of rail
- **Formula Grants for the Enhanced Mobility of Seniors & Individuals with Disabilities** (49 U.S.C. 5310) – Federal funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet those needs.
- **Grants for Buses & Bus Facilities Program** (49 U.S.C. 5339 – Subpart A) – Federal funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Emergency Relief Program** (49 U.S.C. 5324) – Federal funding for public transit operators in the aftermath of an emergency or major disaster. The program helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilitates that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. The program can fund capital projects to protect, repair, or replace facilities or equipment that are in danger of suffering serious damage or have suffered serious damage as a result of an emergency. The program can also fund the operating costs of evacuation, rescue operations, temporary public transportation service, or reestablishing, expanding, or relocating service before, during, or after an emergency.
- **Helping Obtain Prosperity for Everyone (HOPE) Program** – Federal funding to support planning, engineering, and technical studies or financial planning to improve transit services in areas experiencing long-term economic distress. It also supports coordinated human service transportation planning to improve transit service or provide new services such as rides to opioid abuse recovery treatment.

## 6.2 FFY 2024 – 2033 TIP Projects by Funding Source & Performance Area Impact

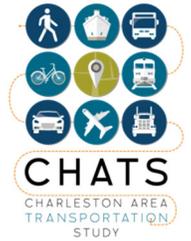


Table 9: TIP Projects by Funding Source and Anticipated Performance Area Impact

Project	Funding Source	Total TIP Cost (2024-2033)	Performance Impact
Berlin G Myers	CHATS RMP/Local	\$52,307,000	System Reliability
US 78 – Phase 3	CHATS RMP/SIB/Local	\$83,336,000	System Reliability
Billy Swails Blvd (Phase 4B)	CHATS RMP/Local	\$16,880,000	System Reliability
Montague Ave	CHATS RMP	\$12,578,000	System Reliability
Rivers Avenue @ Greenridge Road Section Imp.	CHATS RMP	\$1,702,00	System Reliability/Safety
North Rhett Avenue	CHATS RMP	\$60,000	System Reliability
US-17 Alt./ N. Main Street	CHATS RMP	\$4,200,000	Safety/System Reliability
US-17 @ Long Point Road	CHATS RMP	\$4,485,000	Safety/System Reliability
US-17 @ Anna Knapp Boulevard	CHATS RMP	\$5,600,000	Safety/System Reliability
US-17 Alt./ S. Main Street	CHATS RMP	\$4,060,000	Safety/System Reliability
Daniel Island Area Improvements/TAP	CHATS RMP	\$200,000	Safety
Folly Rd Complete Streets Project	CHATS RMP/Local	\$3,193,000	Safety
Maybank Highway Complete Streets/Safety Imp.	CHATS RMP/Local	\$2,530,000	Safety
Dorchester Rd Signal Improvements/TSP Pilot	CHATS RMP	\$410,000	System Reliability
Peninsula Signal Retime	CHATS RMP	\$650,000	System Reliability
Ashley River Crossing Bike & Ped Bridge	State TAP/Local	\$12,500,000	Safety/System Reliability
CHATS Planning (Maintenance & Implementation)	CHATS RMP	\$3,002,000	-
Complete Streets Funding	CHATS RMP	\$14,876,000	Safety
ITS System Implementation	CHATS RMP	\$13,440,000	System Reliability
Transit-Related Improvements	CHATS RMP	\$12,500,000	System Reliability
Regional Park & Ride Development	CHATS RMP	\$15,500,000	System Reliability
Bridge Improvement Program	NHPP/SFT/STBG	\$20,270,000	Infrastructure Condition
State Safety Improvements (HSIP) Program	HSIP	\$59,006,000	Safety
Interstate Program Projects	NHPP/SIB/Local	\$2,006,979,000	System Reliability
BCD Comprehensive Safety Action Plan (SS4A)	SS4A	\$362,560	Safety
Palmetto Commerce Interchange	Local	\$9,845,000	System Reliability
Palmetto Commerce Parkway III	Local	\$117,900,000	System Reliability
SC-41	Local	\$110,449,000	System Reliability/Safety
Lowcountry Rapid Transit	Local	\$131,197,000	System Reliability
Transit Improvements	FTA 5307	\$66,575,000	Asset Condition/System Reliability
Transit Improvements	FTA 5310	\$2,925,000	System Reliability

**Table 8: TIP Projects by Funding Source and Anticipated Performance Area Impact (Continued)**

Project	Funding Source	Total TIP Cost (2024-2033)	Performance Impact
Transit Improvements	FTA 5339	\$38,874,000	System Reliability
Transit Improvements	FTA 5335	\$380,000	System Reliability
Transportation Alternatives	TA Set-Aside/RTP	\$750,000	Safety
<b>TOTAL TIP 2024-2033 Programming</b>	--	<b>\$2,827,819,560</b>	--

# 7 Projects



- 1 – TIP project ID
- 2 – SCDOT project PIN
- 3 – TIP Project name
- 4 – Map of project location
- 5 – Project sponsor/implementing agency
- 6 – Cross-reference to project location in the L RTP
- 7 – Type of project
- 8 – Primary county in which the project is located
- 9 – Beginning terminus of project
- 10 – Ending terminus of project
- 11 – Total length of project in miles
- 12 – Detailed project description
- 13 – Funding source for specified phase
- 14 – Project phase (planning, preliminary engineering, right-of-way acquisition, and construction)
- 15 – Obligated funding prior to FFY 2024
- 16 – Obligated funding between FFY 2024 and FFY 2033 showing the original funding amount and the any modification to the funding amount

**1** G1 - 001  
TIP ID - PRIORITY

**2** P029503  
SCDOT PIN

**3** Clements Ferry Road - Phase II  
PROJECT NAME

**4** [Map of project location]

**5** BDCCOG  
SPONSOR

**6** Page A-13  
L RTP

**7** BXX  
TYPE

**8** Berkeley  
COUNTY

**9** Back Primus  
BEGIN

**10** SC 41  
END

**11** 4.5  
MILES

**12** This project consists of widening Clements Ferry Road for approximately 4.5 miles from Jack Primus Road to SC 41. The improvements involve widening the two-lane roadway to a four-lane curb and gutter section, with a raised planted median and multi-use path along one side of the roadway. This stretch of roadway has a current ADT of 14,200 and includes 2 signalized intersections, approximately 100 properties that will need to be purchased and various utilities that will need to be relocated.

**13** [Funding source]

**14** [Project phase]

**15** \$1000  
\$10

**16** \$0

Source	Title	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
Local (Chs. Co. Sales Tax)	Planning	\$1000	\$10	\$0	\$0	\$0	\$0	\$0	\$1010
State (SC Transp. Inf. Bank)	Prelim. Eng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local (Chs. Co. Sales Tax)	Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State (SCDOT Fed. Match Prog.)	Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal (CHAT Outdewhare)	Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$1000</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1010</b>

Transportation Improvement Program | FFY 2021 - FFY 2027 | Charleston Area Transportation Study Metropolitan Planning Organization

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# 8 Appendices

- **Appendix A: Policy Committee**
- **Appendix B: FFY 2024-2033 TIP Financial Sheet**
- **Appendix C: TIP Comment History**
- **Appendix D: Summary of Amendments**

# Appendix A: Policy Committee



1<sup>st</sup> Congressional District (1 seat)

6<sup>th</sup> Congressional District (1 seat)

Berkeley-Charleston-Dorchester Council of Governments

Berkeley County Council (2 seats)

Berkeley County Legislative Delegation (2 seats)

Berkeley County Transportation Committee (1 seat)

Charleston Area Regional Transportation Authority (1 seat)

Charleston County Aviation Authority (1 seat)

Charleston County Council (3 seats)

Charleston County Legislative Delegation (3 seats)

Charleston County Transportation Committee (1 seat)

City of Charleston (3 seats)

City of Folly Beach (1 seat)

City of Goose Creek (2 seats)

City of Hanahan (1 seat)

City of Isle of Palms (1 seat)

City of North Charleston (3 seats)

Dorchester County Council (2 seats)

South Carolina Trucking Association (1 seat)

Dorchester County Legislative Delegation (1 seat)

Dorchester County Transportation Committee (1 seat)

Joint Base Charleston/Naval Weapons Station (1 seat)

Rail Companies (1 seat)

South Carolina Department of Transportation (3 seats)

South Carolina State Ports Authority (1 seat)

Town of James Island (1 seat)

Town of Kiawah Island (1 seat)

Town of Lincolnville (1 seat)

Town of Moncks Corner (1 seat)

Town of Mount Pleasant (3 seats)

Town of Seabrook Island (1 seat)

Town of Sullivan's Island (1 seat)

Town of Summerville (2 seats)

# Appendix B: FFY 2024-2033 TIP Financial Sheet





# Appendix D: Summary of Amendments



Date	Action	Amendments
2/12/2024	Adoption	Pending