

# ENVIRONMENTAL RE-EVALUATION CONSULTATION

**Note:** The purpose of this worksheet is to assist sponsoring agencies in gathering and organizing materials for re-evaluations required under the National Environmental Policy Act (NEPA). It is designed to provide FTA with information needed to do a re-evaluation. In lieu of the worksheet, the sponsoring agency may submit the same information in a different format. Submission of the worksheet by itself does not meet NEPA requirements. FTA must concur in writing with its determination and/or the sponsoring agency's NEPA recommendation. Contact the FTA Region 10 office at (206) 220-7954 if you have any questions regarding this worksheet. We strongly encourage you to contact us to discuss your project changes before you fill out this worksheet.

<i>For Agency Use</i>	
<i>Date Received:</i>	
<i>Recommendation by Planner or Engineer:</i> <input type="checkbox"/> <i>Accept</i> <input type="checkbox"/> <i>Return for Revisions</i> <input type="checkbox"/> <i>Not Eligible</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Regional Counsel:</i> <input type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Approving Official:</i>	<i>Date:</i>

Please answer the following questions, fill out the impact chart and attach project area and site maps. Using a site map from the previously approved NEPA document, show project changes using a different color. Include additional site maps to help reviewer understand project changes.

<b>PROJECT TITLE</b>
Lowcountry Rapid Transit Project (LCRT)

<b>LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, BA, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.</b>		
<b>Title:</b> Documented CE Lowcountry Rapid Transit		
<b>Date:</b> 7/19/2021 <b>Type and Date of Last Federal Action</b>		
<b>Title:</b>	<b>Date:</b>	<b>Type and Date of Last Federal Action</b>
<b>Title:</b>	<b>Date:</b>	<b>Type and Date of Last Federal Action</b>

<b>HAS THE MOST CURRENT AND OTHER PERTINENT APPROVED ENVIRONMENTAL DOCUMENTS BEEN <u>RE-READ</u> TO COMPARE PROPOSED PROJECT CHANGES?</b>
<input type="checkbox"/> <b>NO (STOP! The most current approved environmental document MUST be re-read prior to completing a re-evaluation.)</b>

**YES**    **NAME:** Jennifer Pearson    **DATE:** 7/31/2023

**IS THE PROJECT CURRENTLY UNDER**     **DESIGN**    **OR**     **CONSTRUCTION?**

**REASON FOR RE-EVALUATION**

A request has been made by the leadership of the Exchange Park Fairgrounds Property to move the location of the park and ride facility to a 10-acre lot approximately 950 feet southeast of its original location on the north side of Highway 78. The location of the newly proposed park and ride is outside of the Project Study Area (PSA) that was assessed in the Documented Categorical Exclusion (DCE) and requires additional environmental surveys and documentation.

**DESCRIPTION OF PROJECT CHANGES OR NEW INFORMATION**

The proposed Park and Ride facility would be constructed on a 10-acre parcel located approximately 950 feet southeast of its original proposed location on the north side of Highway 78. The park and ride would provide approximately 280 total parking spaces.

See attached description and figures of each design change.

**HAVE ANY NEW OR REVISED LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECTS THIS PROJECT? If yes, please explain.**

**NO**  
 **YES**

**IS THE LIST OF THREATENED AND ENDANGERED SPECIES (NMFS AND USFWS) MORE THAN 6 MONTHS OLD?**

**NO**  
 **YES (STOP! Endangered Species lists and analysis MUST be updated.)**

**WILL THE NEW INFORMATION HAVE THE POTENTIAL TO CAUSE A CHANGE IN THE DETERMINATION OF IMPACTS FROM WHAT WAS DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT FOR ANY OF THE AREAS LISTED BELOW?** For each impact category, please indicate whether there will be a change in impacts. For all categories with a change, continue to the table at the end of this worksheet and provide detailed descriptions of the impacts as initially disclosed, new impacts and a discussion of the changes. The change in impact may be beneficial or adverse.

<b>Transportation</b>	<input type="checkbox"/> <b>Yes</b>	<input checked="" type="checkbox"/> <b>No</b>
<b>Land Use and Economics</b>	<input type="checkbox"/> <b>Yes</b>	<input checked="" type="checkbox"/> <b>No</b>
<b>Acquisitions, Displacements, &amp; Relocations</b>	<input type="checkbox"/> <b>Yes</b>	<input checked="" type="checkbox"/> <b>No</b>
<b>Neighborhoods &amp; Populations (Social)</b>	<input type="checkbox"/> <b>Yes</b>	<input checked="" type="checkbox"/> <b>No</b>
<b>Visual Resources &amp; Aesthetics</b>	<input type="checkbox"/> <b>Yes</b>	<input checked="" type="checkbox"/> <b>No</b>

<b>Air Quality</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Noise &amp; Vibration</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Ecosystems (Vegetation &amp; Wildlife)</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Water Resources</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Energy &amp; Natural Resources</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Geology &amp; Soils</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Hazardous Materials</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Public Services</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Utilities</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Historic, Cultural &amp; Archaeological Resources</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Parklands &amp; Recreation</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Construction</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Secondary and Cumulative</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**Will the changed conditions or new information result in revised documentation or determination under the following federal regulations?**

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<b>Endangered Species Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Magnuson-Stevens Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Farmland Preservation Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 404-Clean Water Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Floodplain Management Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>CERCLA (Hazardous Materials)</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 106 National Historic Preservation Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Uniform Relocation Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 4(f) Lands</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 6(f) Lands</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Wild &amp; Scenic Rivers</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Coastal Barriers</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Coastal Zone</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Sole Source Aquifer</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>National Scenic Byways</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Other</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**If you checked yes to any of these, describe how the changes impact compliance and any actions needed to ensure compliance of the new project:**

**Will these changes or new information likely result in substantial public controversy?**

Yes    No

**Comments:** The newly proposed location is within 950 feet of the previous location.

**COMMENTS:** A public information meeting is scheduled for August 22, 2023 at Charleston Church of Christ, near the Fairgrounds on US 78 in Ladson.

**CONCLUSIONS AND RECOMMENDATIONS:** Based on the information that has been reviewed and the additional studies conducted, it has been determined that the newly proposed park and ride location would not significantly alter the conclusions reached in the approved environmental document.

**LIST OF ATTACHMENTS:** Cultural Resources memo; Natural Resources memo (iPaC, NWI); Exchange Park Fairgrounds Park and Ride Supporting Information to Initiate NEPA.

**SUBMITTED BY:**

By signing this, I certify that to the best of my knowledge this document is complete and accurate.

Name   Jennifer L. Pearson	Date   8/14/2023
Title   Senior Environmental Planner	

Submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below. Or you may submit one electronic version to [fta.trol0mail@dot.gov](mailto:fta.trol0mail@dot.gov). When the document is approved, FTA may request additional copies.

Federal Transit Administration, Region 10  
915 2nd Avenue, Suite 3142  
Seattle, WA 98174-1002

phone: (206) 220-7954  
fax: (206) 220-7959

<b>Impact Category</b>	<b>Impacts as Initially Disclosed</b>	<b>New Impacts</b>	<b>Change in Impacts</b>
<b>Sample—Water Resources/Impervious Surface/</b>	Initial design included 0.60 acres of new impervious surface for the parking lot.	Modified design changes the striping pattern and results in 0.75 acres of new impervious surface.	The new design result in 0.15 more impervious surface than initially planned.
<b>Transportation</b>	Impacts to traffic are not expected to rise to the level of significant under NEPA. Operating the BRT would not result in any significant impacts on traffic operations. Providing an efficient, reliable alternative mode of transportation will further benefit regional mobility and would be beneficial by shifting some automobile users to public transit as congestion continues to grow.	Ingress/egress access to the newly proposed park and ride lot would be similar to the previously proposed location; however, it would be shifted approximately 950 feet to the southeast. No new impacts are anticipated.	No changes in impacts.
<b>Land Use and Economics</b>	The LCRT would not have any adverse impacts on existing land uses.	New location is located on same parcel as previous. No new impacts.	No changes in impacts.
<b>Acquisitions, Displacements, &amp; Relocations</b>	Estimated right of way needs of 18.55 acres will not result in significant impacts under NEPA as the project corridor is 21.4 miles in length. None of the property acquisitions will result in the displacement of any residences.	New location is located on same parcel as previous park and ride location. No new impacts anticipated.	New location is located on same parcel as previous location. No changes in impacts.
<b>Neighborhoods &amp;</b>	Although the study area includes	New park and ride location shifts 950	No changes in impacts.

<b>Populations (Social)</b>	concentrations of minority and low-income populations greater than the City of Charleston, North Charleston, Goose Creek, Hanahan, and Ladson, the BRT would not result in disproportionately high and adverse impacts on minority and/or low income populations. The alignment is constructed within existing right of way and would not create a barrier to any neighborhoods.	feet southeast and will be same size and function as previously proposed. No new impacts.	
<b>Visual Resources &amp; Aesthetics</b>	No adverse visual effects are anticipated along the BRT corridor or to historic properties.	No new impacts.	New location is located on same parcel as previous. No changes in impacts.
<b>Air Quality</b>	No CO hot spots would be created as a result of the project. LCRT is not likely to be considered a project of concern for PM as the project proposes to use electric vehicles, which would emit no additional PM during operations.	No changes in traffic projections and therefore, no new impacts.	No changes in impacts.
<b>Noise &amp; Vibration</b>	Analysis results determined that noise-sensitive land uses do not exist within any of the park-and-ride areas. The project does not meet the three vibration screening criteria prescribed in FTA guidance, and therefore FTA considers vibration impacts unlikely. No further vibration assessment is necessary.	No new impacts.	No changes in impacts.

<p><b>Ecosystems (Vegetation &amp; Wildlife)</b></p>	<p>No candidate species or USFWS designated critical habitat for federally listed species exists within the study area.  Temporary impacts to EFH could occur during construction for access. Temporary clearing within the estuarine emergent wetlands would result from the installation of erosion and sediment control measures. Impacts will be minimal or short-term in nature; as design progresses, efforts will be made to avoid, minimize, and mitigate these impacts.</p>	<p>Parcel is a maintained grass parcel. No trees, shrubs or other vegetation is present. No new impacts. See attached memo.</p>	<p>No changes in impacts.</p>
<p><b>Water Resources</b></p>	<p>The PSA contains 12 streams with perennial flow, 11 streams with seasonal flow, and one stream with tidal flow. The preliminary design includes permanent and temporary impacts to streams within the study area. Impacts to surface waters have been avoided and minimized to the greatest extent practicable.</p>	<p>There are no water resources located at new location of the park and ride. No new impacts. See attached memo.</p>	<p>No changes in impacts.</p>
<p><b>Energy &amp; Natural Resources</b></p>	<p>Increased use of public transportation would result in decreased traffic congestion and vehicle idling, thereby increasing the transportation related energy efficiency within the project</p>	<p>No new impacts.</p>	<p>No changes in impacts.</p>

	corridor for both public transportation and private vehicle use. Additionally, electric battery buses are inherently more energy efficient and produce fewer emissions than diesel buses.		
<b>Geology &amp; Soils</b>	The project is situated at and close to sea level and some soils within the study area could potentially be erodible and/or poorly drained, especially area that are hydric or have hydric inclusions or within the coastal critical areas. Soil corrective measures may be taken to stabilize roadway, roadway shoulders, and culvert crossings by augmenting existing soils with soils with stable properties. Soil erosion resulting from construction activities would be controlled using appropriate environmental protective measures, including BMPs to prevent soil erosion.	No new impacts.	No changes in impacts.
<b>Hazardous Materials</b>	New location of the park and ride covered in previous study area for hazardous materials. No RECs were identified in the vicinity of the proposed park and ride location.	No new impacts.	No changes in impacts.
<b>Public Services</b>	Public service access would be maintained. Minor roadway delays	No new impacts.	No changes in impacts.



	may occur during construction but this work would be short-term in duration.		
<b>Utilities</b>	Utility relocations may be required; however, this work would be short-term in duration and could be completed in tandem with other roadway restriping and paving work to minimize impacts on traffic flow during this time.	No new impacts.	No changes in impacts.
<b>Historic, Cultural &amp; Archaeological Resources</b>	The project as designed will have no adverse effect on historic properties in the PSA. The LCRT project will not result in the acquisition of any new right of way from any historic properties. There are no Section 4(f) issues regarding historic properties.	Parcel surveyed for Cultural Resources. No new impacts. See attached memo.	No changes in impacts.
<b>Parklands &amp; Recreation</b>	FTA has determined that use of the Wannamaker County Park and Harmon Field resulted in a de minimis determination. A de minimis determination results when, after considering any measures to minimize harm, the impact would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).	Parcel is not considered a park or recreation area. No new impacts.	No changes in impacts.

<b>Construction</b>	Construction activities are expected to result in some temporary effects, which would be mitigated as described in the DCE. No adverse impacts during construction are anticipated.	New location is same size and general location as previous. No new impacts.	No changes in impacts.
<b>Secondary and Cumulative</b>	No significant adverse cumulative impacts are anticipated from the BRT project.	No new impacts.	No changes in impacts.
Other	To date, the project team has held over 250 stakeholder meetings and community events throughout the corridor and reached thousands of individuals through online engagement efforts.	A public information meeting is planned for August 22, 2023.	No anticipated changes in controversy or support for the project.

**Memo**

Date: Friday, April 14, 2023

Project: LCRT

To: Carrie Walker, FTA

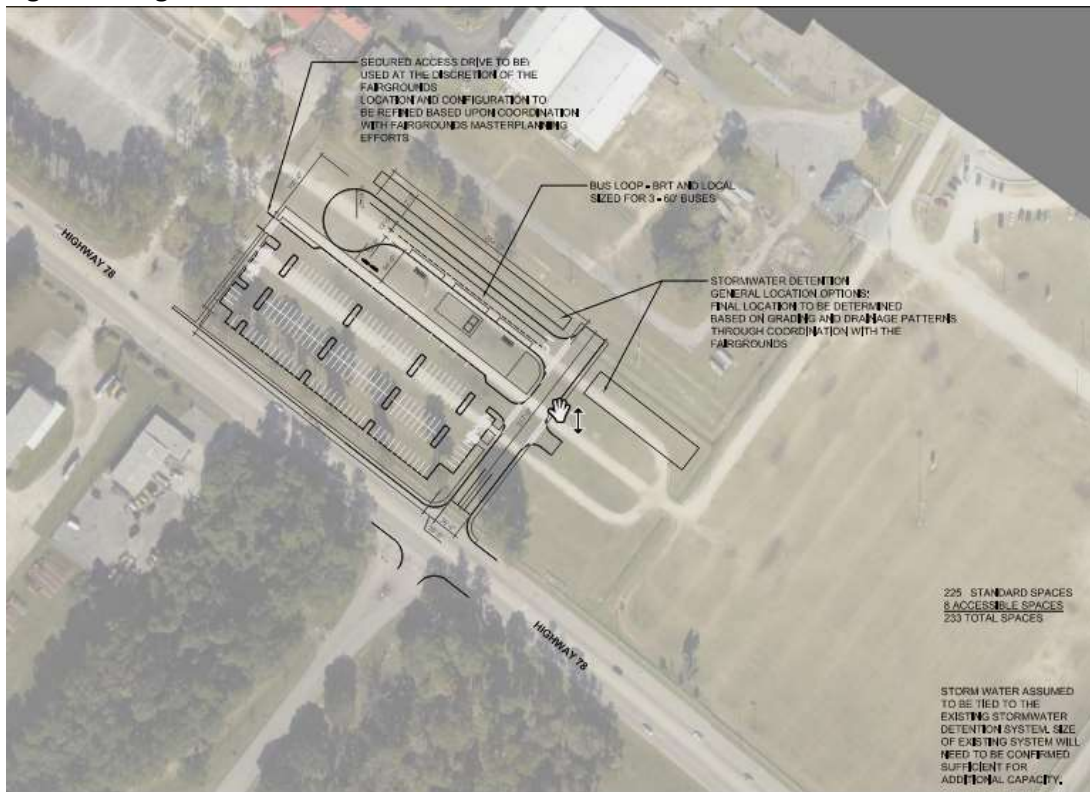
Subject: Exchange Park Fairgrounds Park and Ride Supporting Information Required to Initiate NEPA

**Background**

A Documented Categorical Exclusion (DCE) was completed for the Lowcountry Rapid Transit (LCRT) project in June 2021. The DCE included the 21.3 mile corridor, inclusive of the 4.5-acre location of the Park and Ride facility on the Exchange Park Fairground property, southeast of the driveway entrance to Gate 1, as shown in **Figure 1** below. The acreage required for the original Park and Ride site was assessed for impacts in the DCE and approved by the Federal Transit Administration (FTA).

A request has been made by the leadership of the Exchange Park Fairgrounds Property to move the location of the Park and Ride facility to a 10-acre lot approximately 950 feet southeast of its original location on the north side of Highway 78. Changing the location of the Park and Ride to a site that was not previously assessed may require additional environmental surveys and documentation. This Supplemental Information includes information to support the extent of environmental analysis required for the proposed change to the LCRT project.

**Figure 1: Original Location of Park and Ride**



**Sources of federal, state, and local funds and transit nexus**

The LCRT project anticipates FTA CIG funding using 60% FTA federal funds (\$375.06M), and the remaining 40% from local County Sales Tax (\$250.04M).

**Description of existing property with a clear map showing the Area of Potential Effect (APE)**

The proposed location of the Park and Ride facility is a vacant, grassed lot with no structures that is used for parking during events at the Fairgrounds. The parcel was included as part of the architectural APE for Cultural Resources survey for the DCE. No architectural structures are located on the parcel itself; one structure (Site 1303) was surveyed on the adjacent parcel, which was recommended a not eligible for the NRHP. Please see **Figure 2**. However, the proposed parcel is located outside of the original NEPA study area and archeological APE for the DCE, shown in red in **Figure 3** and environmental surveys would need to be conducted. Based on desktop analysis, there are no wetland features or habitat located on the parcel. Field surveys will confirm data collected in the initial desktop survey.

**Figure 2: Architectural APE for DCE**

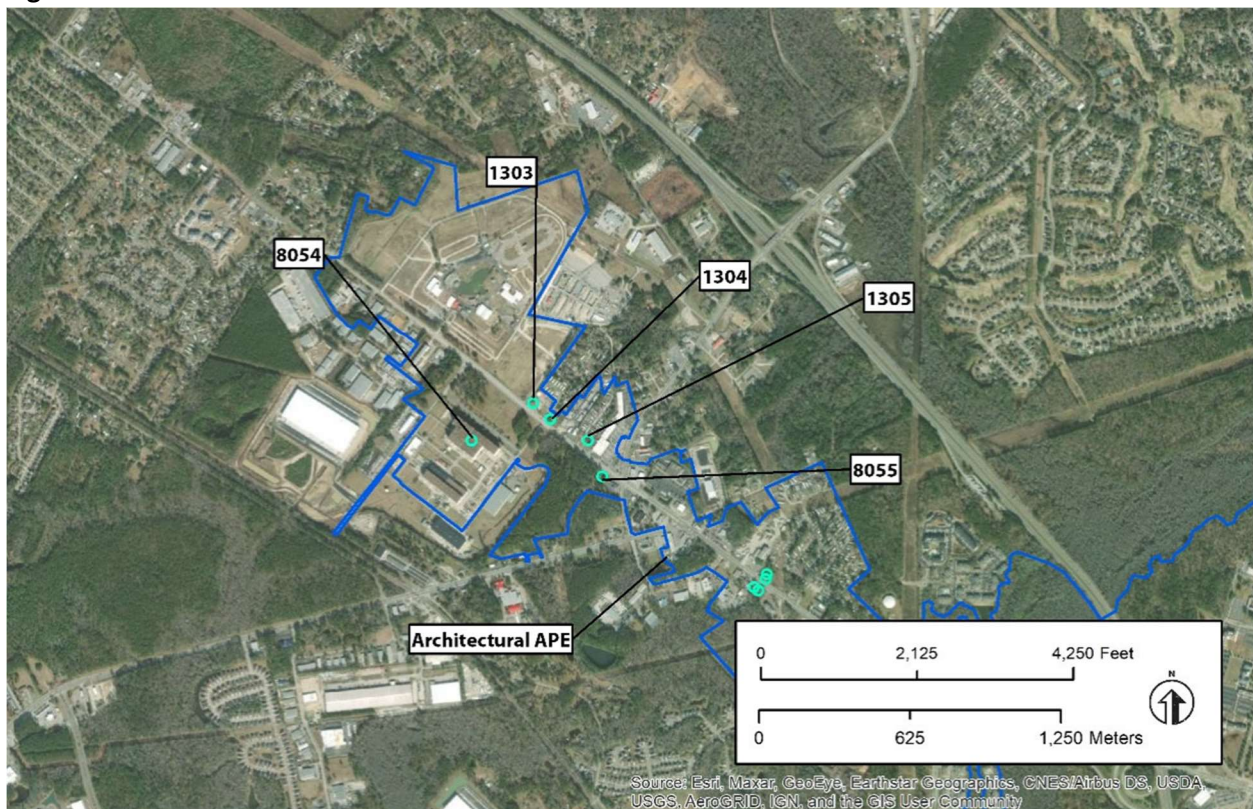




Figure 3: NEPA Study Area and Archaeological APE for DCE



The proposed Park and Ride facility would be constructed on a 10-acre parcel located approximately 950 feet southeast of its original proposed location on the north side of Highway 78. The Park and Ride would provide approximately 288 total parking spaces with room to expand in the future. The proposed Study Area for the Park and Ride facility would be expanded to include all 10 acres of the site, as shown in **Figure 3**.

***Street address or coordinates***

The new LCRT Park and Ride site would be located on 10 acres of Exchange Park Fairground property at 9850 US 78, Ladson, SC 29456.

Upon review of the proposed Park and Ride concept plans and survey data, it was determined that the site generally drains from a high point in the middle to ditches running along the eastern and western property lines, both ditches drain toward the north and the site does not drain into the detention pond in the center of the Fairgrounds. This means that the project will likely need a stormwater pond at this site to collect and treat the stormwater runoff to County standards. The easiest location for a stormwater pond would be in the upper right and/or left corners of the site. The pond would need to be roughly 0.6-acres of surface area to be able to meet pre- and post-discharge rates for City/County/State requirements.

***Photos of property, any buildings on property and the surrounding area directly adjacent to the project site.***

There do not appear to be buildings/structures located on the proposed 10-acre Park and Ride property. Charleston Church of Christ is located at 9802 US 78 with a house located at the front of the property (see Photo 1 below). Behind the church appears to be a mobile home park. See **Figure 4**.



Photo 1: Property southeast of Park and Ride lot



Photo 2: View looking north along Perimeter Road along the east side of Park and Ride lot





Photo 3: Mobile home park located east of Park and Ride lot behind Charleston Church of Christ

***Photos of surrounding buildings visible from property***

There do not appear to be historic buildings/structures on or in close proximity to the proposed Park and Ride property.

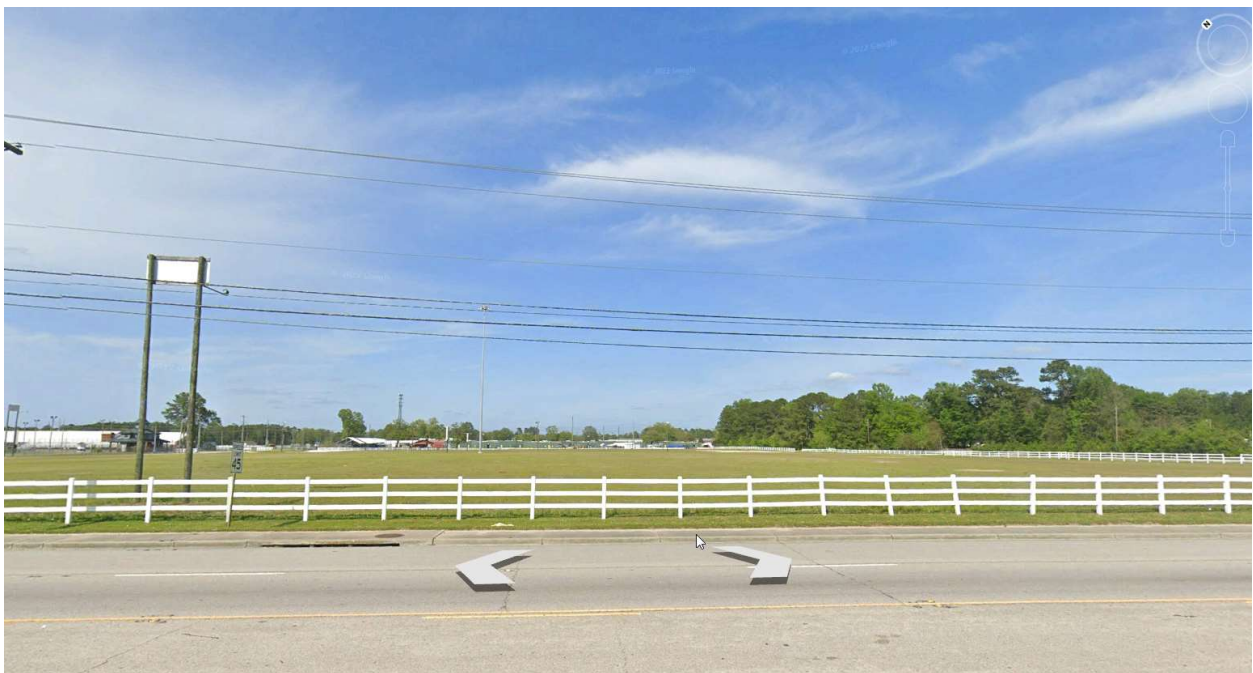
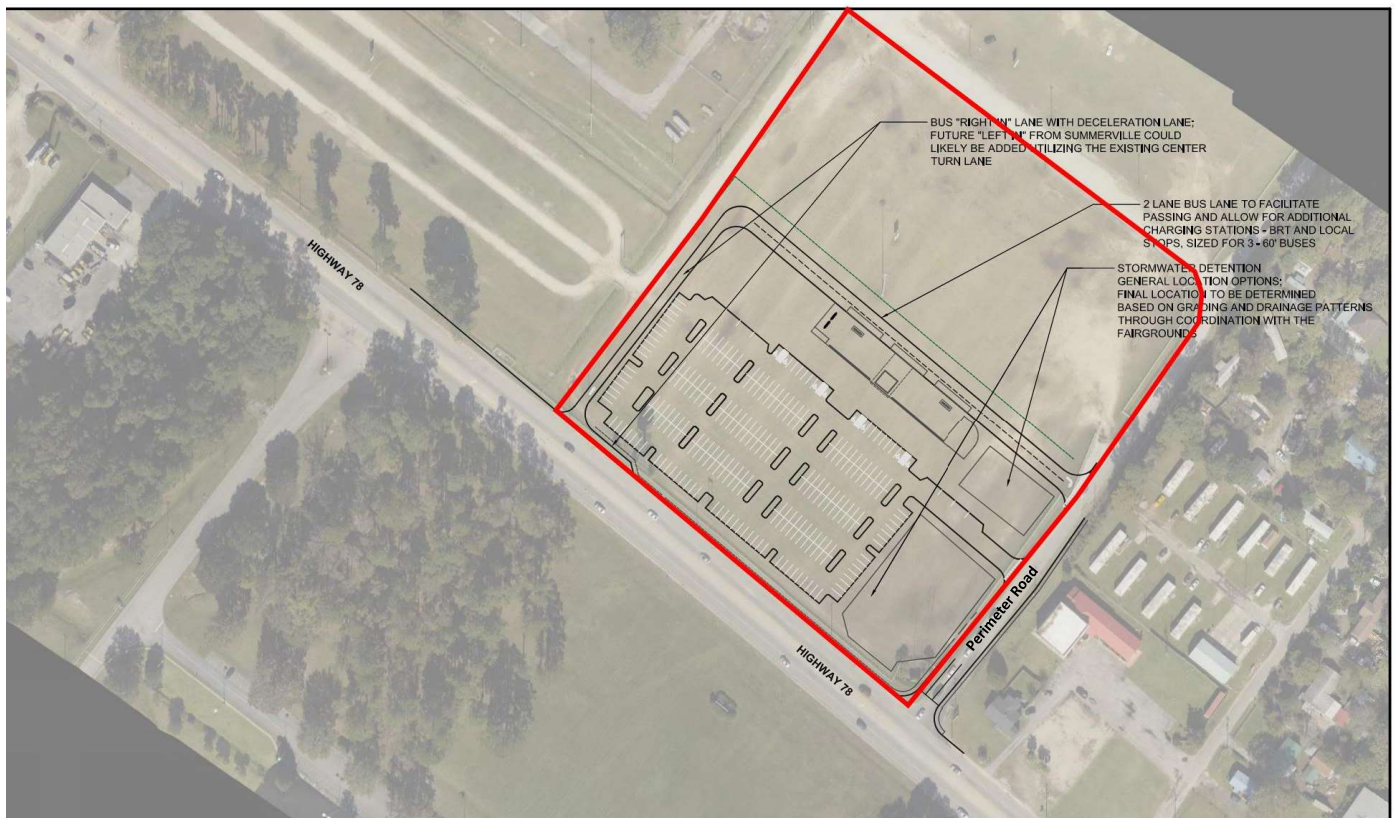


Photo 4: 9850 US 78 location for Park and Ride lot

**Description of complete project with site plan. Be specific for each action of the project.**

The current 10-acre lot will be converted to about a 5.5-acre Park and Ride facility with the remaining 4.5 acres of undeveloped land reserved for future expansion. The Park and Ride facility would include a bus “right in” lane off of Highway 78 and a 2-lane bus lane to facilitate passing on US 78. The introduction of a signalized intersection is being explored to allow the buses to enter and exit the facility with minimal delay during congested traffic periods. Two bus shelters and electric bus charging stations will be located at the station together with an operator’s restroom. Platforms to accommodate a total of three 60’ buses will be provided. A lighted parking lot will be provided with approximately 288 parking spaces. A stormwater pond is also proposed on this site to collect and treat stormwater runoff to County standards. Please see **Figure 4**.

**Figure 4: Proposed Fairgrounds Park and Ride Location and Conceptual Layout**



**List of actions required upon existing property to achieve complete project**

Installation of a stormwater pond is anticipated as part of the Park and Ride site to collect and treat stormwater runoff to County standards. There is currently a small swale/pond proposed along the northern edge of the site, which will likely need to be increased in size to meet the County standards. If there is not enough space for a surface pond, underground detention could be explored at this site. The parcel is currently vacant, so displacements are not anticipated.

Typical subsurface and surface sitework will be required to accommodate the proposed utilities, paving, concrete foundations, communications technology, and landscape.



Some improvements will need to be made to Perimeter Road to strengthen it for bus traffic and the project will evaluate the impacts of installing a signal at Perimeter Road. There is not likely to be significant impacts to traffic operations in the area beyond the impacts of the original location, however traffic will be evaluated with the Park and Ride in the new location with the LCRT corridor traffic model.

***Logical termini, alignment, mode, and technology***

A DCE was completed for the LCRT corridor in June 2021. The DCE included the proposed location of the Park and Ride facility on the Exchange Park Fairground property, southeast of the driveway entrance to Gate 1. A request was made by the leadership of the Exchange Park Fairgrounds Property to move the location of the Park and Ride facility to a 10-acre lot approximately 950 feet southeast of its original location on the north side of Highway 78. Changing the location of the Park and Ride location to a site that was not previously assessed will require additional environmental surveys and documentation as required by FTA.

***List of any public involvement done for the project, to date, if any***

The LCRT project team has held over 250 stakeholder meetings and community events throughout the corridor and reached thousands of individuals through online engagement efforts.

The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) hosted a series of interactive community workshops along the proposed Lowcountry Rapid Transit corridor. These workshops spanned three consecutive nights beginning January 29 to January 31, 2019. Each of the workshops included a presentation, interactive visioning exercise and an open house portion. Members of the public were able to learn about the project, provide input on their vision for the system and what they want to celebrate in the community, and finally, interact with project team members to ask questions in the form of an open house. In total, 178 individuals signed in for the series of workshops, including:

- 83 - Charleston
- 59 - Summerville
- 36 - North Charleston

Feedback collected during the three workshops was summarized into three categories: nature, culture, and lifestyle. The workshops resulted in a total of 19 comments. One comment was received at the public meeting, one comment was received on the Hot Line, three comments were emailed, and 14 comments were left on the project's web page. Of the 19 comments received, 4 supported the project, 2 did not support the project, 8 provided suggested improvements, and 4 requested additional information or to be added to the project mailing list.

A virtual public meeting was held on April 26, 2021. The comment period for the public meeting ran through May 26, 2021. A total of 40 comments were received.

Additional information can be found on the project website at [lowcountryrapidtransit.com](http://lowcountryrapidtransit.com).

### Equity

An Equity Analysis of EJ populations was performed as part of the DCE within the Study Area, defined as within a 0.25-mile radius of the Fairgrounds Site, to determine if the Project would cause potential disproportionately high and adverse effects on EJ populations. The original existing conditions analysis indicated that there were no identified minority, low income, elderly or disabled populations within the census tracts that intersect with the study area where the project would be constructed. Although these populations are present, they do not exist in numbers that are greater than 50 percent or meaningfully greater than the general population. Therefore, there are no impacts to environmental justice populations. Because the Park and Ride location is just southeast of the original site, there should be no changes to the original determination for environmental justice populations.

## Public Meeting Report

### Exchange Park Fairgrounds Park and Ride

August 22, 2023

## Meeting Summary

The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) held an open-house style public meeting for the Lowcountry Rapid Transit project on Tuesday, August 22, 2023, from 4:30-6:30 p.m. at the Charleston Church of Christ in Ladson, South Carolina. This meeting was held to allow the public the opportunity to comment on the updated location of the proposed Exchange Park Fairgrounds Park and Ride station that will serve as LCRT’s northern end of line in Ladson. Members of the public had the opportunity to interact with project personnel, ask questions, and learn more about the overall LCRT system.

## Outreach Activities

Prior to the public meeting, the public involvement team deployed multiple outreach materials to alert station-area communities and the general public about the meeting. These outreach materials included:

- English and Spanish legal advertisement posted in the Post & Courier
- 25 flyers and seven church bulletin inserts dropped off at churches and community centers in the area surrounding the Exchange Park Fairgrounds
- Social media posts across BCDCOG and LCRT channels
- Press release disseminated to media outlets
- Notification posted to the home page of the LCRT website

## Open House Overview

The public open house meeting was drop-in style format with display boards, maps, and additional information. Upon entering the venue, attendees were directed to the meeting room where they were able to view information boards on the project, including general information and details specific to the Park and Ride at the Fairgrounds as well as the National Environmental Policy Act (NEPA) process. No formal presentation was given. Meeting materials were posted online at [www.lowcountryrapidtransit.com](http://www.lowcountryrapidtransit.com) on the day of the meeting.

Date & Time	Venue	# of Attendees
Tuesday, August 22, 2023 4:30-6:30 p.m.	Charleston Church of Christ 9802 US-78 Ladson, SC 29456	9

## Agenda

- 3:30 p.m. – Team arrival and setup
- 4:00 p.m. – Team pre-meeting, run-through, and safety briefing
- 4:15 p.m. – Doors open
- **4:30 p.m. – Open House Meeting Begins**

- 6:30 p.m. – Doors close
- 6:45 p.m. – Team debrief, clean-up and departure

## Attendees

Meeting attendees signed in via handwritten forms and were given a meeting handout and additional general project handouts before being directed to the meeting room to view the meeting boards and engage with the project team. A total of nine members of the public attended the meeting.

## Staffing

Project team members present at the meeting represented BCDCOG and HDR.

Name	Organization	Role/Station
Sharon Hollis	BCDCOG	Maps
Megan Ross	BCDCOG	Maps
Daniel Brock	BCDCOG	Floater/Media/Meeting Boards
Morgan Grimes	BCDCOG	Meeting Board
Jim Czarnecky	HDR	Meeting Board
Elissa Smith	HDR	Maps
Jennifer Pearson	HDR	Meeting Boards
Samantha Dubay	HDR	Meeting Manager/Meeting boards
Faith Saucier	HDR	Sign-in/Floater

## Meeting Materials

Meeting attendees were provided with a meeting handout and other general project materials at sign-in and directed into the meeting room with various meeting boards and map stations. The project visualization video also played on a television throughout the meeting. The following meeting materials were made available for public review:

- Meeting Handouts
  - Public Meeting Handout
  - LCRT Community Handout, Business Owners Handout, and General Handouts
- Meeting Boards
  - Welcome and Purpose of the Meeting
  - LCRT Overview
  - Project Highlights
  - Exchange Park Fairgrounds Park and Ride Overview
  - National Environmental Policy Act (NEPA) Overview

- Project Timeline
- Maps
  - Transit Oriented Development Map
  - Fairgrounds Park and Ride Site Map
- Visualization video displayed on TV

These materials were also made available online on the day of the meeting and can be found at [www.lowcountryrapidtransit.com/resources](http://www.lowcountryrapidtransit.com/resources).

## Comment Summary

One meeting attendee left a public comment during the meeting:

*Try to encourage Tri-County Link to expand their service area to help who are incapable of driving and/or disabled and can't drive. – Ryan Gorsky*

## Photos

