

Project Update as of September 1, 2020

Project Contact Information

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Project Management

Key Highlights

- 72 engagements & community events held so far in Phase 2, January - August 2020
- Conducted a weeklong design charrette on the alignment routing and station locations in the Medical District and West Edge
- Initial coordination with utilities in the corridor
- Final Alignment Refinement Memo approved
- Completion of Draft Station Refinement memo
- Completion of Draft Walking and Biking Station Access Memo
- Completion of Draft Preliminary CIG Analysis Memo
- Initiate Route Optimization study

Upcoming Priorities

- Charrettes with the City of Charleston and City of North Charleston to define priorities, design, station locations and routing
- Steering Committee meeting to present findings from municipal charrettes and advancement of station locations
- Update meetings with elected officials along the route
- Initiate development of project readiness documents
- TOD Workshops
- Begin developing corridor visuals for the public
- Finalize Station Architecture design intent
- Initiation of National Environmental Policy Act (NEPA) documentation for defined project
- Refinement of capital cost estimates, run time assumptions, ridership forecasts
- Finalize railroad engineering agreements
- STOPS Model and Operating Plan Reports

Engagement & Outreach

Planning and coordination with multiple jurisdictions and agencies is happening right now.

August 2020 | Stakeholder Meetings

Date	Meeting	Parties Involved	Topic(s) of Discussion
8/3	FTA Coordination	FTA staff	Project update and coordination
8/6	I-526 Coordination	SCDOT I-526 Project Team	Project coordination and Filbin Creek discussion
8/12	City of Charleston	Keith Benjamin	Project coordination with the city
8/13	SCDOT Coordination	SCDOT staff	Project coordination
8/19	SCDOT Coordination	SCDOT staff	Coordination for I-26 Planning Study
8/20	SCDOT Coordination	SCDOT staff	Project coordination
8/21	CMDAG Planning Meeting	Climate Adaptation Partners, Charleston County, MUSC, VA, WestEdge, Compass 5 Partners, ASG Architects, Liollo Architecture, DesignWorks, Roper Hospital, City of Charleston, Bihl Engineering, Clemson Architecture Center	Follow Up
8/25	SCDOT Coordination	SCDOT staff	Project coordination on signal considerations
8/27	Charleston Metro Chamber of Commerce Meeting	Chamber staff	Project outreach and engagement

August - September 2020 | Community Events

Date	Meeting	Parties Involved	Topic(s) of Discussion
8/7	Meeting with Rev. Reid	Rev. Reid and communications staff	Introductions and project updates
9/1	Urban Land Institute Webinar	ULI members in the Carolinas	Market assessment, TOD priorities and implementation

Station Architecture

The station architecture concept design was presented to the City of Charleston and City of North Charleston and the City of Charleston Design Review Committee in June 2020. The project team plans to present the concept at the next Steering Committee meeting. The Steering Committee will approve the concept design to move forward to the BCDCOG Board of Directors for approval as part of the project.

Side Running



Center Running



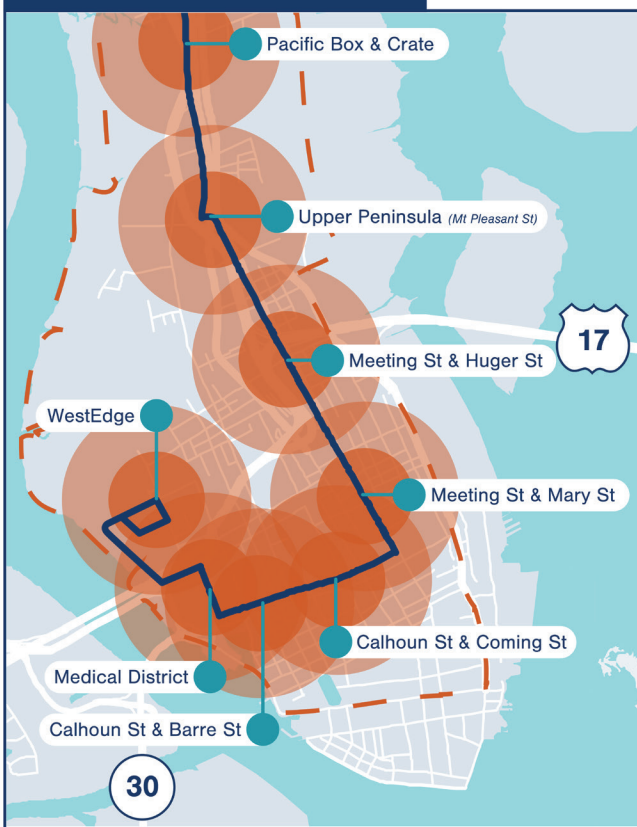
Recommended Alternative

Summerville, Rivers Ave, King St, Meeting St, Calhoun St, Medical District, WestEdge

The Recommended Alignment will provide:

- Bicycle and pedestrian connections
- Connections for transit-dependent communities
- Opportunities for redevelopment around key station area locations
- Higher ridership than other alternatives
- Competitive cost per rider
- Connections to key employment areas
- Lower operating expenses

Downtown Charleston



Early September:

Charrettes will be held with the City of Charleston, City of North Charleston and Charleston County to advance station location and inform design.

A realignment of CARTA's local bus network to enhance connectivity the LCRT system is also a key part of the project.

Bike-ped infrastructure, walkable, transit-oriented development and technology such as transit signal prioritization will transform the route into a world-class transit corridor.

Corridor Opportunities

Summerville/US-78

- Opportunities for expansion and improvement
- Park-and-ride opportunities

US-78/US-52 (Rivers Avenue)

- Ample right-of-way
- Established transit service
- Center median allows for dedicated BRT
- Mix of businesses and residences
- Redevelopment potential

- BRT enhancements would add to the corridor's safety
- Improvements to un-signalized lefts and u-turns

King Street Extension

- One at-grade railroad crossing
- Low impact to project schedule and NEPA
- Local community support
- Future grants/funding can improve user mobility

Meeting Street - Calhoun Street

- More redevelopment potential
- Established fixed-route transit
- City has requested the Lowline be preserved as bicycle/pedestrian corridor
- Proposed peak hour BRT priority treatments

We are at the halfway mark of a 12-year process to build the nation's largest bus rapid transit system. In late 2019, LCRT and BCDCOG were accepted into the federal Capital Investment Grants program. The prep work put in over the previous years allowed us to qualify and we are following a clearly defined, step-by-step process that cannot be avoided. The current phase is 24 months and ends in September 2021.

CIG Program Comparison

	FHWA	FTA CIG
PHASE 1	3 YEARS	3 YEARS
	<ul style="list-style-type: none"> Planning & Programming Alternatives Analysis 	<ul style="list-style-type: none"> Planning & Programming Alternatives Analysis
PHASE 2	7 YEARS	2 YEARS*
	<ul style="list-style-type: none"> NEPA Engineering & Final Design 	<ul style="list-style-type: none"> NEPA 30% Engineering CIG Rating
PHASE 3	3 YEARS	2 YEARS
	<ul style="list-style-type: none"> Construction 	<ul style="list-style-type: none"> Final Engineering CIG Rating
PHASE 4		3 YEARS
		<ul style="list-style-type: none"> Construction

*The legally required 2-year clock for the project development phase began in September 2019.

LCRT | Lowcountry Rapid Transit



Scope & Schedule

Schedule Update

The FTA/CIG Rating process is a multi-year, multi-step process that includes the submission of a project rating and evaluation package to FTA. This package includes the final project scope, schedule and cost estimate, project delivery method and procurement documents, a commitment of all non-CIG funds, complete third party agreements and a completed project rating and readiness review.

The project is then evaluated on criteria including mobility improvements, environmental benefits, congestion relief, economic development, land use or capacity needs, current conditions, commitment of fund, and reliability/capacity. The project must receive at least a "medium" rating in order to receive funding.

The schedule below is mandated by the FTA New Starts process and a requirement for funding eligibility, a project construction start in 2023, and an opening in 2026.

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

- ★ 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
- 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.