CARTA BOARD MEETING
August 17, 2022
1:00 PM

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

AGENDA

1. Call to Order
2. Consideration of Board Minutes – June 15, 2022 Meeting
3. Financial Status Report – Robin Mitchum
4. Lowcountry Rapid Transit Project Update – Jim Czarnecky, HDR
5. Bus Stop Amenities – Update – Belen Vitello
6. Project Updates – Ron Mitchum/Staff
7. Ridership Report – Megan Ross
8. Executive Director’s Report – Ron Mitchum
9. Other Business, If Any
10. Public Comments, If Any
11. Executive Session – Contractual Matters
12. Board Comments, If Any

Next scheduled meeting will be held on September 21, 2022
A Charleston Area Regional Transportation Authority (CARTA) Board of Directors meeting was held at the Berkeley-Charleston-Dorchester Council of Governments in the Barrett Lawrimore Conference Room located at 5790 Casper Padgett Way in North Charleston, SC at 12:00 p.m. on Wednesday, June 15, 2022.

MEMBERSHIP:  Mary Beth Berry; Ron Brinson; Mike Brown; Dwayne Green; Alfred Harrison; Will Haynie; Jenny Costa Honeycutt; John Iacofano; John Labriola; James Lewis; Pat O’Neil; Teddie Pryor; Christie Rainwater; Michael Seekings; Keith Summey; John Tecklenburg; Jimmy Ward; Robert Wehrman

MEMBERSHIP PRESENT:  Mary Beth Berry; Ron Brinson; Dwayne Green; John Iacofano; James Lewis; Michael Seekings; Robert Wehrman

PROXIES:  Jerry Lahm for Teddie Pryor; Robert Sommerville for John Tecklenburg; Lynn Christian for Alfred Harrison; Kristen Wurster for Jenny Costa Honeycutt

OTHERS PRESENT:  Alisha Wigfall (Transdev); Scott Donahue (SCDOT); Chloe Field (BGRM); Samantha Dubay (HDR); Elissa Smith (HDR); Jim Garnecky (HDR); Virginia Jamison (City of North Charleston Councilmember); Tara Finch-Lazowski (Northwoods Estates)

STAFF PRESENT:  Ron Mitchum; Andrea Kozloski; Robin Mitchum; Jeff Burns; Belen Vitello; Courtney Cherry; Megan Ross; Daniel Brock; Kim Coleman

1. Call to Order
   Chairman Seekings called the CARTA Board of Directors Meeting to order at 12:15 p.m. followed by a moment of silence and quorum determination.

2. Consideration of Board Minutes: May 25, 2022 Meeting

   Mr. Lahm made a motion to approve the May 25, 2022 Meeting Minutes as presented.  
   Mr. Brinson seconded the motion.  The motion was unanimously approved.

3. Financial Status Report – Robin Mitchum
   Robin Mitchum, Deputy Director of Finance and Administration, presented the financial status report for the period ending May 31, 2022.  Ms. Mitchum noted that, overall, the agency remains in good shape and ended the month slightly over budget with unexpended funds of $468,563.  She reviewed the following activities for FY22 thus far, stating that no issues are anticipated:

   Revenues:
   - Farebox is the fares collected on the revenue vehicles.
   - Passes are bus pass fares sold to customers.
   - Local contributions are funds received from local organizations for shelter and bench construction.
   - The Federal revenue includes operating for the year-to-date.  Federal revenue is recorded as eligible expenditures are incurred.
   - Insurance proceeds are a result of accidents.
   - Sale of Assets is the proceeds from the sale of a support vehicle, a 2016 Goshen, a 1996 New Flyer and shelter scrap metal.
Expenditures:
- Staff Salaries & Benefits include the cost of retiree insurance.
- Supplies include office, facility maintenance and PPE (masks) supplies.
- Printing includes cost of printing route maps, brochures and passes.
- Automotive is the cost of maintaining the administrative staff vehicle.
- Dues/Membership is CARTA's membership with Transportation Association of South Carolina (TASC).
- Office Equipment Rental includes the monthly battery lease for the electric buses and the postage meter.
- Office Equipment Maintenance (OEM) includes the Swiftly Transit Time and Insights, Cradlepoint NetCloud Essentials for mobile routers and Zscaler internet security, in addition to IT services.
- Rent includes the Ashley Phosphate Park & Ride lot, Dorchester Village Shopping Center Park & Ride lot, Leeds Avenue lot lease from SCE&G, SC works Trident lease space and document storage.
- Communications is the cost of phone, internet and radio services at the facilities and on the buses.
- Utilities include electric and water at the SuperStop, Melnick Park & Ride, the Radio Shop at Leeds Avenue and the charging stations at Leeds Avenue.
- Auditing is the cost of the actuary valuation for GASB 75 and the annual audit.
- Custodial Services is the cost of janitorial services at the Melnick Park & Ride location.
- Pilot Ride Program is customer transportation cost for same-day service through independent rideshare.
- Other Professional Services include appraisal fees for the Ladson property, UST compliance inspections and New Flyer customer training services.
- Shared Contract Services (IGA & Management) is the extensive services the BCDCOG provides to CARTA.
- Fixed-Route Service is the cost of fixed and commuter service provided by Transdev.
- Money Transport is the cost of the armored guard service, Brinks, to pick up and transport cash deposits to the bank.
- Security Services is contracted security service provided at the SuperStop and the Leeds Avenue temporary bus parking lot by the City of North Charleston Police Department.
- Electric Bus Master Plan is the project to develop the necessary planning documents to transition CARTA’s diesel bus fleet to all-electric buses.
- Vehicle Maintenance is the cost to maintain the fleet.
- Facility Repair & Maintenance is the cost to maintain facilities and maintenance on the fare vault.
- Operating Fees & Licenses include credit card transaction fees, storm water fees, solid waste user fees and vehicle title and registration fees.
- Insurance includes the cost of liability insurance provided by the Insurance Reserve Fund.
- Paratransit is the cost of paratransit transportation provided by Transdev.
- Interest is the interest accrued on the Melnick Park & Ride Loan.
- Non-Capitalized Assets include the purchase of additional driver and side shields and air filtration equipment on the buses.

Capital Expenditures:
- Rolling Stock is the purchase of 3 New Flyer buses and 19 Proterra buses.
- Bus Shelter Construction/Bench is the purchase of shelters.
- Security/Cameras & Equipment is the purchase of cameras at the SuperStop and the upgrading of the access control system and cameras at the Leeds Avenue facility.
- Capital includes the purchase of two diesel fuel pumps.

Ms. Mitchum stated that the amount owed to Transdev as of May 31, 2022 is $1,276,182.51. The Board of Directors received the Financial Status Report as information.
4. **FY23 Proposed Budget – Request for Approval – Robin Mitchum**

Ms. Mitchum presented the FY23 Proposed Budget. She reviewed the line-item changes in detail for Revenues, Expenditures and Capital Expenditures. Ms. Mitchum stated that, upon Board approval, the proposed budget will be presented to member governments for their approval. She noted that the budget will continue to be monitored to ensure revenues and expenditures remain aligned. Ms. Mitchum stated that revisions will be recommended as necessary and she addressed questions and comments.

*Mr. Green made a motion to adopt the FY23 Proposed Budget as presented to present to Member Governments.  
Mr. Brinson seconded the motion. The motion was unanimously approved.*


Jeff Burns, Grant and Contracts Compliance Administrator, presented the FY23-25 Annual Disadvantaged Business Enterprise (DBE) Usage Goal. He noted that CARTA has established a DBE and Small Business Participation Program in accordance with regulations of the U.S. Department of Transportation (USDOT). CARTA receives Federal financial assistance from the USDOT and as a condition of receiving the assistance, CARTA provides assurance that it will comply with the regulations. Mr. Burns explained that it is CARTA’s policy to ensure that DBEs have an equal opportunity to receive and participate in DOT-assisted contracts. It is also CARTA’s policy to ensure nondiscrimination in the award and administration of DOT-assisted contracts; to create a level playing field on which DBEs may compete fairly for DOT-assisted contracts; to ensure that the DBE Program is narrowly tailored in accordance with applicable law; to ensure that only firms that fully meet eligibility standards are permitted to participate as DBEs; to help remove barriers to the participation of DBEs in DOT-assisted contracts; to assist the development of firms that can compete successfully in the marketplace outside the DBE program; and to facilitate competition in DOT-assisted public works projects by small business concerns (both DBEs and non-DBE small businesses). Mr. Burns noted that by using the prescribed goal-setting methodology, it is reasonable to establish a minimum annual goal of 5.0% DBE participation on DOT-assisted contracts for FY23-25. CARTA staff strives to involve DBEs in every contract and will continue to build and maintain relationships to facilitate the development of disadvantaged businesses and individuals. CARTA will strive to meet the USDOT aspirational goal of 10% beyond the goal established using the goal-setting methodology prescribed by the FTA. Mr. Burns addressed questions and comments.

*Mr. Green a motion to approve the FY23-25 Annual Disadvantaged Business Enterprise (DBE) Usage Goal as presented.  
Ms. Berry seconded the motion. 
The motion was unanimously approved.*


Mr. Burns presented the Public Transportation Agency Safety Plan (PTASP) Annual Certification. He noted that safety is a core value of CARTA and managing safety is a core business function of the Agency. CARTA is committed to developing, implementing, maintaining and continuously improving processes to ensure the safety of its customers, employees and the community. Mr. Burns stated that Safety Management is a systematic and comprehensive approach to identifying safety hazards and risks associated with transit system operations and related maintenance activities. He noted that in order to ensure transit safety and in order to comply with FTA requirements, CARTA has developed and adopted a Public Transportation Agency Safety Plan (PTASP). Mr. Burns reviewed the Risk Assessment Matrix and Hazard Assessment Log and addressed questions and comments.

*Mr. Green made a motion to approve the Public Transportation Agency Safety Plan (PTASP) as presented.  
Mr. Lewis seconded the motion. The motion was unanimously approved.*

7. **Real Time Location System RFP – Request for Approval**

Ron Mitchum, Executive Director, discussed the Real Time Location System RFP. He noted that one proposal from Swiftly, Inc. was received on June 6, 2022 to provide Real Time Location System software as a service (SAAS) for CARTA. Upon review of the proposal, staff recommends approval to award a contract with Swiftly, Inc. based upon previous experience and understanding of the scope. Mr. Mitchum noted this will be a five-year contract with four options to renew annually and that staff will continue to watch for opportunities to improve technology. Mr. Mitchum addressed questions and comments.
Mr. Iacofano made a motion to approve the Real Time Location System RFP as presented.
Mr. Green seconded the motion. The motion was unanimously approved.

8. Project Updates – Ron Mitchum/Staff
Mr. Mitchum delivered an update on the following projects, noting that progress is being made on all projects: Stop/Shelter Design Guidelines; Service Planning Initiatives; Electric Bus Master Plan; CARTA OnDemand; Shelter Improvement Program; Solar Lighting Installation; Digital Signage; Shipwatch Square Transit Center; Vanpool Program; and, Lowcountry Rapid Transit. Mr. Mitchum briefly discussed each project, noting that a summary was distributed in the Board Meeting Agenda Packet in advance of the meeting and encouraged Board Members to contact him or the respective project manager regarding any specific concerns or questions. Mr. Mitchum addressed questions and comments. The Board of Directors received the Project Updates Report as information.

9. Executive Session – Contractual Matter

Mr. Lahm made a motion that the Board of Directors convene into Executive Session.
Mr. Iacofano seconded the motion. The motion was unanimously approved. Non-Board Members, Guests and Non-Essential Staff Members were excused.

Mr. Lahm made a motion that the Board of Directors reconvene the Board Meeting.
Mr. Brinson seconded the motion. The motion was unanimously approved. Attendees who were excused rejoined the Board Meeting. No action was taken related to matters discussed during Executive Session.

Mr. Burns presented the Ridership Report as of May 31, 2022. He noted that passenger trips totaled 251,310 and there were 15.1 customers per service hour (10.1 in April). The No-Pay May initiative was a success. On-time, across all timepoints, was 85%. Mr. Burns stated that overall ridership comparing April 2022 to May 2022 increased by 46.2%, overall ridership comparing May 2021 to May 2022 increased by 53.9%, and overall ridership comparing May 2020 to May 2022 increased by 219.7%. He noted that Tel-A-Ride ridership for the month was 6,025. Mr. Burns discussed the Passengers Per Hour by Route, noting the following: 203-Medical Shuttle (35); 211-Meeting/King DASH (30); 10-Rivers Avenue (25); North Charleston-James Island Express (21); 213-Lockwood/Calhoun DASH (19), 20-King Street (17); and 11-Dorchester Road/Airport (15). Mr. Burns addressed questions and comments. The Board of Directors received the Ridership Report as information.

11. Executive Director’s Report – Ron Mitchum
Mr. Mitchum discussed the recent FTA Discretionary Grant announcements, noting that CARTA was granted $563,000 for Downtown Route Restoration Planning and the BCDCOG was granted $650,000 for Highway 52 Corridor Planning. He stated that work on the expansion of the Leeds Avenue parking facilities is expected to be completed by the end of the month. Mr. Mitchum noted that installation of the bus charging infrastructure at the Leeds Avenue facility continues to move forward and should be operational next month. He stated that staff is investigating software for vehicle and charging system management and Dominion Energy has expressed some interest in working with us on charging software management. Regarding the LCRT project, Mr. Mitchum noted that he is still awaiting word from the FTA on the rating and the request to enter into engineering. He discussed the CARTA re-branding project, stating that the project is underway and outreach and engagement will occur with the ParaTRAC and TRAC Committees at their meetings tomorrow and with Transdev drivers on Friday. He noted that he is looking for input and feedback from those who use the system as well as those who operate the system. Mr. Mitchum announced new hires, noting that Jeff Hughes is the new safety manager who will oversee the safety efforts across all agencies and that Megan Ross has joined the transit staff and most recently was with Transdev overseeing fixed-route operations for CARTA. Mr. Mitchum addressed questions and comments. The Board of Directors received the Executive Director’s Report as information.

12. Other Business, If Any
There was no other business to discuss.
13. Public Comments, If Any
   There was one public comment:
   - Tara Finch-Lazowski, of Northwoods Estates, expressed her concerns regarding the addition of bus stops and the proximity of the bus stops, the buses stopping near the intersection and traffic safety matters in Northwoods Estates.

14. Board Comments, If Any
   Board Member discussions were held regarding No-Pay May APP usage, ridership, focus on customer service, rethinking public transit due to rising fuel costs, the shelter/bus stop improvement project schedule, trash cans at bus stops and the DBE goal shortfall. Staff will follow-up on questions, comments and requests for further information.

15. Adjourn
   Chairman Seekings thanked Board Members for their service to the Board and the community. He commended the staff for their work on the various projects. There being no further business before the Board, Chairman Seekings adjourned the meeting at 1:25 p.m.

Respectfully submitted,
Kim Coleman
MEMORANDUM

TO: Board of Directors
FROM: Robin W. Mitchum, Deputy Director of Finance & Administration
SUBJECT: July 31, 2022 Financial Report Overview
DATE: August 10, 2022

Please find attached the July 31, 2022 Financial Report. Below is a brief overview of the activities for FY22.

**Revenues**
- Farebox is the fares collected on the revenue vehicles.
- Passes is bus pass fares sold to customers.
- Local contributions is funds received from local organizations for shelter and bench construction.
- The Federal revenue includes operating for the year to date. Federal revenue is recorded as eligible expenditures are incurred.
- State Mass Transit Funds is operating funds available as match to federal 5307 operating funds.
- Insurance proceeds are a result of accidents.
- Sale of Assets is the proceeds from the sale of a support vehicle, a 2016 Goshen, three 1996 New Flyers, and shelter scrap metal.

**Expenditures**
- Staff Salaries & Benefits includes the cost of retiree insurance.
- Supplies includes office, facility maintenance, and PPE (masks) supplies.
- Printing includes costs of printing route maps, brochures, and passes.
- Automotive is the cost of maintaining the administrative staff vehicle.
- Dues/Memberships is CARTA’s membership with Transportation Association of South Carolina (TASC).
- Office Equipment Rental includes the monthly battery lease for the electric buses and the postage meter.
- Office Equipment Maintenance (OEM) includes the Swiftly Transit Time and Insights, Cradlepoint NetCloud Essentials for mobile routers and Zscaler internet security, in addition to IT services.
- Rent includes the Ashley Phosphate Park & Ride Lot, Dorchester Village Shopping Center Park & Ride Lot, Leeds Avenue lot lease from SCE&G, SC Works Trident lease space, and document storage.
- Communications is the cost of phone, internet, and radio services at the facilities and on the buses.
- Utilities includes electric and water at the Superstop, Melnick Park and Ride, the Radio Shop at Leeds Avenue, and the charging stations at Leeds Avenue.
- Auditing is the cost of the actuary valuation for GASB 75 and annual audit.
- Custodial services is the cost of janitorial services at the Melnick Park and Ride.
- Pilot Ride Program is customer transportation cost for same day service through independent rideshare.
- Other Professional Services includes appraisal fees for the Ladson property, UST compliance inspections, New Flyer customer training services, and Proterra Bus Inspections.
- Shared Contract Services (IGA & Management) is the extensive services BCDCOG provides to CARTA.
- Fixed Route service is the cost of fixed and commuter service provided by Transdev.
- Money Transport is the cost of the armored guard service, Brinks, to pick up and transport cash deposits to the bank.
- Security Services is contracted security service provided at the Super Stop and the Leeds Avenue temporary bus parking lot by the City of North Charleston Police Dept.
- Rebranding is services provided to comprehensively review and rebrand agency logos and images.
- Electric Bus Master Plan is the project to develop the necessary planning documents to transition CARTA’s diesel bus fleet to all-electric buses.
- Vehicle Maintenance is the cost to maintain the fleet.
- Facility Repair & Maintenance is the cost to maintain facilities and maintenance on the fare vault.
- Operating Fees & Licenses include credit card transaction fees, storm water fees, solid waste user fees and vehicle title & registration fees.
- Insurance includes the cost of liability insurance provided by the Insurance Reserve Fund.
- Paratransit is the cost of paratransit transportation provided by Transdev.
- Interest is the interest accrued on the Melnick Park and Ride Loan.
- Non Capitalized assets include the purchase of additional driver and side shields, air filtration equipment on the buses, and office equipment.

**Capital Expenditures**
- Rolling Stock is the purchase of three (3) New Flyer buses and twenty (20) Proterra buses.
- Bus Shelter Construction/Bench is the purchase of shelters.
- Security/Cameras & Equipment is the purchase of cameras at the Superstop and the upgrading of the access control system and cameras at the Leeds Avenue facility.
- Capital includes is the purchase of two diesel fuel pumps.

**Overall, the agency ended the month with excess of revenues of** $1,276,196.

If you have any questions, please contact me at 843-529-2126 or robinm@bcdcog.com.

**Amount owed to Transdev as of 7/31/2022 is** $1,254,957.46.
### Operating Revenues

<table>
<thead>
<tr>
<th>Description</th>
<th>FY22 Original Budget</th>
<th>FY22 Revised Budget</th>
<th>Actual</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebox</td>
<td>1,840,925</td>
<td>1,264,265</td>
<td>1,045,857</td>
<td>83%</td>
</tr>
<tr>
<td>Passes</td>
<td>473,478</td>
<td>451,134</td>
<td>260,808</td>
<td>58%</td>
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<tr>
<td>COC Shuttle</td>
<td>417,104</td>
<td>417,104</td>
<td>345,071</td>
<td>83%</td>
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<tr>
<td>MUSC</td>
<td>951,364</td>
<td>738,389</td>
<td>605,183</td>
<td>82%</td>
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<tr>
<td>City of Charleston - DASH</td>
<td>640,492</td>
<td>640,492</td>
<td>533,743</td>
<td>83%</td>
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<tr>
<td>Local Contributions</td>
<td>-</td>
<td>77,565</td>
<td>99,185</td>
<td>128%</td>
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<tr>
<td>Federal</td>
<td>11,601,438</td>
<td>12,735,187</td>
<td>10,132,379</td>
<td>80%</td>
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<td>State Mass Transit Funds</td>
<td>475,794</td>
<td>563,757</td>
<td>311,492</td>
<td>55%</td>
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<tr>
<td>Sales Tax - Charleston County</td>
<td>6,658,003</td>
<td>7,558,383</td>
<td>6,442,841</td>
<td>85%</td>
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<td>Advertising</td>
<td>700,000</td>
<td>700,000</td>
<td>533,999</td>
<td>76%</td>
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<tr>
<td>Insurance Proceeds</td>
<td>-</td>
<td>118,754</td>
<td>157,583</td>
<td>133%</td>
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<td>Sale of Assets</td>
<td>10,000</td>
<td>10,000</td>
<td>8,687</td>
<td>87%</td>
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<tr>
<td>Miscellaneous</td>
<td>-</td>
<td>64</td>
<td>90</td>
<td>141%</td>
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<tr>
<td><strong>TOTAL OPERATING REVENUES</strong></td>
<td>23,768,598</td>
<td>25,275,094</td>
<td>20,476,918</td>
<td>81%</td>
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### Operating Expenditures

<table>
<thead>
<tr>
<th>Description</th>
<th>FY22 Original Budget</th>
<th>FY22 Revised Budget</th>
<th>Actual</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff Salaries &amp; Benefits</td>
<td>8,334</td>
<td>8,034</td>
<td>6,695</td>
<td>83%</td>
</tr>
<tr>
<td>Supplies</td>
<td>151,670</td>
<td>100,000</td>
<td>73,070</td>
<td>73%</td>
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<tr>
<td>Printing</td>
<td>37,500</td>
<td>20,000</td>
<td>22,806</td>
<td>114%</td>
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<tr>
<td>Marketing</td>
<td>10,000</td>
<td>-</td>
<td>-</td>
<td>N/A</td>
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<tr>
<td>Automotive</td>
<td>1,000</td>
<td>1,000</td>
<td>1,810</td>
<td>181%</td>
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<tr>
<td>Postage</td>
<td>2,900</td>
<td>2,085</td>
<td>1,563</td>
<td>75%</td>
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<td>Dues/Memberships</td>
<td>1,513</td>
<td>1,500</td>
<td>1,500</td>
<td>100%</td>
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<tr>
<td>Office Equipment Rental</td>
<td>107,877</td>
<td>105,687</td>
<td>96,753</td>
<td>92%</td>
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<tr>
<td>Office Equipment Maintenance</td>
<td>1,101,938</td>
<td>612,649</td>
<td>158,622</td>
<td>26%</td>
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<tr>
<td>Rent</td>
<td>33,800</td>
<td>32,800</td>
<td>25,776</td>
<td>79%</td>
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<td>Communications</td>
<td>170,561</td>
<td>164,185</td>
<td>125,789</td>
<td>77%</td>
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<tr>
<td>Utilities</td>
<td>205,674</td>
<td>180,674</td>
<td>105,157</td>
<td>58%</td>
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<td>Advertising</td>
<td>58,500</td>
<td>17,500</td>
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<tr>
<td><strong>Professional Services</strong></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Auditing</td>
<td>24,300</td>
<td>24,800</td>
<td>24,800</td>
<td>100%</td>
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<tr>
<td>Legal</td>
<td>7,500</td>
<td>7,500</td>
<td>266</td>
<td>4%</td>
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<tr>
<td>Custodial</td>
<td>23,220</td>
<td>23,480</td>
<td>19,350</td>
<td>82%</td>
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<tr>
<td>Pilot Ride Program</td>
<td>40,000</td>
<td>25,000</td>
<td>12,502</td>
<td>50%</td>
</tr>
<tr>
<td>Other</td>
<td>110,000</td>
<td>110,000</td>
<td>52,184</td>
<td>47%</td>
</tr>
<tr>
<td><strong>Contract Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Services - IGA</td>
<td>2,588,887</td>
<td>3,306,116</td>
<td>2,501,067</td>
<td>76%</td>
</tr>
<tr>
<td>Fixed Route</td>
<td>13,690,074</td>
<td>14,067,168</td>
<td>10,765,870</td>
<td>77%</td>
</tr>
<tr>
<td>Money Transport</td>
<td>7,500</td>
<td>7,500</td>
<td>5,284</td>
<td>70%</td>
</tr>
<tr>
<td>Security Services</td>
<td>96,191</td>
<td>198,521</td>
<td>146,470</td>
<td>74%</td>
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<tr>
<td>Rebranding</td>
<td>-</td>
<td>68,520</td>
<td>12,741</td>
<td>19%</td>
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<tr>
<td>Electric Bus Master Plan</td>
<td>87,595</td>
<td>301,164</td>
<td>120,611</td>
<td>40%</td>
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<tr>
<td>Vehicle Maintenance</td>
<td>150,000</td>
<td>170,000</td>
<td>184,287</td>
<td>108%</td>
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<tr>
<td>Facility Repair &amp; Maintenance</td>
<td>14,950</td>
<td>40,812</td>
<td>22,371</td>
<td>55%</td>
</tr>
</tbody>
</table>
CARTA

Statement of Revenues & Expenditures
For the Month Ending July 31, 2022

<table>
<thead>
<tr>
<th></th>
<th>FY22 Original Budget</th>
<th>FY22 Revised Budget</th>
<th>Actual Budget</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Fees &amp; Licenses</td>
<td>25,000</td>
<td>27,500</td>
<td>18,092</td>
<td>66%</td>
</tr>
<tr>
<td>Insurance</td>
<td>832,399</td>
<td>998,340</td>
<td>945,706</td>
<td>95%</td>
</tr>
<tr>
<td>Fuel</td>
<td>1,065,531</td>
<td>1,751,008</td>
<td>1,631,310</td>
<td>93%</td>
</tr>
<tr>
<td>Paratransit</td>
<td>2,587,469</td>
<td>2,587,469</td>
<td>1,987,576</td>
<td>77%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>5,500</td>
<td>5,500</td>
<td>4,348</td>
<td>79%</td>
</tr>
<tr>
<td>Interest</td>
<td>56,210</td>
<td>56,210</td>
<td>47,064</td>
<td>84%</td>
</tr>
<tr>
<td>Non-Capitalized Assets</td>
<td>465,005</td>
<td>252,372</td>
<td>79,282</td>
<td>31%</td>
</tr>
<tr>
<td>TOTAL OPERATING EXPENDITURES</td>
<td>23,768,598</td>
<td>25,275,094</td>
<td>19,200,722</td>
<td>76%</td>
</tr>
</tbody>
</table>

Excess (Deficit) of Revenues Over (Under) Expenditures 1,276,196

**Capital Revenues**

<table>
<thead>
<tr>
<th></th>
<th>FY22 Original Budget</th>
<th>FY22 Revised Budget</th>
<th>Actual Budget</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock</td>
<td>13,270,970</td>
<td>15,112,124</td>
<td>14,309,079</td>
<td>80%</td>
</tr>
<tr>
<td>Bus Facilities/Charging Stations</td>
<td>6,553,574</td>
<td>3,488,425</td>
<td>707,364</td>
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</tr>
<tr>
<td>Security/ Cameras &amp; Equipment</td>
<td>80,097</td>
<td>176,225</td>
<td>41,131</td>
<td></td>
</tr>
<tr>
<td>Park &amp; Ride Construction/Leeds Ave.</td>
<td>2,800,000</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Sales Tax - Charleston County</td>
<td>6,222,247</td>
<td>5,321,867</td>
<td>4,234,076</td>
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</tr>
<tr>
<td>TOTAL CAPITAL REVENUES</td>
<td>28,926,888</td>
<td>24,098,641</td>
<td>19,291,650</td>
<td>80%</td>
</tr>
</tbody>
</table>

**Capital Expenditures**

<table>
<thead>
<tr>
<th></th>
<th>FY22 Original Budget</th>
<th>FY22 Revised Budget</th>
<th>Actual Budget</th>
<th>% of Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock</td>
<td>17,747,668</td>
<td>19,036,032</td>
<td>18,005,924</td>
<td></td>
</tr>
<tr>
<td>Bus Facilities/Charging Stations</td>
<td>8,164,494</td>
<td>4,320,000</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Bus Shelter Construction/Bench Install</td>
<td>100,000</td>
<td>500,000</td>
<td>308,919</td>
<td></td>
</tr>
<tr>
<td>Land</td>
<td>600,000</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>HOP Lot Construction / Leeds Ave.</td>
<td>2,200,000</td>
<td>-</td>
<td>884,205</td>
<td></td>
</tr>
<tr>
<td>Security/ Cameras &amp; Equipment</td>
<td>97,440</td>
<td>225,323</td>
<td>75,316</td>
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<tr>
<td>Capital (IT, Facility Repairs/Maint)</td>
<td>17,286</td>
<td>17,286</td>
<td>17,286</td>
<td></td>
</tr>
<tr>
<td>TOTAL CAPITAL EXPENDITURES</td>
<td>28,926,888</td>
<td>24,098,641</td>
<td>19,291,650</td>
<td>80%</td>
</tr>
</tbody>
</table>
## CARTA
**BALANCE SHEET**
*7/31/2022*

### ASSETS

<table>
<thead>
<tr>
<th>Asset Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>GENERAL OPERATING (BB&amp;T)</td>
<td>3,499,057.82</td>
</tr>
<tr>
<td>PETTY CASH</td>
<td>180.00</td>
</tr>
<tr>
<td>ACCOUNTS RECEIVABLE</td>
<td>9,385,152.59</td>
</tr>
<tr>
<td>PREPAID EXPENSES</td>
<td>262,820.91</td>
</tr>
<tr>
<td>INVENTORY - FUEL</td>
<td>32,099.08</td>
</tr>
<tr>
<td>DEFERRED OUTFLOWS: ER CONTR</td>
<td>2,409.00</td>
</tr>
<tr>
<td>LAND</td>
<td>4,623,977.25</td>
</tr>
<tr>
<td>VEHICLES</td>
<td>54,949,730.52</td>
</tr>
<tr>
<td>EQUIPMENT</td>
<td>2,227,538.43</td>
</tr>
<tr>
<td>FAREBOXES</td>
<td>1,170,017.00</td>
</tr>
<tr>
<td>SHELTERS</td>
<td>4,324,051.56</td>
</tr>
<tr>
<td>BUS SIGNAGE</td>
<td>238,290.32</td>
</tr>
<tr>
<td>FACILITIES</td>
<td>10,249,344.63</td>
</tr>
<tr>
<td>PARK &amp; RIDE FACILITY</td>
<td>155,251.20</td>
</tr>
<tr>
<td>ACCUMULATED DEPRECIATION</td>
<td>(32,918,541.05)</td>
</tr>
</tbody>
</table>

**TOTAL ASSETS** 58,201,379.26

### LIABILITIES & EQUITY

#### LIABILITIES

<table>
<thead>
<tr>
<th>Liability Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCOUNTS PAYABLE</td>
<td>1,669,657.30</td>
</tr>
<tr>
<td>NOTE PAYABLE - BB&amp;T</td>
<td>1,563,120.52</td>
</tr>
<tr>
<td>ACCRUED INTEREST</td>
<td>25,181.24</td>
</tr>
<tr>
<td>UNEARNED REVENUE</td>
<td>3,200.00</td>
</tr>
<tr>
<td>OPEB LIABILITY</td>
<td>173,017.00</td>
</tr>
<tr>
<td>DEFERRED INFLOWS: OPEB ASSUMP</td>
<td>24,581.00</td>
</tr>
</tbody>
</table>

**TOTAL LIABILITIES** 3,458,757.06

#### EQUITY

<table>
<thead>
<tr>
<th>Equity Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT YEAR FUND BALANCE</td>
<td>1,276,195.66</td>
</tr>
<tr>
<td>INVEST IN CAPITAL ASSETS</td>
<td>43,343,250.08</td>
</tr>
<tr>
<td>FUND BALANCE</td>
<td>10,123,176.46</td>
</tr>
</tbody>
</table>

**TOTAL EQUITY** 54,742,622.20

**TOTAL LIABILITIES & FUND EQUITY** 58,201,379.26
## Bus Rapid Transit (BRT)

### Purpose:
Provide premium, high-capacity BRT service.

<table>
<thead>
<tr>
<th>Dedicated Bus Lanes</th>
<th>Differentiated Stations</th>
<th>Connections, Growth, and Access</th>
<th>Transit Signal Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Dedicated Bus Lanes" /></td>
<td><img src="image2" alt="Differentiated Stations" /></td>
<td><img src="image3" alt="Connections, Growth, and Access" /></td>
<td><img src="image4" alt="Transit Signal Priority" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Battery Electric Buses</th>
<th>Hi Visibility - Signalized Crosswalks</th>
<th>Level Boarding</th>
<th>Room for Bikes</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image5" alt="Battery Electric Buses" /></td>
<td><img src="image6" alt="Hi Visibility - Signalized Crosswalks" /></td>
<td><img src="image7" alt="Level Boarding" /></td>
<td><img src="image8" alt="Room for Bikes" /></td>
</tr>
</tbody>
</table>
Service

- Ladson/Fairgrounds to WestEdge
- Three Park and Rides
- 70-minute end to end travel time
- 10-minute weekday service during peak and daytime hours
- 21-hour service duration during the week
- 20 – 30-minute service on weekends
- Connects to CARTA and TriCounty Link transit services
Capital Investment Grants Program

2019-2022
Project Development Phase

2022-2025
Engineering Phase
WE ARE HERE

2026-2028
Construction Phase

*Timeline is estimated under the New Starts Capital Investment Grant program guidelines.
Project Development Milestones

Scope, Schedule and Cost Defined for CIG Advancement (30% Design)

NEPA Clearance

IGA/Partner Roles and Responsibilities

Risk and Readiness Review

Project Rating to qualify for CIG Funding (LCRT Achieved Medium-High Rating)

Approval to Enter Engineering (Locks in the GIG Contribution)
Engineering Overview

60%, 90% and 100% Plans, Specifications & Estimates (PS&E)

Coordinate with Utilities, Railroads, and Other Related Projects

Refine Traffic Analysis and Maintenance of Traffic Plan

Right of Way Acquisition

Value Engineering and Risk Management

Supplement the DCE as Needed

Define Construction Packages and Project Delivery Strategies
Project Schedule

- Entry into Engineering
- 60% Design and Review
- 90% Design and Review
- ROW Acquisition
- FTA Rating and Readiness Review
- IFB Design and Review
- Full Funding Grant Agreement (FFGA)
- Construction Procurement and NTP
- Construction
- Bus Procurement and Delivery
- Revenue Service Date

Duration
Contingency
Milestone
Project Funding

Estimated Project Cost:
$625 Million

60% FTA CAPITAL INVESTMENT GRANTS PROGRAM
$375 Million

40% 2016 CHARLESTON COUNTY SALES TAX REFERENDUM
$250 Million

*Includes contingency and bond financing fees
# FTA Approved Capital Budget

<table>
<thead>
<tr>
<th>Item</th>
<th>Base Year ($2021 M)</th>
<th>Allocated Contingencies ($2021 M)</th>
<th>Base Year ($2021 M)</th>
<th>YOE ($ M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$216.30</td>
<td>$64.40</td>
<td>$280.80</td>
<td>$342.50</td>
</tr>
<tr>
<td>ROW</td>
<td>$19.50</td>
<td>$12.70</td>
<td>$32.20</td>
<td>$36.30</td>
</tr>
<tr>
<td>Vehicles</td>
<td>$33.60</td>
<td>$1.40</td>
<td>$35.00</td>
<td>$44.10</td>
</tr>
<tr>
<td>Professional Services</td>
<td>$80.10</td>
<td>$19.80</td>
<td>$99.90</td>
<td>$113.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$349.50</strong></td>
<td><strong>$98.30</strong></td>
<td><strong>$447.90</strong></td>
<td><strong>$535.90</strong></td>
</tr>
<tr>
<td>Unallocated Contingency</td>
<td>$47.50</td>
<td></td>
<td>$57.60</td>
<td></td>
</tr>
<tr>
<td>Finance Charges</td>
<td>$27.00</td>
<td></td>
<td>$31.60</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td><strong>$522.40</strong></td>
<td></td>
<td><strong>$625.10</strong></td>
<td></td>
</tr>
</tbody>
</table>
FTA/PMOC Oversight

- Administration of federal grants and loans
- Ensures federal funds are used for intended purposes
- Compliance with regulatory and statutory requirements
- Provides technical assistance
- Approve projects to advance in the program
- Adherence to the terms of the grant or loan
- Bi-Monthly FTA/PMOC Meetings
- Quarterly FTA Reports
# Intergovernmental Agreement Roles & Responsibilities

<table>
<thead>
<tr>
<th>BCDCOG</th>
<th>Charleston County</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Program Sponsor</td>
<td>• Local Funding Match</td>
</tr>
<tr>
<td>• Project Oversight</td>
<td></td>
</tr>
<tr>
<td>• Program Manager Consultant</td>
<td></td>
</tr>
<tr>
<td>• Public and Stakeholder Involvement</td>
<td></td>
</tr>
<tr>
<td>• FTA CIG Reporting</td>
<td></td>
</tr>
<tr>
<td>• Safety and Security</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SCDOT</th>
<th>CARTA</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Engineering Lead and Contracts</td>
<td>• Vehicle Procurement</td>
</tr>
<tr>
<td>• ROW Acquisition</td>
<td>• Operator Training</td>
</tr>
<tr>
<td>• CEI Lead and Contracts</td>
<td>• BRT SOP and Service Standards</td>
</tr>
<tr>
<td>• Construction Lead and Contracts</td>
<td>• Operations and Dispatch</td>
</tr>
<tr>
<td>• Traditional Maintenance</td>
<td>• Bus and Bus Facilities Maintenance</td>
</tr>
</tbody>
</table>

*BCDCOG: Charleston County Department of Community Development*

*CARTA: Charleston Area Transit Authority*
The Executive Leadership Team

- One Representative from BCDCOG, SCDOT, Charleston County and CARTA
- Decision Making Authority
- Executive Level Oversight
  - Scope, Schedule, Budget
- Dispute Resolution
Project Controls

Quarterly FTA Reports

Monthly Project reports

Bi-weekly Project and Program Management Meetings

eBuilder Project Management Information System Software

→ Up to date dashboard with Project Status information
Next Steps

Fall 2022: SCDOT Procurement for Engineer of Record

December 2022: Begin Design Coordination with Engineer of Record

November 2023: 60% Design Plans

December 2023: Begin Right-of-Way Acquisition and Utility Coordination
CARTA Amenities
Agenda

• Methodology
• Tools
• Progress

A Berkeley-Charleston-Dorchester Council of Governments Program
Methodology

Prioritizing Investments: Data driven criteria to evaluate and prioritize investments includes

- Passenger Activity
- Planned Projects
- Funding Source
- Existing Conditions
- Zero-vehicle Households and Environmental Justice Areas
- Transfer Points
- Proximity to medical facilities, civic buildings, senior facilities, education, and grocery
- Requested Infrastructure History
Tools: Planned Projects

- Glenn McConnell Pkwy Widening Project
- Re-Think Folly
- Savage Road at US 17 Intersection Improvements and Sidewalk Project
- Stocker Drive/Chadwick Drive Intersection Improvements
- Ashley Hall Plantation Road Right Turn Lane Extension
- Old Towne District Improvements
- Savannah Highway Capacity and Intersection Improvements
- Dorchester Road Pedestrian Upgrade
- SCDOT Safety Audits
Transit Accommodations Ordinance

Purpose:
To promote and support quality bus and transit services, to provide and enhance mobility options, reduce individual vehicle miles traveled, and to meet the transportation needs of the City of Charleston’s residents, workers, and visitors.
Requirement Threshold:
- Proposed improvements to multi-family residential properties, non-residential properties, and subdivisions with fifty (50) or more single-family or two-family dwelling units where there is new development, redevelopment, or changes to a building that require the approval of the Technical Review Committee (TRC) shall provide transit accommodations along existing or planned bus and transit routes as identified by the Berkeley-Charleston-Dorchester Council of Governments (BCD COG) in the Regional Transit Framework Plan as part of the Long Range Transportation Plan including transit stops, shelters, or other amenities when any of the following thresholds are met:
  - The site development will generate vehicular trips that will impact the traffic operations of the adjacent streets or intersections so that the Level of Service (LOS) drops below LOS C or the adjacent streets or intersections are already operating below LOS C, as determined by a traffic impact analysis; or
  - The site development will generate a minimum of 500 vehicular trips per day per the current edition of the Institute of Transportation Engineers' (ITE) Trip Generation Handbook; or
  - If the site development will generate a minimum of 2,500 daily vehicular trips per the ITE Trip Generation Handbook, has frontage on more than one public street, and is served by more than one public transit, then two transit accommodations will be required.
(4) This triangular-shaped area, which is bounded on the west by the Ravenel Bridge, on the east by I-526, on the north by Johnnie Dodds Boulevard, and on the south by Coleman and Chuck Dawley Boulevards, represents the core of the southern end of town. It is planned to be developed and redeveloped into the urban core of the town, with an emphasis on mixed use commercial and residential development in a pedestrian and bicycle friendly, walkable style of development...

(5) Because the triangle is bisected by Shem Creek, with no cross-access along its length, this “loop” will serve as a primary transit corridor for the urban core. Redevelopment of these corridors should facilitate multimodal access, comprising pedestrian, bicycle, and mass transit-type modes of transportation, including buses and shuttle service.
Tools: Guidelines

Guidelines
The intent of the Guidelines is to facilitate the proper siting, design, installation, and maintenance of either existing or proposed bus stops throughout the Tri-County Region.
Infrastructure Progress: 2019-2022

Bus Stop Infrastructure Built or In Progress:
- 103 Pads
- 37 Stand Alone Benches
- 52 Shelters

Solar Lights:
- 147 Installed

Digital Signs:
- 15 Installed
## Infrastructure Progress: 2019-2022

<table>
<thead>
<tr>
<th>Provider (Municipality + Developers)</th>
<th>Pad</th>
<th>Bench</th>
<th>Shelter</th>
</tr>
</thead>
<tbody>
<tr>
<td>CARTA</td>
<td>21</td>
<td>24</td>
<td>17</td>
</tr>
<tr>
<td>Town of Mt. Pleasant</td>
<td>11</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Charleston County</td>
<td>24</td>
<td>24</td>
<td>13</td>
</tr>
<tr>
<td>City of North Charleston</td>
<td>13</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>City of Charleston</td>
<td>33</td>
<td>27</td>
<td>10</td>
</tr>
<tr>
<td>Town of James Island</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>103</td>
<td>89</td>
<td>52</td>
</tr>
</tbody>
</table>
Questions?
Please find the progress reports for transit planning projects.

1. Stop/shelter Design Guidelines (Project Manager: Belen Vitello)
2. Service Planning Initiatives (Project Manager: Jeff Burns)
3. CARTA On-Demand (TNC Pilot Program) (Project Manager: John Lambert)
4. Shelter Improvement Program (Project Manager: Belen Vitello)
5. Solar Lighting Installation (Project Manager: Belen Vitello)
6. Digital signage (Project Manager: Belen Vitello)
7. Shipwatch Square Transit Center (Project Manager: Sharon Hollis)
8. Vanpool Program (Project Manager: Courtney Cherry)
9. Transit Oriented Development Study (Project Manager: Sharon Hollis)
10. Lowcountry Rapid Transit (Project Manager: Sharon Hollis)
11. Special Events Impacting CARTA Services (Project Manager: Belen Vitello)

Staff will be available at the Board Meeting to answer any questions you may have regarding the projects.
MEMORANDUM

1. Transit and Bus Stop Guidelines

Transit Design Guidelines have been adopted by CARTA Board and staff continues to work with municipalities and developers on implementing these guidelines.

2. Service Planning Initiatives:

- Staff has begun work with Nelson/Nygaard who will be assisting the region with the Downtown Route Restoration Study and the US 52 BRT Corridor Study. Nelson/Nygaard is drafting a final scope of work that will be sent to staff midmonth.
- Additionally, Nelson/Nygaard will be assisting staff with validating all APC data. Staff has begun the process by comparing data from bus operator counts, Genfare reporting, and Syncromatics.
- The Rethink Folly Committee has a tentative meeting scheduled to review the scenarios for a Beach Reach shuttle developed by staff. Staff developed three different scenarios for the committee that detail park and ride locations and an operating plan similar to the Beach Reach.
- Charleston Southern University had requested for staff to consider extending the last Rt. 10 to service Health South. Graduate students attend class until 9:00pm and the last Rt. 10 unit to leave Health South departed at 8:50pm. Staff worked to adjust the Rt. 10 schedule to now leave at 9:15pm.
- Staff has met with United Way to discuss funding sources for medical related transportation in rural areas. United Way currently partners with MUSC, Trident Medical Center and Roper St. Francis for a program called Access to Care. Staff with the help of TriCounty Link, is researching the need for passengers in those rural areas that we currently serve.
- Trident Medical Center is expanding and building a Mental Health Facility on Ingleside Blvd. in March of 2023. Staff met with Trident staff members to discuss how we can serve their transportation needs. Ingleside Blvd. is located off HWY 78, past the current Trident Medical Center location. Currently TriCounty Link Rt. D305 travels past Ingleside Blvd. in route to its last timepoint at the hospital. Staff will begin researching the feasibility of changing that particular route as well as other scenarios to best serve this expansion.
- Members of the Brewery District reached out to staff regarding the promotion of our services to their patrons. These members have requested schedule information as well as staff attending a general meeting with all the breweries to promote transportation.

3. CARTA OnDemand (TNC Pilot)

BCDCOG staff has continued promoting the OnDemand program through outreach directed towards regional senior centers, assisted living communities, housing developments, and medical facilities. Feedback from users regarding the service has been positive. Ninety-six (96) seniors have been approved to use the service. The number of Tel-a-Ride customers using the service went from eleven (11) in June to twenty-six (26) by the end of July. CARTA OnDemand has provided an average of 68.8 total trips per month since the program began. Ridership has continued to increase since the expansion of the service in summer of 2021 to cover the entire CARTA service area.

Staff is currently having discussions with other TNCs to determine options for adding a secondary provider and incorporating WAV trip capability. The agency is also exploring options for call-in ride
scheduling to accommodate customers that wish to use the OnDemand service but do not have the ability to use the Uber app.

Uber has remained popular with CARTA OnDemand’s customer base and the number of rides per month on the service has continued to increase in 2022. In July there were 201 Uber rides at an average cost of $10 per trip which is the same cost per trip amount as June. To date (February 2021 – present), CARTA has spent a total of $20,724.42 on the CARTA OnDemand program which includes trips costs and marketing expenses.

4. CARTA Shelter Improvement Program (SIP)

Bus stops play an important role in how our riders experience transit. CARTA is working to continuously improve our bus stops by providing the best amenities for riders as they board and depart the bus.

Shelters/Benches in development:

- 371 Dorchester Rd/Patriot Blvd SB- Construction Completed. Marketing is scheduling a ribbon cutting ceremony in August.
- Glenn McConnell Widening- Construction has begun. Notice sign for bus stop sifits have been placed.
- 713 Houston Northcutt Blvd/ Ann Edwards Ln- Construction complete. Waiting on Town of Mt. Pleasant to update us.
MEMORANDUM

• Benches:
  o Recent approvals: Removal of Canterbury House Shelter, Removal of damaged Folly/Windermere shelter, removal of shelter at Maybank/Wappoo Creek Dr, install of historical shelter at Maybank/Wappoo Creek Dr. at Folly/Windermere
  o 330 America St./ Reid St. (Bench) Construction Drawings Completed. Wildwood is working on using a bench at Leeds. PR approved; Wildwood will install.
  o 112 Meeting St./ Woolfe St. Construction Drawings Completed. Wildwood is working on using a bench at Leeds. PR approved; Wildwood will install.
  o 741 Meeting Street Project- Working with developer for new location and shelter for BSID 30 Meeting/Brigade St
  o Maybank Hwy and Produce Lane- Developers have agreed to install a bench

New Designs:
• 547 Calhoun St / St Philip St (Shelter) Coordinating and working with the College of Charleston on an additional shelter project, waiting on BAR approval.
• 5600 Craig Rd- New Development in North Charleston. Working on a pad for a future shelter for Route 13.
• 578 Savannah Hwy/Stinson- Fee-in-lieu.
• 68 Rivers Ave / Hawthorne Dr- Working with developers to have a pad installed.
• 826 Sycamore Ave & St Andrews Blvd- New apartments going in. Working with a developer on exact placement of shelter.
• 72 Medical Plaza Drive / Trident Medical Arts Center- Teaming up with Trident Medical to install a new pad. CARTA will install the shelter.
• Trident Mental Health Facility- Working with their team to develop infrastructure for transit use.
• 102 Trident Medical Center - 9279 Medical Plaza Dr- Teaming up with Trident Medical to install a new pad. CARTA will install the shelter.
• 3894 Savannah Highway- Pad will be installed from development review.
• 3492 Maybank Highway- Pad will be installed from development review.
• Shared history and potential for bus stop 810 Ashley River Rd / Magwood Dr with the City of Charleston.
• 1950 Meeting Street Developer will install a shelter at 126 Meeting St / Cunnington Ave.
• Daniel Island- Working with developer on a fee-in-lieu.
5. Solar Lighting Project

Solar lighting systems provide security and illumination in needed areas when grid power is unattainable or costly to bring to a site. CARTA has invested $178,180 into solar lights for the region. To date 147 have been installed. We have three spare lights to replace any damaged items.

We are ready to move forward with more solar lights. Working with bus drivers and a new priority list to make recommendations for new solar light locations.

6. Digital Signage

This project has been successfully completed.

Locations:
502  Calhoun St / Jonathan Lucas St (near side)
790  Visitors Center on John St
539  Aquarium (Concord St)
461  Visitors Center / Charleston Museum
486  Spring St / Hagood Ave
114  Meeting St / Johnson St NB
565  Bee St / VA Hospital
611  Citadel Mall
787  Dorchester Village Shopping Center (Park & Ride)
17   Rivers Ave./ Remount Rd.
296  Dorchester Rd / Leeds Ave SB (at Shelter)
782  Rivers Ave Park & Ride
137  N. Charleston SuperStop
103  N. Charleston SuperStop on Rivers Ave

7. Shipwatch Square/Transit Hub

Submitted grant application to FTA Bus and Bus Facilities Grant Program and Lo No Program. Grant is due end of May; funding announcements are anticipated in August 2022. Developing Class of Action worksheet for NEPA.
8. Lowcountry Go Vanpool

BCDCOG staff continues to promote the Lowcountry Go Vanpool program through employer outreach, printed marketing materials, outreach events, and virtual presentations. Outreach is still focused on large regional employers however, as the region prepares for an influx of summer travelling, coordinating with and recruiting local employers with parking difficulties has been a large objective. BCDCOG staff is offering virtual and in-person presentations to provide individuals with an overview of how the vanpool service operates. The Lowcountry Go Vanpool Coordinator continues to promote the program at through solicited participation and outreach events such as College of Charleston Orientations, Mt. Pleasant Chamber of Commerce Council events, and National Night Out. The current operating vanpool has continued to run smoothly and uses two vans to accommodate 13-15 employees traveling to Folly Beach. The following is a summary of outreach in July.

- 3 community events
- 5 upcoming community events to organize for
- 2 meetings with potential users
- 2 meetings with SC Works to add Vanpool to WIOA policy
- 2 conversations with a Clemson PhD student specializing in automotive research and ridesharing – help provide information and recommendations for acceptance and efficiency
- 2 presentations presented and 1 presentation organized for an August event
- 2 inquiries regarding service and provided information
- 5 follow up inquires for vanpool services
- 1 potential user completed application and pending finishing process

BCDCOG Staff continues to promote the vanpool program’s pilot period, the monthly fare is $30 per rider regardless of trip distance. Lowcountry Go’s fleet of 11 vehicles (four 7-passenger and seven 15-passenger) are leased on a first come, first serve basis. The vans are branded with decals containing the Lowcountry Go Vanpool logo and telephone number. The service is able to accommodate riders in the rural and urban areas of the region as long as one leg of the commute is in the urban area.

9. Transit Oriented Development Study

BCDCOG is reviewing proposal received for Phase II of the TOD study. Upon award and contract, phase II is anticipated to begin in Fall 2022.

10. Lowcountry Rapid Transit

A&E Design: SCDOT is finalizing the procurement for the Design Engineer, which will take the design from 30% to 60% and final design/construction documents.
Key Stakeholder Coordination: BCDCOG/County/SCDOT/ interagency agreements discussions are being finalized. Project team has been meeting with key stakeholders and providing presentations to neighborhoods and organizations as requested.

FTA Coordination: LCRT received approval to enter the engineering phase of the CIG program and received a Medium-High rating under the program criteria. Bi-Monthly meetings will continue to be held with FTA. FTA’s Project Management Oversight Consultant (PMOC) throughout the Engineering phase.

NEPA: Documented Categorical Exclusion was approved by FTA in July 2021. Any changes to the design moving forward will be evaluated to see if the change would result in a change to the NEPA approval that would require re-evaluation will be needed.

Maintenance Facility: COG staff is coordinating with the fairgrounds on the maintenance facility site and park and ride locations, so early ROW acquisition can begin. Design is scheduled to be advanced to 30% level in Fall 2022 pending ROW negotiations.

Transit Signal Prioritization: Transit signal prioritization at intersections is part of the LCRT project definition. A demonstration project of the TSP on Dorchester Road was initiated in March 2021 to develop the technology and infrastructure on a smaller scale corridor to advance that technology on CARTA transit buses traveling on Dorchester Road. This will provide the framework for the LCRT TSP technology which can be expanded to the remainder of the corridor. Phase 1 is complete, and scope for second phase is being Programmed with an anticipated start of late Fall 2022.

Public Involvement: Stakeholder and neighborhood meetings are ongoing. Morgan Grimes, LCRT’s communications specialist, has been visiting businesses along the corridor and reaching out to neighborhoods and community organizations. She has had direct communications with over 815 businesses and community members along the corridor, with 23 touchpoints in July. Morgan continues to hold office hours throughout the corridor.

11. Upcoming Special Events that could Impact CARTA Services

Staff continues to coordinate service adjustments due to special events and road closures. The following upcoming events are scheduled for August:

- Reminder: May 8th nighttime lane closures for Glenn McConnell Parkway Widening Project. The lane closure should begin at 7 PM.

- August 27- Wounded Warrior Project Carry Forward 5 K- Begins at 3102 Ironclad Alley. This could impact bus stop 780 Walmart - Market at Oakland (Park & Ride) and route 40, 42, C203 https://experiencemountpleasant.com/play/events/

- August 14th- Second Sunday on King Street between Calhoun and Queen Street.
CARTA Monthly Performance July 2022

Fixed Route Performance:
- Passengers per Hour: 10.4
- On Time Performance: 88%
- Complaints per 100,000 Passengers: 0.6
- Compliments per 100,000 Passengers: 0.0
- Miles between Road Calls: 18101
- Revenue Vehicle Accidents per 100,000 Miles: 6.4
- Preventable Accidents per 100,000 Miles: 2.5

Fixed Route Annual Trends FY 2018 – FY2022
(Notes: FY2022 is partial year data)
Paratransit Performance:
- Total Passengers: 5,607; Passengers per Hour: 1.7
- No Shows: 194
- On-Time Performance: 87%
- Complaints per 1,000 Passengers: 0; Compliments per 1,000 Passengers: 0
- Miles between Road Calls: 0
- Total Revenue Accidents per 100,000 Miles: 1.8; Preventable Accidents per 100,000 Miles: 1.8

Paratransit Annual Trends - FY2019 – FY2022
(Notes: 1 - FY2022 is partial year data; 2- Effective January 2021, cancelled at door is rolled into No Shows)
July 2022 Ridership Trends

Ridership Trends:
• 172,776 total passenger trips
• 10.4 customers per service hour (11.3 last month)
• 88% on-time across all timepoints

• Overall ridership comparing June 2022 to July 2022 decreased 9.4%
• Overall ridership comparing July 2021 to July 2022 increased by 7.1%
• Overall ridership comparing 2021 YTD to 2022 YTD increased by 16.5%
• Tel-A-Ride ridership for the month was 5,607.
  • An increase of 8.9% comparing 2021 YTD to 2022 YTD.

• Passengers per hour by route: 203-Medical Shuttle (34), 211-Meeting/King DASH (35), 10-Rivers Ave (14), N. Chas-JI Express (7), 213-Lockwood/Calhoun DASH (14), 20-King St (13), and 11 Dorchester Rd / Airport (11)
<table>
<thead>
<tr>
<th>Route Name</th>
<th>Jul-20</th>
<th>Jul-21</th>
<th>Jul-22</th>
<th>Percent Change 2021 - 2022</th>
<th>2022 Riders per Hour</th>
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<tbody>
<tr>
<td>1 James Island-North Charleston Express</td>
<td>3,231</td>
<td>5,131</td>
<td>5,756</td>
<td>12%</td>
<td>7</td>
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<tr>
<td>2 Mt. Pleasant-West Ashley Express</td>
<td>1,477</td>
<td>3,387</td>
<td>3,383</td>
<td>0%</td>
<td>5</td>
</tr>
<tr>
<td>3 Dorchester Rd-Summerville Express</td>
<td>1,785</td>
<td>2,283</td>
<td>2,599</td>
<td>14%</td>
<td>6</td>
</tr>
<tr>
<td>4 Airport Express</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>7 HOP Shuttle (Hospitality on Peninsula)</td>
<td>1,112</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>10 Rivers Avenue</td>
<td>32,450</td>
<td>35,609</td>
<td>35,921</td>
<td>1%</td>
<td>14</td>
</tr>
<tr>
<td>11 Dorchester Rd/Airport</td>
<td>11,777</td>
<td>12,761</td>
<td>13,045</td>
<td>2%</td>
<td>11</td>
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<tr>
<td>12 Upper Dorch/Ashley Phosphate Rd</td>
<td>10,867</td>
<td>11,105</td>
<td>12,960</td>
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<td>10</td>
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<tr>
<td>13 Remount Road</td>
<td>3,922</td>
<td>4,251</td>
<td>4,450</td>
<td>5%</td>
<td>7</td>
</tr>
<tr>
<td>20 King Street/Meeting St</td>
<td>9,821</td>
<td>10,186</td>
<td>8,600</td>
<td>-16%</td>
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<tr>
<td>30 Savannah Highway</td>
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<td>5,017</td>
<td>4,576</td>
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<tr>
<td>31 Folly Road</td>
<td>2,331</td>
<td>4,033</td>
<td>4,123</td>
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<tr>
<td>32 North Bridge</td>
<td>4,949</td>
<td>5,632</td>
<td>7,045</td>
<td>25%</td>
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<tr>
<td>33 St. Andrews/Ashley River Rd</td>
<td>6,372</td>
<td>6,727</td>
<td>6,957</td>
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<tr>
<td>40 Mt. Pleasant</td>
<td>3,713</td>
<td>3,853</td>
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<tr>
<td>41 Coleman Boulevard</td>
<td>893</td>
<td>975</td>
<td>1,132</td>
<td>16%</td>
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<tr>
<td>42 Wando Circulator</td>
<td>619</td>
<td>670</td>
<td>923</td>
<td>38%</td>
<td>3</td>
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<tr>
<td>102 North Neck/ Rutledge Ave</td>
<td>1,623</td>
<td>1,842</td>
<td>1,823</td>
<td>-1%</td>
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<tr>
<td>103 Leeds Avenue</td>
<td>1,049</td>
<td>977</td>
<td>1,381</td>
<td>41%</td>
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<tr>
<td>104 Montague Avenue</td>
<td>2,237</td>
<td>2,324</td>
<td>2,535</td>
<td>9%</td>
<td>5</td>
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<tr>
<td>203 Medical Shuttle</td>
<td>-</td>
<td>11,877</td>
<td>14,272</td>
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<td>34</td>
</tr>
<tr>
<td>210 Aquarium/ CofC DASH</td>
<td>697</td>
<td>3,155</td>
<td>3,145</td>
<td>0%</td>
<td>8</td>
</tr>
<tr>
<td>211 Meeting/King DASH</td>
<td>9,477</td>
<td>21,878</td>
<td>25,570</td>
<td>17%</td>
<td>25</td>
</tr>
<tr>
<td>213 Lockwood/Calhoun DASH</td>
<td>5,055</td>
<td>5,578</td>
<td>6,197</td>
<td>11%</td>
<td>14</td>
</tr>
<tr>
<td>301 Glenn McConnell Circulator</td>
<td>1,848</td>
<td>2,000</td>
<td>2,227</td>
<td>11%</td>
<td>6</td>
</tr>
<tr>
<td>Beach Shuttle</td>
<td>-</td>
<td>116</td>
<td>129</td>
<td>11%</td>
<td>1</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>121,761</strong></td>
<td><strong>161,366</strong></td>
<td><strong>172,776</strong></td>
<td><strong>7.1%</strong></td>
<td><strong>10</strong></td>
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</tbody>
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Total Fixed Route Ridership
Ridership Report

CARTA Board Meeting

August 17th, 2022