

Project Year End Update as of December 16, 2020

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The Lowcountry Rapid Transit project is proud to report that we have progressed through 2020, keeping the project on schedule while incorporating a mix of safe and efficient virtual and in-person engagements and coordination. We look forward to thoughtful engagement next year.

Even in the face of challenges this year, our team has continued work on Lowcountry Rapid Transit, setting the foundation that will serve as the base for future transit in our region. The recommended route delivers the right mix of cost and ridership needed to gain support from the Federal Transit Authority's Capital Investments Grants program.

This year's decisions allow LCRT to proceed as a World Class BRT and the first mass transit system in the state.

Looking forward to 2021, the project team will start off with a focus on engagement through public meetings for businesses and neighborhoods along the corridor. This work will start with a mixture of in-person and virtual events as allowed where public comment will be solicited and received. From there, work will be focused on completing NEPA documentation, finishing up 30% design and preparing all documentation to request funding in the summer of 2021.

Recommended Route



LEGEND

- Recommended Route
- Dedicated Bus Rapid Transit Lanes
- Future Project
- Station
- Station with Park & Ride

0 Mile 1

LCRT by the Numbers

21.5 miles, one way | **2M+** yearly riders

20 stations | **6,800+** daily trips on the line | **20 sec.** stops at each station | Service every **10 min.** for most of the day | **19** vehicles | **1 hour** from end to end | **20+ hours** of daily operation

2020 Key Highlights

- 145 engagements held throughout 2020.
- Alignment refined with foundational route set from the Ladson Exchange Park Fairgrounds to WestEdge & Line St. downtown.
- Updates presented to the Steering Committee, Strategic Partnerships Committee, Corridor Advocacy Committee, and TOD Subcommittees throughout the year both in-person and virtually.
- Design exceptions and alignment refinement proposed and approved by stakeholders.
- Positioned the project to receive a medium rating and compete for federal funding.
- Completion of CIG analysis memo.

2021 Upcoming Priorities

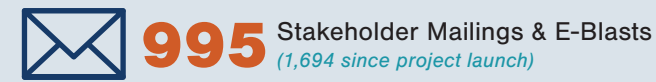
- Public Meetings in early 2021 focused on neighborhood and business outreach along the corridor.
- Coordination with municipalities, utilities, elected officials, SCDOT and other stakeholders.
- Delivery of National Environmental Policy Act (NEPA) documentation for defined project.
- Delivery of 30% project design.
- Refinement of capital cost estimates, run time assumptions, ridership forecasts.
- Vehicle selection and Operations Plan development.
- Completion of Final Traffic Report and Station Area Plans.

Year to Date Outreach & Engagement Recap

Stakeholder Meetings and Community Events

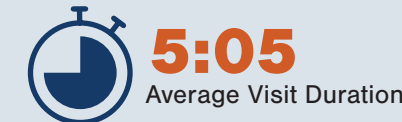


Stakeholder & Public E-Blasts

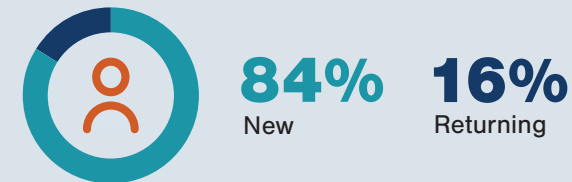


Website Analytics (1/1/2020 - 12/15/20)

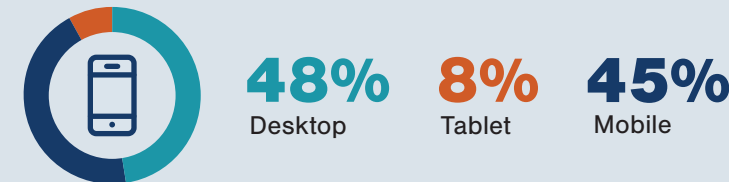
AUDIENCE ACTIVITY



VISITORS



DEVICES



TRAFFIC SOURCES



Scope & Schedule

LCRT is competitive for federal funding. Funding is a critical piece of the puzzle in identifying a successful system for implementation. The keys to success in qualifying for federal funding in the CIG program are the project's overall cost and ridership.

The team's number one goal today is to deliver a competitive project and secure federal funding, which is needed to ensure LCRT becomes a reality.

Project Programming

2016-2019

- ★ Bus Rapid Transit Preferred Alternative Identified
- Half-cent sales tax referendum passed in Charleston County (2016)
- Agency Coordination
- Informal Scoping & NEPA Checklist
- Identify Funding & Schedule (LRTP)
- Existing Conditions Evaluation & Conceptual Design (10%)
- NEPA Class of Action & Initiate NEPA Scoping*
- Request Entry into Project Development*

Capital Investment Grants Program

2019-2023

We Are Here

★ Project Development

- FTA Project Development NTP
- Cultural resources report
- Define optimal alignment
- Public meetings for refined alternative, station locations
- Complete Section 106 consultation
- Obtain commitment of >30% non-CIG funding
- Public meetings for the NEPA alternative
- Submit Draft Categorical Exclusion to FTA

CURRENT PHASE

- Complete NEPA
- Adopt a Locally Preferred Alternative
- Complete 30% Design
- Must Receive Medium Rating for Project Justification & Financial Commitment Criteria* – **September 2021**
- ★ Engineering
- Significant Progress with Engineering
- Recommended for Construction Grant Agreement

Construction

2023-2026

- ★ Major Milestones
 - *Federal Transit Administration decision point
- Project timeline is estimated under the New Starts Capital Investment Grant program guidelines.

November Stakeholder Meetings & Community Events

Date	Meeting	Parties Involved
11/2	FTA NEPA Monthly Call	FTA
11/5	526 Coordination Meeting	SCDOT
11/6	WestEdge Follow Up	WestEdge
11/10	Fairgrounds Follow Up	Fairgrounds and Exchange Club
11/12	City of Charleston Station Design Preview Meeting	City of Charleston
11/12	Mt. Moriah Presentation	Community Event
11/12	SCDOT Monthly Coord. Meeting	SCDOT
11/13	City of North Charleston Affordable Housing Meeting	City of North Charleston
11/14	Coastal Carolina Flea Market Outreach	Community Event
11/16	Town of Summerville TOD Meeting	Town of Summerville
11/19	Charleston County Shipwatch Square Coordination Meeting	Charleston County
11/19	Lowcountry Legislative Delegation Update	Lowcountry Legislative Delegation
11/19	City of Charleston DRC Meeting	City of Charleston DRC
11/20	City of Charleston TOD Meeting	City of Charleston
11/23	LCRT/Dominion Energy Coord. Meeting	Dominion Energy

TOD Study



The Transit Oriented Development (TOD) Study is moving forward thanks to coordination with municipal staff and stakeholders in Summerville, North Charleston and Charleston. Additional contact with policy makers focused on affordable housing, business development, multi-modal integration and regional growth took place throughout the year. Moving into next year further community outreach will shape the policy recommendations for the station areas identified leading towards a regional approach for success.

Do your constituents have questions about the Lowcountry Rapid Transit project? Encourage them to reach out!

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