



**BEAUFORT COUNTY
TRANSPORTATION COMMITTEE**
Wednesday, September 15th, 2021
4:00 p.m.

Virtual Meeting Televised on The County Channel

COMMITTEE

MEMBERS: Kraig Gordon, Chairman, John Glover, Vice Chairman, J. Craig Forrest, Mark McCain,
Joseph Stroman, Jim Backer, Brian Winslow, Luana Graves-Sellers, Virginia Kozak

1. CALL TO ORDER – ROLL CALL

1. INTRODUCTIONS

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT (TO AGENDA ITEMS ONLY)

4. APPROVAL OF MINUTES July 21, 2021

5. OLD BUSINESS

A. SCDOT FY 2020 & 2021 UPDATE

Mr. Greg Moore, SCDOT Resident Construction Engineer

B. DIRT ROAD PAVING CONTRACT #51, #52, & #53 UPDATE

Ms. Andrea Atherton, Transportation Engineering Director

C. PAVEMENT CONDITION SURVEY UPDATE

Mr. Bryan Bauer, PE Project Engineer F&ME

D. SC 170 UPDATE

Mr. Jared Fralix, Assistant County Administrator – Engineering

E. STATE SECONDARY PROGRAM APPROVAL

Mr. Kraig Gordon, Chairman

F. APPOINTMENT OF LOW ADT ENGINEER F&ME

Mr. Kraig Gordon, Chairman

G. REVIEW OF STATE SECONDARIES

Mr. Kraig Gordon, Chairman

H. BEAUFORT CTC REVIEW

Mr. Jim Backer, Treasurer & Ms. Brittanee Fields, Engineering CIP Coordinator

6. NEW BUSINESS

A. ANNUAL REPORT TO GENERAL ASSEMBLY 2019/2020

Mr. Kraig Gordon, Chairman

B. INTERSTATE FUDING DISCUSSION

Mr. Kraig Gordon, Chairman

C. LOW DOLLAR PROJECT & ENGINEER FUNDING

Mr. Kraig Gordon, Chairman

D. FUNDING FOR F&ME TO REEVALUATE YR 5- \$12,000

Ms. Andrea Atherton, Transportation Engineering Director

7. TREASURER'S REPORT

B. BI-MONTHLY REPORT

Mr. Jim Backer, Treasurer

Ms. Brittanee Fields, Engineering Sr. Administrative Specialist

8. PUBLIC COMMENT (TO AGENDA ITEMS ONLY)

9. CHAIRMAN COMMENTS

10. ADJOURNMENT

REMINDER: Next BCTC Meeting is November 17, 2021, Time: 4:00 PM Location: County Council Chambers, County Administration Building, Robert Smalls Complex, Beaufort, SC.

BEAUFORT COUNTY TRANSPORTATION COMMITTEE (BCTC)

MEETING MINUTES

FROM July 21, 2021

The regular meeting of the Beaufort County Transportation Committee (BCTC) was held on July 21, 2021 at the County chambers, hosted by Beaufort County's County Channel.

MEMBERS PRESENT: Kraig Gordon, Chairman, John Glover, Vice Chairman, Joseph Stroman, Jim Backer, Mark McCain, Virginia Kozak, Brian Winslow, J. Craig Forrest 8/9

MEMBERS ABSENT (EXCUSED): Luana Graves-Sellers

MEMBERS ABSENT (UNEXCUSED):

MEMBERS TARDY: N/A

OTHERS PRESENT: Mr. Jared Fralix, Assistant County Administrator, Engineering Division
Ms. Andrea Atherton, Director, Transportation Engineering
Ms. Brittanee Fields, Engineering CIP Coordinator
Ms. Elisabeth McMillan, Capital Projects Administrative Assistant
Ms. Stephanie Rossi, Planning Director LCOG
Ms. Elizabeth Penn-Sanders, SCDOT Resident Maintenance Engineer
Mr. Greg Moore, SCDOT Resident Construction Engineer
Mr. Bryan Bauer, PE Project Engineer F&ME

Notification. A recording of this meeting is available from the Beaufort County's County Channel. Power Point presentations provided to the BCTC are also available from the Beaufort County Capital Projects Department.

1. **Call to Order & Members Roll Call.** Meeting was called to order at approximately 4:00 p.m. by Chairman Gordon and an attendance roll call was taken. A quorum was achieved for this meeting.
2. **Pledge of Allegiance.**
3. **Introductions and Public Comment.** No public comment.
4. **Approval of Minutes.** Meeting minutes from the May 19, 2021 meeting. It was moved by Mr. Forrest, seconded by Mr. Stroman that committee approve the May 19, 2021 meeting minutes with revisions. The vote: YAYS: John Glover, Joseph Stroman, Jim Backer, J. Craig Forrest, Brian Winslow, Virginia Kozak, Mark McCain. 7-0

BEAUFORT COUNTY TRANSPORTATION COMMITTEE (BCTC)

MEETING MINUTES

FROM July 21, 2021

5. Old Business.

A. SCDOT FY 2020 & 2021 PROJECT STATUS

Mr. Greg Moore, SCDOT Resident Construction Engineer

At this time there are several active projects in Beaufort County. Mr. Bauer promised to provide a project summary before the next CTC Meeting on September 15th, 2021.

B. YEAR 4 RESURFACING UPDATE

Ms. Andrea Atherton, Transportation Engineering Director

The entire resurfacing program comes to roughly \$2.2 million dollars. The total payout for this project is 75% and the project is at roughly 90% completion leaving about one and a quarter mile to be completed. Goethe road has raised some concerns for the contractor. This road has significant drainage issues. Ms. Atherton proposed that it be removed from the program to have additional engineering for the drainage. It was moved by Mr. McCain seconded by Ms. Kozak that committee approve the removal Goethe Road from the Year 4 Resurfacing Program for additional engineering for the current drainage problems. The Vote: John Glover, Joseph Stroman, Jim Backer, J. Craig Forrest, Brian Winslow, Virginia Kozak, Mark McCain. 7-0

C. DIRT ROAD PAVING CONTRACT #51, #52, & #53 UPDATE

Ms. Andrea Atherton, Transportation Engineering Director

Dirt Road Paving Contract #51 is currently underway. George Williams is the last road for completion and is projected to be completed in August of 2021. Rice Road, Salicornia, and Wards Landing have all been completed. There was a \$2.1 million dollar expenditure for this project for about 1.6 miles. Dirt Road Contract #52 has been awarded and has roughly 1.4 miles of road for the total of \$2.1 million and is currently in the design phase. The first two roads projected to be completed first are Harrison Island Road in Bluffton, and Wright Place located in Hilton Head. Later the roads north of the broad will be completed. Dirt Road Contract #53 will be solicited in the first quarter of fiscal year 2022. This contract will have about 1.7 miles and will include Twickingham Road, Northview Drive, and Rainbow Road.

D. PAVEMENT CONDITION SURVEY UPDATE

Mr. Bryan Bauer, PE Project Engineer F&ME

SCDOT is collecting data for the distress on each road on the County Municipal list. They've completed about 90% of the roadway data collection and have approximately 20 miles left for completion. They're expecting to have all the data collected in two weeks depending on rainfall. Once F&ME receives the data they will do a manual walkthrough of the roads for a general inspection and create a PQI for each of them. From there, F&ME will present their findings to County Council and the CTC comparing it to the last pavement evaluation. With all of the data collected, they will be working with the county to come up with a priority list and create a 5 year plan.

BEAUFORT COUNTY TRANSPORTATION COMMITTEE (BCTC)

MEETING MINUTES

FROM July 21, 2021

E. BIG ESTATE CIRCLE

Mr. Joseph Stroman, District 1

Over the past few years, members of the community on Big Estate Circle had reached out to the County Transportation Committee for guidance on how to have this road included on one of the upcoming pavement projects. Unfortunately, Big Estate Circle is maintained by SCDOT and is not directly incorporated in the CTC Network for road improvement. Big Estate Circle is in District 1 and is roughly two miles long. This road has an ADT of less than 500. At the meeting on July 21, 2021 the committee approved the expenditure of \$40,000.00 for the repairs to be made on Big Estate Circle with additional \$40,000.00 would be covered from TAG funds. As a result, the resurfacing of the delaminated areas on Big Estate Circle were completed and the community has expressed a deep gratitude to the County Transportation Committee for their contribution.

F. SC 170 UPDATE

Mr. Jared Fralix, Assistant County Administrator – Engineering

In 2019, a report was commissioned and completed by AECOM for an access management/corridor study. This report was specific to SC 170 from 278 to 462. The report showed what improvements could be made short term, intermediate, and long term. The recommendations for these improvements come to a total of approximately \$80 Million. SCDOT, Jasper County, Beaufort County, and Hardeeville County are all key stakeholders into this plan. Due to the safety components in different segments of the project, County Council authorized staff to move forward with the short term improvements. In addition, County Council commissioned up to \$300,000.00 of expenditures to proceed with the design. However, the short term projects have a construction value of \$3 Million. County approved the coordination with AECOM in a Non-Competitive contract for their assistance on June 30th, 2021. The county is working to finalize the contract with AECOM to start work on the design for these projects. The design is anticipated to be complete in about six months. There are five remaining areas to be improved in this plan. The county hopes that with a full design they'll be able to coordinate with the other parties involved to obtain the funding before putting them out for bid on the first of next year.

G. LOW COUNTRY MIRR

Ms. Stephanie Rossi, Planning Director LCOG

Lowcountry Governments was awarded a grant for the Department of Defense's Office of Local Defense Community Cooperation to complete a Military Installation Resilience Review. This is a new grant program and we are one of the first to receive from it. This project is anticipated to be completed in February of 2022. The project focuses on the resilience of the communities that surround and support the base. Both Parris Island Recruit Depot and the Marine Corps Air Station are partners in this project. The end product for this project is to produce a community resilience plan. The project is divided into three phases. First to identify natural hazards in the surrounding area. Beaufort County's biggest threat is the water that surrounds it. With sea level rise, storms, king tides and flooding water is one of the main focus points. At this time there is a lot of data collection and threat analysis to show what kinds of infrastructure would be threatened if those things were to occur. Second, this project will be assessing vulnerability and risks for future and current development patterns in the region. Lastly, the data will be reviewed and the community resilience plan will be created under the categories of Prepare, Respond and Recover. The Department of Defense will cover 90% of this project leaving The City of Beaufort, The Town of Port Royal and Beaufort County to collectively provide 10% of the funding.

BEAUFORT COUNTY TRANSPORTATION COMMITTEE (BCTC)

MEETING MINUTES

FROM July 21, 2021

H. STATE SECONDARY DISCUSSION

Mr. Kraig Gordon, Chairman

Six years ago a plan was to work along side F&ME to create a 5 Year plan for four our County's Road Network. SCDOT has increased the required expenditures on State Secondary roads by 33%. There are Eight Hundred Fifty Thousand Dollars that have to be spent on state secondary roads. It is in the committee's best interest to evaluate where these dollars will be spent. Mr. McCain proposed that the committee reviews state routes in their district with low ADTs. Mr. Gordon was able to get a copy of the federal and non-federal aid Secondary Improvement Project Prioritization List. This list establishes all the criteria that the state uses for paving state secondaries and primaries. The committee was asked to provide individual evaluations of the roads that are listed in their district. Ms. Kozak found that she had many recommendations in her district while other members did not. Mr. Forrest has five roads that were projected on the list and of the five of them four actually led to dead ends. Mr. Forrest proposed that we allow SCDOT to keep the portion of funds that they require the committee to spend, and apply those funds to their high priority road projects. Mr. Forrest noted that the project inevitably leads back to a 40,000 mile system that needs to be reduced by half because a large majority of these roads do not preform state functions. Chairman Gordon explained that in submitting a check in the full amount to SCDOT would not be in the best interest of the citizens of Beaufort County because a large majority of the roads were built in the municipalities with state funds. Mr. Gordon proposed that the committee applies the funds from SCDOT to the state secondaries in each district to preserve and maintain those roads. He proposed possibly spending half of the funds roads with low ADTs using scrub seal to make the improvements and using the other portion for roads with high ADTs. Ms. Kozak states that in evaluating the roads aside from the list provided by the state there is a social component. In doing this state secondary project the committee is given the opportunity to improve the quality of life for the residents here in Beaufort County. Further discussion was made and it was determined that the topic needs to be discussed at the next meeting with more data collection. It was motioned by Mr. Backer and seconded by Mr. McCain that committee conducts another review on the information collected for each district in terms of high and low ADTs with consideration for PQI to create a priority list of recommended roads for improvement in individual districts. The Vote: John Glover, Joseph Stroman, Jim Backer, J. Craig Forrest, Brian Winslow, Virginia Kozak, Mark McCain. 6-1

I. REVIEW OF STATE SECONDARIES BY DISTRICT

Mr. Kraig Gordon, Chairman

District Representatives

This item was reserved for the next County Transportation Committee Meeting on September 15, 2021.

6. New Business.

A. JASPER COUNTY COUNCIL WORKSHOP

Mr. Kraig Gordon, Chairman

The Jasper County Council Workshop was moved to August 9, 2021 at 5:30 P.M. Chairman Gordon, Jared Fralix, Engineering ACA and Stewart Rodman, County Council District 11, will be attending this workshop. There was a verbal commitment of One Million Dollars for use on SC 170. Beaufort County is going to this meeting in support of Jasper County.

BEAUFORT COUNTY TRANSPORTATION COMMITTEE (BCTC)

MEETING MINUTES

FROM July 21, 2021

7. TREASURER'S REPORT

A. PAYOUT TO SCDOT

Mr. Kraig Gordon, Chairman

Ms. Brittane Fields, Engineering Sr. Administrative Specialist

B. BI-MONTHLY REPORT

Mr. Jim Backer, Treasurer

Ms. Brittane Fields, Engineering Sr. Administrative Specialist

8. Public Comment. No public comment.

9. Chairman Comments.

10. Meeting Adjourned. The next regular meeting the BCTC will be September 15, 2021 at 4:00 p.m., held in the County Council Chambers, County Administration Building, Robert Smalls Complex, Beaufort, SC.



June 4, 2021

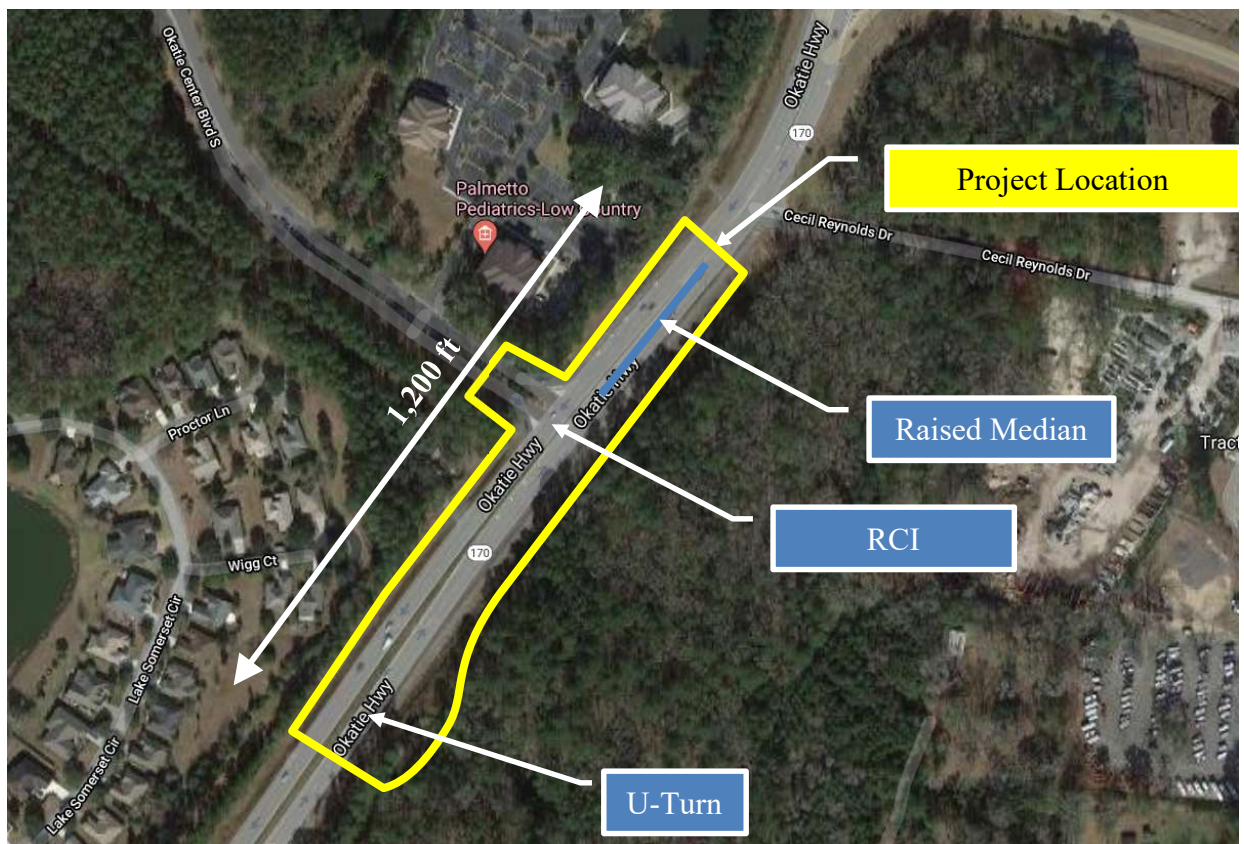
Mr. Jared Fralix, PE
Assistant County Administrator - Engineering
Beaufort County
P.O Box 1228
Beaufort, SC 29901

Subject: SC 170 Implementations Near-Term Recommendations

Dear Mr. Fralix:

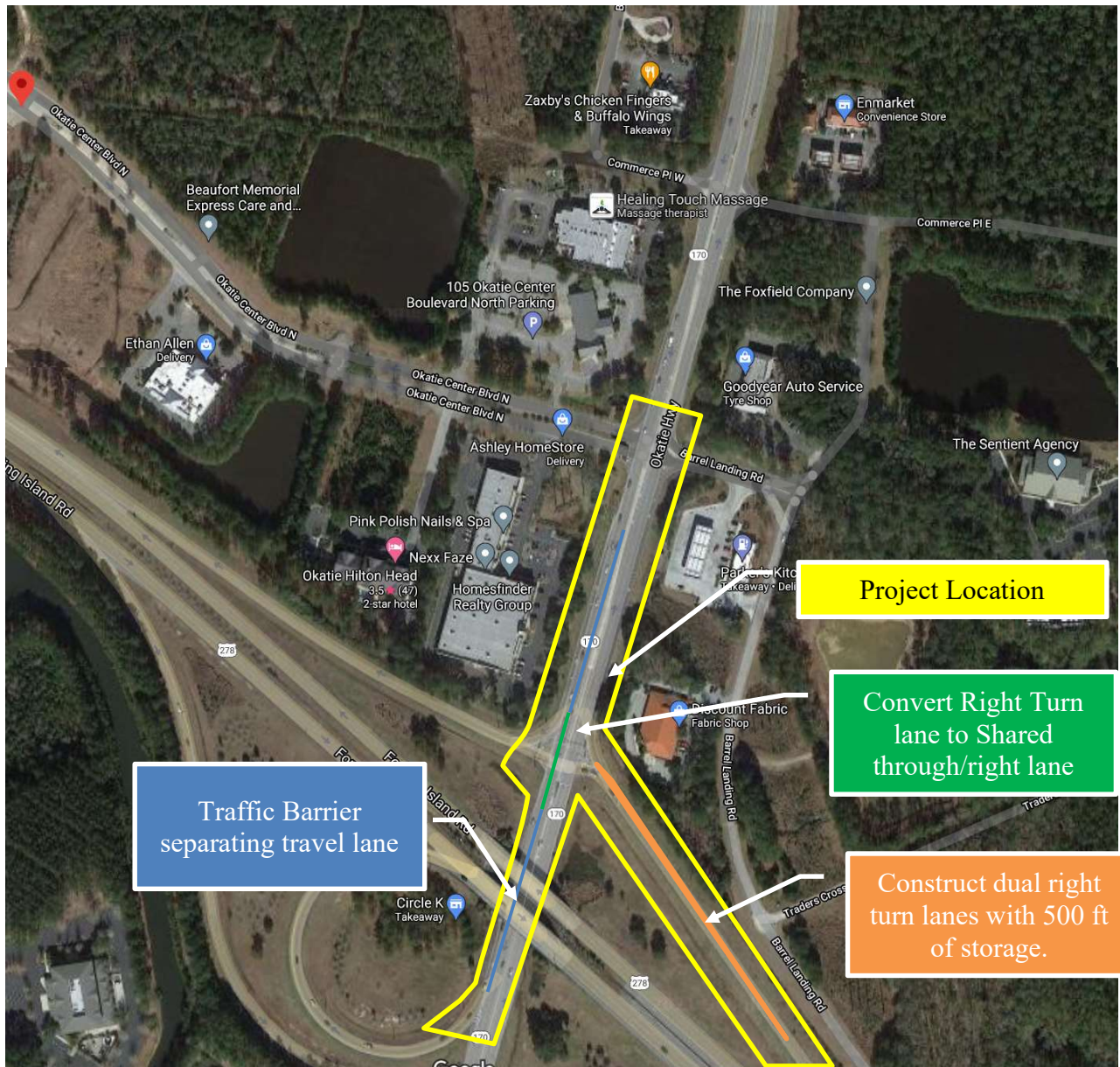
AECOM Technical Services Inc. (AECOM) is pleased to submit this proposal to perform engineering services to complete the design of near-term recommendations from the SC 170 Corridor Access Management Study. This scope and fee includes improvements as described below at five (5) locations:

Location 1: Okatie Center Boulevard S at SC 170 - Improvements include the addition of medians, RCI and U-turn areas for approximately 1,200 linear feet of SC 170.

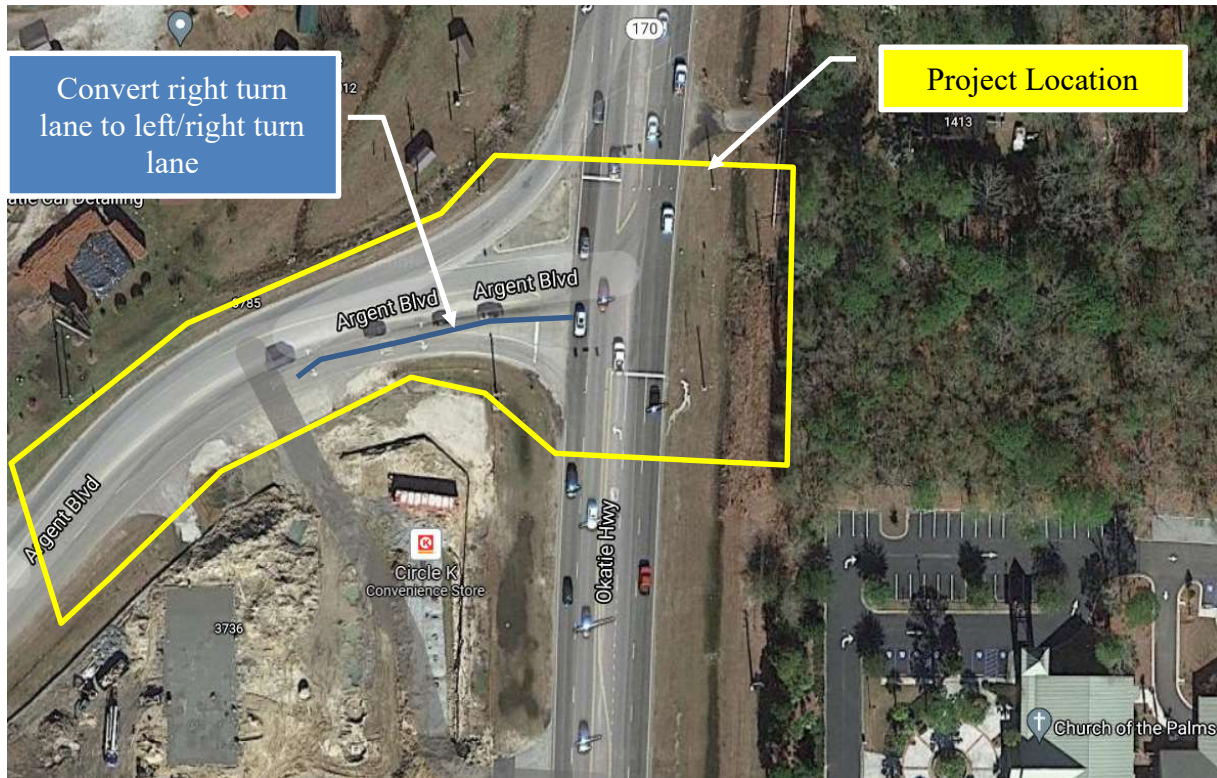


AECOM
10 Patewood Drive
Building 6, Suite 500
Greenville, SC 29615
Tel: 864.234.3000
Fax: 864.609.9069
www.aecom.com

Location 2: Improvements on SC 170 at US 278 Westbound Ramps



Location 3: Improvements on Argent Blvd for Dual Lefts



Location 4: Tidewatch Drive at SC 170 will include adding a protected left-turn arrow signal phase along SC 170.

Location 5: Cherry Point Road/Pearlstine Drive at SC 170 will modify the existing signal to include nearside signal head for northbound SC 170.

Our proposal and scope of services are limited to the following tasks and descriptions:

Task 1: Project Management

AECOM will conduct a kickoff meeting with County staff to review the scope of services and schedule. At this initial meeting, the team will review project expectations and completion timeframes. This task also covers overall project management and administration including County coordination, general project correspondence and project QA/QC activities.

Deliverables: AECOM will provide the County with meeting minutes and a detailed project schedule for project assessment and completion within 48 hours of the kickoff meeting.

TASK 2: Field Surveys

Field surveys will be performed to determine accurate elevations and locations of existing facilities, as needed for design and to provide ground controls for base mapping and all design surveys. AECOM survey limits include:

Location 1: Approximately 1,500 linear feet along SC 170 and 100 linear feet along Okatie Center Blvd S. Corridor width of approximately 200 ft (see Figure 1 attached).

Location 2: Approximately 1,700 linear feet along SC 170 from the US 278 Westbound Ramps to Okatie Center Blvd N. Corridor is approximately 200 ft wide. Survey along the US 278 WB Off Ramp for approximately 800 linear feet for a corridor width of approximately 100 feet wide. (see Figure 2 attached)

Location 3: Approximately 400 linear feet along SC 170 at Argent Boulevard for a corridor width of approximately 200 ft wide and along Argent Boulevard for approximately 600 linear feet for a corridor width of approximately 100 ft wide. (see Figure 3 attached)

Survey will include:

- a. Horizontal and vertical control will be set throughout the project and subsequently used to perform all required surveys. Horizontal control will utilize SC state plane coordinates based upon NAD '83. Vertical control will be based upon NAVD'88. All mapping shall be oriented with North straight up. Boundary and Topographic surveying services shall be to the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina.
- b. Cross-section the edge of pavement/roadway, centerline, and ditches. Cross section will be done at approximately 50-ft intervals.
- c. Locate site features on the two foot contour interval topo the with additional spot elevations as necessary to accurately depict the existing drainage patterns of the area. Horizontally and vertically locate all potential outfall drainage ditches and streams. At all outfalls obtain cross-sections 50 feet wide and 100 feet upstream and 100 feet downstream from the centerline of the roadway.
- d. Locate all visible drainage and gravity sewer structures within the corridor and one structure beyond the corridor limit. Information shall include top and invert elevations as well as pipe location, size and material.
- e. Location of all visible existing above ground utility structures such as telephone pedestals, water valves, water meters, gas valves, fire hydrants, and visible existing utility designations by others will be shown. No connectivity of underground non-gravity utilities will be shown except as marked by PUPS.
- f. Survey Control Points shall be provided throughout the project outside the physical limits of construction at 500' intervals.
- g. Surveyed property corners along with available records will be utilized to compute property lines. Records for determining property lines and right of way will be provided.

- h. Include utilities in public roads along with storm drain pipes (sizes) and collection structures. Leave at least two Bench Marks on/near site (in what one could assume to be a protected area) with the State Plane coordinates and elevation. Topo only what is necessary) to complete the project design. Of course, include all existing utilities and anything that might affect the design and construction.
- i. Provide existing property lines, right of way lines, and current property owners.
- j. Develop Existing Centerline and if possible this should be based off old SCDOT plans.
- k. Prepare a Digital Terrain Model (DTM) or TIN file.

Deliverables:

- 1) *Drawing(s) compatible with AutoCAD 2009 and or Microstation v8i.*
- 2) *DTM or TIN file.*
- 3) *"ASCII" file formatted as, Point Number, Northing, Easting, Elevation, Description.*
- 4) *Copies of plats and deeds to verify the Right of Way*

Task 3: Construction Plans

Concept Design: The Consultant will develop geometric design criteria and prepare a preferred conceptual typical section and geometric layout for the recommended improvements; this work will be shown on survey data.

Conceptual plans will include estimated limits of construction, estimated right-of-way and property impacts and will be based on the proposed typical sections and field conditions. Preparation of one concept at Location 1 will be prepared, up to two conceptual alternatives at Location 2 will be provided and one concept for Location 3. The conceptual designs along with cost estimates will be submitted to Beaufort County for review and approval.

Deliverables: AECOM will provide a PDF copy in 22" x 36" printable format of the concept layouts.

AECOM will prepare final roadway plans for the construction of the road based on the approved concept and survey information. The design relating to the following activities will be developed:

Geometric Design - AECOM will develop and finalize the roadway typical sections, horizontal alignment, and profile.

Hydraulic Designs - AECOM will develop and finalize the drainage design and incorporate into the roadway plans for construction. The drainage design will include removing as necessary existing structures, piping and ditches as well as the installation of new structures, piping and ditches.

Erosion Control Design/Permitting - Design for minimizing erosion and off-site sedimentation during construction will be developed. The location and type of erosion control devices will be shown on the construction plans. The plan should identify the need to maintain, clean, and relocate these erosion control measures as the project progresses.

Removal of temporary erosion control devices following construction shall be addressed. Standard erosion control details will be included. AECOM will provide one completed set of the plans, Stormwater Report, NOI forms and documentation for OCRM coordination. It is anticipated this project to be submitted to Beaufort County as the Municipal Separate Storm Sewer Systems (MS4s) for approval.

Utility Impacts - AECOM will make a concerted effort to design around and try to avoid unnecessary relocations of utilities. If absolutely necessary, AECOM will coordinate with Utility Providers to develop a plan for relocation and will provide Beaufort County the proposed recommendations. The CONTRACTOR will be responsible for ensuring that utilities are relocated satisfactorily for construction to proceed.

Traffic Control/Detour Plans - AECOM will discuss with the County to determine the best path forward in regard to traffic control and will either prepare traffic control plans for staged construction or will include SCDOT guidance

Right of Way Exhibits - It is anticipated right-of-way acquisition will be required at up to two parcels and temporary easements or permissions will be required at two parcels. AECOM engineering staff will prepare and submit a right-of-way exhibit for each parcel affected by the project. The exhibits will be prepared on a legal (8 ½ X 14") sheet size. Should the county require more detailed Right of Way Plats showing the metes and bounds, this is not included in the scope, but can be provided at an additional cost per parcel. It is assumed up to four exhibits would be required.

Construction Plans - will include five (5) plan sets for the final submittal and will submit electronic plans for 65% and 95% plans for review and comment by the County. In each set provided it is anticipated that they will include and/or address the following at a minimum:

- a. Title Sheet
- b. General Notes Sheet
- c. Summary of Quantities, Removal & Disposal Items
- d. Typical Sections
- e. Detailed Construction plan sheets
- f. Detailed profile sheets
- g. Driveway locations, types, and dimensions
- h. Limits of existing right-of-way, easements and adjacent properties
- i. Storm drainage plans (may be included on roadway plan)
- j. Erosion control Plans (may be included on roadway plan)
- k. Utility conflicts
- l. Traffic Control Plans
- m. Pavement Marking and Signing Plans
- n. Cross-sections at 50 foot interval.
- o. Construction limits
- p. Property lines, property parcel number, and ownership
- q. Geometric control (vertical and horizontal)

Deliverables:

- 1) *It is assumed all five locations will be included in one plan set for bidding and construction purposes.*
- 2) *It is assumed that AECOM will provide an electronic PDF set of plans for review at 65% Plan Level, and 95% Plan Level.*
- 3) *It is assumed Electronic and Hard Copies of plans will be provided to Utility Companies at 65% Plan Level for Review/Relocation Sketches/Cost Estimates.*
- 4) *AECOM will provide Five (5) full size sets of Final Construction Plans at a scale of 1"=50' which will include all of the items listed above.*
- 5) *AECOM will provide one (1) signed copies of the NOI and SWPPP for the project.*
AECOM will provide up to Five (5) sets of plans for Stormwater Review and Approval.

Task 4: Traffic Signal Plans

AECOM will prepare traffic signal design plans and modifications to existing signal plans at a scale of 1"=30' as required for the project. Traffic Signal plans shall conform to the Manual of Uniform Traffic Control Devices, latest edition, and SCDOT details will be incorporated into the plans. Traffic signal plans will include equipment placement, general and intersection specific notes, phasing diagrams, loop placement and isolated signal timings. Signal plan will identify the location of signal poles, pedestrian poles, signal heads, pushbuttons and signs, sidewalk ramps and crosswalks, pull boxes, conduits, pavement markings, and vehicle detection. It should be assumed that all signal heads shall be span-wire mounted and supported by steel poles and all signal equipment will be new. AECOM will consider and incorporate, as required, the interconnection of railroad warning devices where highway-rail grade crossings are located in close proximity to traffic signals. AECOM will coordinate with SCDOT district signal personnel throughout the signal design process. AECOM will follow SCDOT's Traffic Signal Design Guidelines, latest edition, when developing the signal plan. AECOM will calculate quantities and cost estimates utilizing SCDOT's standard pay items.

Assumptions:

Modified Signal Plans will be prepared for the following intersections along SC 170:

- US 278 Westbound On-Ramp and Off Ramp
- Tidewatch Drive
- Cherry Point Road/Pearlstine Drive
- Argent Boulevard

- 1) *Deliverables: Traffic Signal Plans to be included in the Roadway Plans.*

Task 5: SCDOT Encroachment Permit

AECOM will coordinate with SCDOT to obtain an encroachment permit for the work. It is anticipated that submittals of the plans will be submitted to SCDOT for Review at 65% and Final plan stages. This scope includes preparing checklists and supporting documentation required by SCDOT to process encroachment permit application to include Sight Distance Calculations, Functional Classifications, driveway profiles, drainage calculations/statements, etc. and up to one (1) meeting with SCDOT at District office or on-site.

Task 6: Right of Way Acquisition

AECOM will Acquire in accordance with all state laws and regulations, both Federal and State and in the name of Beaufort County, the right of way necessary to construct the project. Title shall be in fee simple absolute and have a recordable warranty deed unless otherwise authorized by the County. All titles shall be filed with the Clerk of Court Office once payment is made to the landowner, in respective Beaufort County and the original file stamped instrument will be returned to Beaufort County. AECOM is responsible for all costs associated with recording of instruments. The acquisition of property shall follow the guidelines as established by Beaufort County other State and Federal guidelines considered by the County to be appropriate. AECOM shall have the authority to make Administrative Adjustments as directed and approved by the County.

In the event of condemnation, the necessary documents as required by Eminent Domain Procedure Act Sections 28-2-10 et. Seg., South Carolina Code of Laws (1976) as amended will be prepared and submitted electronically on disk leaving the attorney's name off of the document and leaving names off all other documents necessary for filing the case with the Clerk of Court. The procedure for condemnation shall be by way of trial after rejection of the amount tendered as provided in Section 28-2-240.

Retain all records dealing with property acquisition and all other costs associated with this project for three (3) years after final phase of construction work on project. Such records will be made available for audit and review by the County or County authorized representative upon request.

AECOM is responsible for establishing and maintaining Quality Control and Quality Assurance procedures for the entire right of way acquisition process. Corrections or requests for additional information shall be due within 10 working days of written request unless otherwise specified.

It is assumed Right of Way will be required from up two parcels with up to two parcels requiring an easement or permission.

Assumptions:

- 1) *Assumed up to two appraisals.*
- 2) *Assumed up to two appraisal reviews.*
- 3) *Assumed up to two Title Reports.*
- 4) *Appraisals and Appraisal Reviews will be requested if there are damages to the property and just compensation exceeds \$20,000.00 or if no agreement can be reached and file will need to be submitted for condemnation.*
- 5) *Assumes the checks for acquisition will come from the County.*

TASK 7: Construction Oversight

AECOM will assist during the construction phase of the Project by providing various office management services for the improvements, such as submitting progress reports, reviewing shop drawings, material and equipment submittals provided by the contractor for the Project, prepare and submit proposed change orders for approval, reviewing the contractor's periodic requests for payment and making recommendations concerning payments to the contractor.

AECOM will act as the OWNER's representative during the construction period for the roadway improvements. AECOM and the OWNER will jointly decide questions that may arise as to quality and acceptability of materials furnished and work performed by the contractor. In order to observe the progress and quality of the various aspects of the contractor's work AECOM will provide the services of a Project Representative for four days per week and the services of a Project Engineer for eight (8) hours per week throughout construction, to provide periodic observation of such work. Based on information obtained during such visits and on such observations, AECOM will endeavor to determine, in general, if such work is proceeding in accordance with the Project drawings and specifications.

The purpose of the visits and representation by the Project Representative at the site will be to enable AECOM to provide the OWNER a greater degree of confidence that the completed work of the contractor will conform generally to the Project plans and specifications and that the integrity of the design concept as reflected in the Project plans and specifications has been implemented and preserved by the contractor.

AECOM will organize perform all Quality Assurance Material testing of materials and oversight of the construction activities to comply with the SCDOT Construction Manual.

AECOM will organize a walkthrough with contractor near completion of the project and prepare a punchlist of items to complete. AECOM will work with the contractor to complete the items on the punchlist. AECOM will organize a walkthrough with the County and SCDOT to review the project and will work with the contractor to address any outstanding items. AECOM will not, during such visits or as a result of such observations of the contractor's work, supervise, direct or have control over the contractor's work nor shall AECOM have authority over or responsibility for the means, methods, techniques, sequences or procedures of construction selected by the contractor, for safety precautions and programs incident to the work of the contractor or for any failure of the contractor to comply with laws, rules, regulations, ordinances, codes or orders applicable to the contractor furnishing or performing its work. Accordingly, AECOM can neither guarantee the performance of the construction contracts by the contractor nor assume responsibility for the contractor's failure to furnish and perform its work in accordance with the contract documents.

It is assumed attendance at the following meetings is included:

- Preconstruction Meeting (1)
- Weekly Field Meeting (16 meetings)
- Walk Through with Contractor (1)
- Walk Through with County and SCDOT (2)

Assumptions: We anticipate construction to take place over four months and that the contractor will be limited to 90 days. It is assumed all quality control material testing will be provided by the contractor during construction. The cost for quality assurance testing is included in the construction administration and observation fee.



Legend

- Survey Limits
- Existing Right of Way



LCOG SC 170 Corridor Access Management Study

Recommended Survey Limits

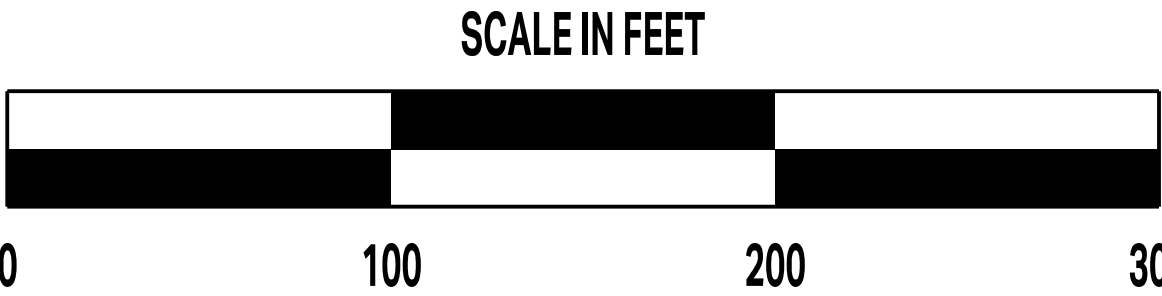


Figure 1



Legend

- Survey Limits
- Existing Right of Way



LCOG SC 170 Corridor Access Management Study

Recommended Survey Limits

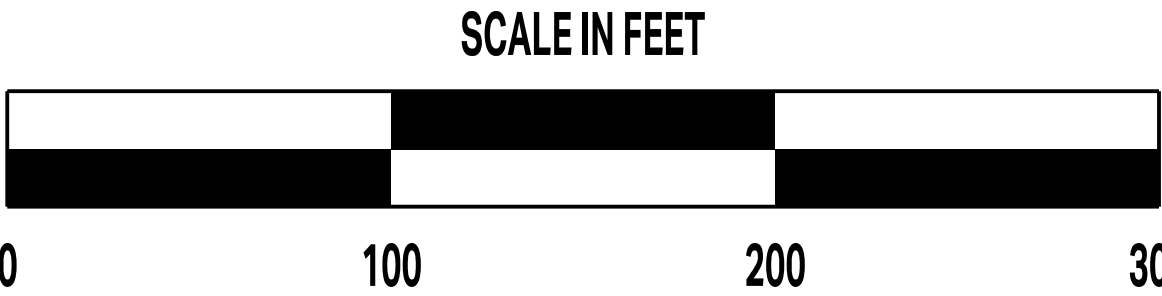
AECOM

Figure 2



Legend

- Survey Limits
- Existing Right of Way



LCOG SC 170 Corridor Access Management Study

Recommended Survey Limits

AECOM

Figure 3

We want to hear from you!

LONG RANGE TRANSPORTATION PLAN PUBLIC WORKSHOP

The Lowcountry Council of Governments (LCOG) is working to update the 2045 Long Range Transportation Plan (LRTP) and Rural Area LRTP.

These plans will identify transportation needs for the urbanized and rural areas over the next 20 years and provide a set of multimodal strategies to address these needs.

When: Wednesday September 8th 5pm-7pm

Where: Technical College of the Lowcountry New River Campus Conference Room (100 Community College Drive). Virtual option upon request to srossi@lowcountrycog.org or 843-473-3958

What: A interactive event to help shape the vision of the plan and identify the incremental steps to achieve it.



McMillan, Elisabeth

From: kgordon gordonconst.com <kgordon@gordonconst.com>
Sent: Friday, September 10, 2021 4:05 PM
To: McMillan, Elisabeth
Subject: FW: A Letter from Chairman Gordon: State Secondary Program

Importance: High

Kraig L. Gordon(LTC.)ret.
President Chairman
Gordon Construction, Inc. Beaufort County Transportation Committee
201 Summerton Drive
Bluffton, S. C. 29910
843-757-8719 Fax: 8722

From: McMillan, Elisabeth <emcmillan@bcgov.net>
Sent: Thursday, August 19, 2021 8:40 AM
To: Brian Winslow <winslow@centurylink.net>; Ginnie Kozak <ginniek@rocketmail.com>; Jim Backer <jimbacker88@gmail.com>; John Craig Forest - BCTC District # 6 (jcraig@hargray.com) <jcraig@hargray.com>; John Glover <gloverj99@gmail.com>; Joseph Stroman <jssigma@hargray.com>; kgordon gordonconst.com <kgordon@gordonconst.com>; Luana Graves Sellars <lmgcellars@gmail.com>; Mark McCain <mmccain2016@gmail.com>
Cc: 'penneg@scdot.org' <penneg@scdot.org>; Atherton, Andrea <aatherton@bcgov.net>; Carrie Gorsuch <cgorsuch@cityofbeaufort.org> <cgorsuch@cityofbeaufort.org>; Darrin Shoemaker (HHI) <darrins@hiltonheadislandsc.gov>; Fields, Brittanee <brittanee.fields@bcgov.net>; Fralix, Jared <jared.fralix@bcgov.net>; Greg Moore <MooreGC@scdot.org>; Hervochon Chris <chervochon@bcgov.net>; jeffb@hiltonheadislandsc.gov; Joseph Croley <jecroley@gmail.com>; Kim Chapman <kchapman@townofbluffton.com>; Larmar Taylor <ltaylor@cityofbeaufort.org>; Lyle Jennifer <jenniferL@hiltonheadislandsc.gov>; Matthew St. Clair (mstclair@cityofbeaufort.org) <mstclair@cityofbeaufort.org>; McIlwee, Bryan <bmcilwee@townofbluffton.com>; Melton, Jonathan E <MeltonJE@scdot.org>; Nate Farrow (nfarrow@cityofbeaufort.org) <nfarrow@cityofbeaufort.org>; 'penneg@scdot.org' <penneg@scdot.org>; Stephanie Rossi <srossi@lowcountrycog.org>; sturmjp@scdot.org; Suzanne Larson <suzanne@lowcountryinsidetrack.com>; Van Willis <vwillis@portroyal.org>
Subject: A Letter from Chairman Gordon: State Secondary Program
Importance: High

Good Morning Committee members;

I have spoken to most of you with one on one conversations concerning the subject of this email. The following is an outline of how we will proceed. As we all know, we are required to expend 33% of our CTC funds on State Highway projects. This does not include our donor funds. It is expected that we will be required to spend based on forecasts

around \$900,000.00 in FY 2021/2022. The following is to become our State Road Program. It can be modified with committee approval in the future.

GROUP A, \$450,000.00 for State Secondaries with an ADT less than 500.

We will hire a consulting engineer than will develop a list of these roads. He will analyze and rank them using the Dirt Road Ranking system. This ranking system has been used and accepted by our CTC for at least 12 years, if not more. Upon ranking these routes, he will come up with a recommended cost effective resurfacing method and cost estimate. It will be the committees decision as to what is selected. However, we should try to follow the rankings and not marginalize the program. Understand, that we are not rebuilding roads. What has failed is the riding surface and not the subgrade. We will be installing a riding surface that improves the publics movement and safety.

Group B, \$450,000 for State Secondaries with larger ADTs

It is the intent to use all the recently gathered data developed by each committee member for their district. We will develop a wish list of the projects. We will also add the Dream List of the Beaufort County Resident Maintenance Engineer, Elizabeth Penn-Sanders. When selecting routes to be resurfaced, we should make an attempt to look across the total county. Upon completion we will turn the list over to staff for estimating. The committee will then approve that FY selected resurfacing projects.

I have tried to outline a program that will meet every ones needs. I will ask that if anyone has corrections or modifications, please submit them to me by close of business next Wednesday, August 25, 2021. If they are significant, I will see that all get to review and comment on them. However, it is my intent to have this entered into our next meeting by a motion and vote. I appreciate productive discussion. However, that didn't happen at our last meeting. I appreciate your attention to these matters. Let's drive on, and do the business for the people of Beaufort County.

Kraig L. Gordon(LTC.)ret.

President

Chairman

Gordon Construction, Inc.

Beaufort County Transportation Committee

201 Summerton Drive

Bluffton, S. C. 29910

843-757-8719 Fax: 8722

August 20, 2021

Mr. Kraig Gordon
Beaufort County Transportation Committee
201 Summerton Drive
Bluffton, South Carolina 29910

RE: Beaufort County Transportation Committee Review – 2019-2020

Dear Chairman Gordon:

The South Carolina Department of Transportation (SCDOT) review team met with Ms. Brittanee Fields, Ms. Elisabeth McMillan and Mr. Jim Backer on August 20, 2021, to conduct the Beaufort County Transportation Committee review.

Reviews of self-administered County Transportation Committees are required pursuant to Paragraph (P) of Section 12-28-2740 of the S. C. Code of Laws 1976. The reviews are to ensure compliance with subsection C, D, F and I and include evaluating randomly selected projects and financial records. This should not be considered an audit; however, if discrepancies in the project documentation or questions regarding management of C Funds exist, a formal audit may be requested.

The following projects were evaluated in accordance with the aforementioned law.

54942 – Beaufort County Road Resurfacing Y3
54929 – Pope Ave. Resurfacing – Town of Hilton Head Island

It is with great pleasure to inform you that no deficiencies were found. We appreciate the professionalism shown to us during the review. The files were very neat and organized. I look forward to continuing the great working relationship with you and all the members of the Beaufort County Transportation Committee. Please do not hesitate to contact me at 803-737-0038 if you have questions or concerns regarding the C Program.

Sincerely,

Ivana Gearheart
C Program Manager



Compliance Review for Self-Administered CTCs

County:	Beaufort	Actual Gas Taxes Received during the PREVIOUS Review Period (SFY 2018-2019):	\$2,122,726.48
Review Date:	8/19/21	Amount spent on the State Highway System during the PREVIOUS Review Period as disclosed on the Annual Report:	\$291,070.00
Review Period:	SFY 2019 - 2020	Were any deficiencies found during the PREVIOUS Review Period? If so, list them in the "Comments" section on Page 2 (#25).	
		Actual Gas Taxes Received during this CURRENT Review Period (SFY 2019-2020):	\$2,284,688.59
		Amount spent on the State Highway System during this CURRENT Review Period as disclosed on the Annual Report:	\$850,000.00

All projects programmed or let to contract since the last review period will be subject to this review.

"C" Fund Law (§ 12-28-2740); Subsection (P): SCDOT shall perform reviews to ensure compliance with subsections (C), (D), (F), and (I).

	YES/NO
SECTION C & S: 25.0% Minimum State Requirement for SFY 2018 - 2019 25.0% Minimum State Requirement for SFY 2019 - 2020	
1 Did the CTC spend the minimum requirement of their yearly apportionment on the State Highway System based on a biennial averaging of expenditures?	YES
<p>Minimum amount required to be spent on state highway system during the previous two SFY (during SFYs 2018-2020): \$1,101,853.77</p> <p>Actual amount spent on state highway system during the previous two SFYs (biennial average of SFYs 2018-2020): \$1,141,070.00</p> <p>If the amount spent on the state highways system is insufficient, how much must be spent to bring the CTC into compliance: n/a</p> <p><small>*Note that this amount must be spent as soon as possible and future distributions will be withheld until this requirement is met (§ 12-28-2740 (P)). This amount, once made up, cannot count toward any future minimum requirement.</small></p>	
2 SECTION C: Were the remaining "C" construction funds spent on other local paving projects, for improving county roads, for street and traffic signs, or for other road and bridge projects?	YES
3 SECTION D: Were "C" funds expended or committed for future projects so that the CTC's uncommitted funds that were carried over to the next fiscal year did not exceed 300% of their annual apportionment?	YES
<p>Uncommitted Balance as disclosed on the CTC's annual statement as of June 30, 2020: \$1,786,076.46</p> <p>Annual Apportionment for SFY 2019-2020: \$2,495,700.00</p> <p>300% of Annual Apportionment for SFY 2019-2020: \$7,487,100.00</p>	
4 SECTION D: Were expenditures documented to the CTC on a per project basis upon completion of each project by the agency or local government expending the funds? *** The C-Program Administration office would like the following items included on each project file: (a) the SCDOT Project ID (or the applicable project number for non-SCDOT projects), (b) the project description, and (c) the information described in questions #20 and #21 in the <i>Project Specific Review</i> section on page 2 of this form.	YES
5 SECTION D: Did the CTC provide an annual report to SCDOT?	YES
6 SECTION D: Did the annual report follow the guidelines established by the SCDOT?	YES
7 SECTION F: Can you provide the current signed and dated CTC County transportation plan at the review?	YES
SECTION F: Does the CTC have written procedures that local entities must follow on local road projects?	YES
8 For these local road projects, state what written procedures are followed (i.e. SCDOT standards, County standards, etc.)	SCDOT STANDARDS
9 SECTION I: Was a competitive bid system used for letting projects to contract without bid preference and also including a public advertisement of all projects?	YES
10 SECTION I: Were all bids in excess of \$100k accompanied by certified bid bonds, and was all work awarded under these contracts covered by performance and payment bonds for 100% of the contract value?	YES
11 SECTION I: Can you ensure bond requirements do not include a requirement that the surety bond be furnished by a particular surety company or through a particular agent or broker?	YES
<p>An unjustified negative answer to any of the above questions indicates that the CTC is not in compliance with the provisions of the "C" fund law § 12-28-2740). The CTC will have two years to comply with the above requirements or to appeal through the process outlined in the law. If compliance is not attained after two years, the county forfeits 50% of its allocation the third year and those funds are to be divided among the other counties.</p>	

Compliance Review (continued) for SFY 2019 - 2020

	YES/NO
12 Was all CTC work on the State Highway System developed and bid by SCDOT? (If YES, skip to question #16.)	NO
13 Did the CTC acquire an approved SCDOT encroachment permit prior to beginning construction for all state projects that were developed and bid by an entity other than SCDOT?	YES
14 Were "C" funds used during the current review period by an entity other than SCDOT to acquire new right-of-way for a State-maintained road? (If NO, skip to question #16.)	NO
15 Did the CTC comply with the following SCDOT right-of-way requirements: Any new right-of-way acquired for a project on the State Highway System must be acquired in SCDOT's name pursuant to the requirements of the S.C. Eminent Domain Procedure Act (S.C. Code Section 28-2-10, et seq.), SCDOT right of way procedures and requirements, and under review of the SCDOT Right-of-Way office. Additional information available upon request.	
16 Are "C" funds kept in a separate account so that funds are easily accounted for and not mixed with other funds?	YES
17 How is the committee currently chosen? For example: Appointed by Legislative Delegation, Appointed by County Council, County Council serves as CTC, etc	
APPOINTED BY COUNTY COUNCIL	

Non-Recurring Funding

18 For the CTC's non-recurring funding, SFY 15-16 (H.4230) and SFY 16-17 (Proviso 117.135), has the CTC committed or spent all funds on eligible projects?	YES
19 If you answered NO to the previous question, when does the CTC plan to program the remaining non-recurring funding?	

Project Specific Review

20 For each project selected for review, is the following information available: (1) all actual invoices incurred during the FY, and (2) a listing of all invoices incurred during the FY which totals to the Current Expenditures as reported on the annual statement?	YES
21 For each project using "C" Funds, is the appropriate procurement documentation available for review? Please see the file, PROCUREMENT DOCUMENTATION FOR "C" FUND REVIEW , for further information.	YES

*** Please provide the following items each year at the review:

22 A.) A list of all current CTC members with up-to-date contact information (including email addresses).	
B.) A copy of the latest signed and dated CTC County Transportation Plan.	Date of Transportation Plan on File: 11/18/2020

County Comments:

23	
----	--

SCDOT Comments:

24	
----	--

Deficiencies noted during Previous Review Period (SFY 2018 - 2019):

25	
----	--

Review Team Signatures:

Brittane Fields, Capital Projects County Representative PRINT NAME & TITLE	 COORDINATOR	8/19/2021 DATE
IVANIA GEARHEART SCDOT C-Program Representative PRINT NAME & TITLE	 SIGNATURE	8/19/21 DATE

Basic Project Selection Guidance: If the project is on public property and the improvements can be used by the public for transportation, it is a viable project.

Compliance Review Sign-In Sheet

Review Date: 8/19/21

	PRINT NAME	TITLE	EMAIL ADDRESS
1	IVANA GEARHEART	Program Manager	
2	Brittanee Fields	Capital Projects Coordinator	brittanee.fields@bcgov.net
3	Elisabeth McMillan	Capital Projects Administrative Assistant	emcmillan@bcgov.net
4	JIM BACKER	BCTC - Treasurer	Jimbacker58@gmail.com
5			
6			
7			
8			
9			
10			

BEAUFORT CTC - ANNUAL C-FUND REPORT
JULY 1, 2020 - JUNE 30, 2021
RECURRING FUNDS SUMMARY

INCOME AND EXPENSES

Balance of Funds as of July 1, 2020 **\$ 2,348,513.06**

Income:

Funds Accrued (Gas Tax) for Period July 1, 2020 through June 30, 2021	\$	2,241,221.19
Interest Earned (from SCDOT) for Period July 1, 2020 through June 30, 2021	\$	4,768.10
Interest Earned (from a bank) for Period July 1, 2020 through June 30, 2021		
Donor Bonus Received in SFY 2020-21	\$	313,601.36
Adjustment to Gas Tax received	\$	-
Transfer from H.4230 funds	\$	74.00
Total Income		\$ 2,559,664.65

Current Year Expenses:

Administrative Expenses per C-Fund law subsection B SFY 2020 - 2021		
Per Diem for Period July 1, 2020 through June 30, 2021		
Local Paving Project Expenditures	\$	-
State Road Project Expenditures	\$	63,139.01
Total Expenditures		\$ 63,139

Balance of Funds as of June 30, 2021 **\$ 4,845,039**

Funding Commitments (remaining budget)

Local Paving Projects	\$	-
State Road Projects	\$	-
Total Committed Funds		\$ -

Total Uncommitted Funds Available for New Projects **\$ 4,845,039**

BEAUFORT CTC - ANNUAL C-FUND STATEMENT - SFY 2020-2021 - RECURRING FUNDS
LOCAL ROAD PROJECTS [NOT ON THE STATE HIGHWAY SYSTEM]

PAGE 2

FOR THE STATE FISCAL YEAR (SFY) OCCURRING FROM JULY 1, 2020 TO JUNE 30, 2021												
PROJECT NUMBER	PROJECT DESCRIPTION	WORK TYPE	RESPONSIBLE AGENCY	BUDGET AT BEGINNING OF SFY	BUDGET CHANGES DURING SFY	BUDGET AT END OF SFY	TOTAL EXPENDITURES AT BEGINNING OF SFY	EXPENDITURES DURING SFY	TOTAL EXPENDITURES AT END OF SFY	REMAINING BUDGET AT END OF SFY	PROJECT STATUS	
				AS OF JULY 1, 2020	JULY to JUNE	AS OF JUNE 30, 2021	AS OF JULY 1, 2020	JULY to JUNE	AS OF JUNE 30, 2021	AS OF JUNE 30, 2021		
						-			-	-		
						-			-	-		
						-			-	-		
						-			-	-		
						-			-	-		
						-			-	-		
						-			-	-		
						-			-	-		
						-			-	-		
						-			-	-		
						-			-	-		
						-			-	-		
TOTALS				\$	-	\$	-	\$	-	\$	-	

"C" FUND EXPENDITURES FOR LOCAL ROAD PROJECTS AS PERCENT OF TOTAL GAS TAX RECEIVED = 0.00%

BEAUFORT CTC - ANNUAL C-FUND STATEMENT - SFY 2020-2021 - RECURRING FUNDS
PROJECTS ON THE STATE HIGHWAY SYSTEM

PAGE 3

FOR THE STATE FISCAL YEAR (SFY) OCCURRING FROM JULY 1, 2020 TO JUNE 30, 2021												
PROJECT NUMBER	PROJECT DESCRIPTION	WORK TYPE	RESPONSIBLE AGENCY	Encroachment Permit # **	BUDGET AT BEGINNING OF SFY	BUDGET CHANGES DURING SFY	BUDGET AT END OF SFY	TOTAL EXPENDITURES AT BEGINNING OF SFY	EXPENDITURES DURING SFY	TOTAL EXPENDITURES AT END OF SFY	REMAINING BUDGET AT END OF SFY	PROJECT STATUS
					AS OF JULY 1, 2020	JULY to JUNE	AS OF JUNE 30, 2021	AS OF JULY 1, 2020	JULY to JUNE	AS OF JUNE 30, 2021	AS OF JUNE 30, 2021	
P032411	RESURFACE PALMETTO BAY RD US-278	RESURFACE	SCDOT	N/A	237,703.00	(188,452.57)	49,250.43	237,703.00	(188,452.57)	49,250.43	-	CLOSED
P032412	REPAIR BRIDGE APPROACHES-AT US-21CHOWAN CREEK,SC-170 AT BROAD RIVER	IMPROVEMENT	SCDOT	N/A	308,048.00	(20,768.67)	287,279.33	308,048.00	(20,768.67)	287,279.33	-	CLOSED
P040789	SEA ISLAND PARKWAY S-406 CONTRIBUTION TO A STATE PROJECT	CONTRIBUTION	SCDOT	N/A	-	272,360.25	272,360.25	-	272,360.25	272,360.25	-	
							-			-	-	
							-			-	-	
							-			-	-	
							-			-	-	
							-			-	-	
							-			-	-	
TOTALS					\$ 545,751.00	\$ 63,139.01	\$ 608,890.01	\$ 545,751.00	\$ 63,139.01	\$ 608,890.01	\$ -	

** ENCROACHMENT PERMIT #: An SCDOT-approved Encroachment Permit must be obtained prior to beginning construction on the State Highway System. If SCDOT is the responsible agency for your project, please mark "n/a" in the encroachment permit # cell. If the project has not yet reached construction, please mark "pre-construction" in the cell. Otherwise, you must list the encroachment permit number.

"C" FUND EXPENDITURES FOR STATE ROAD PROJECTS AS PERCENT OF TOTAL GAS TAX RECEIVED = 2.8%

BEAUFORT CTC - ANNUAL C-FUND REPORT**JULY 1, 2020 - JUNE 30, 2021**

SFY 15-16 NON-RECURRING FUNDS (H.4230)

<u>INCOME AND EXPENSES</u>		
Balance of Funds as of July 1, 2020		\$ 74.00
<u>Income:</u>		
Interest Earned (from a bank) for Period July 1, 2020 through June 30, 2021	\$ -	
Transfer to recurring funds	\$ (74.00)	
Total Income		<u>\$ (74.00)</u>
Current Year Expenses:		
State Road Project Expenditures	\$ -	
Total Expenditures		<u>\$ -</u>
Balance of Funds as of June 30, 2021		<u>\$ -</u>
<u>Funding Commitments (remaining budget)</u>		
State Road Projects	\$ -	
Total Committed Funds		<u>\$ -</u>
Total Uncommitted Funds Available for New Projects		<u>\$ -</u>

BEAUFORT CTC - ANNUAL C-FUND STATEMENT - SFY 2020-2021 - SFY 15-16 NON-RECURRING FUNDS (H.4230)

PROJECTS ON THE STATE HIGHWAY SYSTEM

FOR THE STATE FISCAL YEAR (SFY) OCCURRING FROM JULY 1, 2020 TO JUNE 30, 2021														
PROJECT NUMBER	PROJECT DESCRIPTION	WORK TYPE	RESPONSIBLE AGENCY	Encroachment Permit # **	BUDGET AT		BUDGET CHANGES	BUDGET AT END OF		TOTAL EXPENDITURES AT		TOTAL	REMAINING	PROJECT STATUS
					BEGINNING OF SFY AS OF JULY 1, 2020	DURING SFY JULY to JUNE	DURING SFY JULY to JUNE	SFY AS OF JUNE 30, 2021	AS OF JULY 1, 2020	DURING SFY JULY to JUNE	EXPENDITURES AT AS OF JUNE 30, 2021	AS OF JUNE 30, 2021		
TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

BEAUFORT CTC - ANNUAL C-FUND REPORT

JULY 1, 2020 - JUNE 30, 2021

SFY 16-17 NON-RECURRING FUNDS (P117.135)

<u>INCOME AND EXPENSES</u>	
Balance of Funds as of July 1, 2020	\$ -
<u>Income:</u>	
Interest Earned (from a bank) for Period July 1, 2020 through June 30, 2021	\$ 11.09
Adjustment	\$ (393.63)
Total Income	<u>\$ (382.54)</u>
Current Year Expenses:	
State Road Project Expenditures	\$ (382.54)
Total Expenditures	<u>\$ (382.54)</u>
Balance of Funds as of June 30, 2021	<u>\$ -</u>
<u>Funding Commitments (remaining budget)</u>	
State Road Projects	\$ -
Total Committed Funds	<u>\$ -</u>
Total Uncommitted Funds Available for New Projects	<u>\$ -</u>

PAGE 7

					FOR THE STATE FISCAL YEAR (SFY) OCCURRING FROM JULY 1, 2020 TO JUNE 30, 2021							
PROJECT NUMBER	PROJECT DESCRIPTION	WORK TYPE	RESPONSIBLE AGENCY	Encroachment Permit # **	BUDGET AT BEGINNING OF SFY	BUDGET CHANGES DURING SFY	BUDGET AT END OF SFY	TOTAL EXPENDITURES AT	EXPENDITURES DURING SFY	TOTAL EXPENDITURES AT	REMAINING BUDGET AT END	PROJECT STATUS
					AS OF JULY 1, 2020	JULY TO JUNE	AS OF JUNE 30, 2021	AS OF JULY 1, 2020	JULY TO JUNE	AS OF JUNE 30, 2021	AS OF JUNE 30, 2021	
P032411	RESURFACE PALMETTO BAY RD US-278 REPAIR BRIDGE APPROACHES AT US-21	RESURFACE	SCDOT	N/A	1,346,795.89	-	1,346,795.89	1,346,795.89	-	1,346,795.89	-	CLOSED
P032412	CHOWAN CREEK, SC-170 AT BROAD RIVER	IMPROVEMENT	SCDOT	N/A	16,000.00	(382.54)	15,617.46	16,000.00	(382.54)	15,617.46	-	CLOSED
TOTALS					\$ 1,362,795.89	\$ (382.54)	\$ 1,362,413.35	\$ 1,362,795.89	\$ (382.54)	\$ 1,362,413.35	\$ -	

Date: _____

ANNUAL REPORT 2019 - 2020

The *C Program* SCDOT

Submitted to the General Assembly



“C” FUND ANNUAL STATEWIDE REPORT

SELF-ADMINISTERED & SCDOT-ADMINISTERED COUNTY TRANSPORTATION COMMITTEES

SUBMITTED TO THE GENERAL ASSEMBLY

FOR JULY 1, 2019 – JUNE 30, 2020



TABLE OF CONTENTS..... PAGE NUMBER

EXECUTIVE SUMMARY.....	i-v
INDIVIDUAL CTC REPORTS.....	1-350
ABBEVILLE COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	1
AIKEN COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	9
ALLENDALE COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	17
ANDERSON COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	25
BAMBERG COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	30
BARNWELL COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	38
BEAUFORT COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	45
BERKELEY COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	52
CALHOUN COUNTY TRANSPORTATION COMMITTEE (Self-Administered since November 1, 2019).....	59
CHARLESTON COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	73
CHEROKEE COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	79
CHESTER COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	86
CHESTERFIELD COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	90
CLARENDON COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	98
COLLETON COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	103
DARLINGTON COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	108
DILLON COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	116
DORCHESTER COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	123
EDGEFIELD COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	131
FAIRFIELD COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	138
FLORENCE COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	145
GEORGETOWN COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	153
GREENVILLE COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	161
GREENWOOD COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	169
HAMPTON COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	176
HORRY COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	184
JASPER COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	193
KERSHAW COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	201
LANCASTER COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	209
LAURENS COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	216
LEE COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	223
LEXINGTON COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	231
MCCORMICK COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	241
MARION COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	249
MARLBORO COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	257
NEWBERRY COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	265
OCONEE COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	273
ORANGEBURG COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	281
PICKENS COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	289
RICHLAND COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	296
SALUDA COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	305
SPARTANBURG COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	312
SUMTER COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	319
UNION COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	326
WILLIAMSBURG COUNTY TRANSPORTATION COMMITTEE (DOT-Administered).....	334
YORK COUNTY TRANSPORTATION COMMITTEE (Self-Administered).....	342
APPENDIX A: SFY 2019-2020 DONOR BONUS DISTRIBUTIONS.....	351
APPENDIX B: BALANCES BY COUNTY AS OF JUNE 30, 2020.....	355
APPENDIX C: FORECASTED APPORTIONMENT CHARTS FOR SFY 2019-2020 and SFY 2020-2021.....	359

EXECUTIVE SUMMARY

2019-2020 State Fiscal Year

The South Carolina Department of Transportation (SCDOT) presents the enclosed 2019-2020 State Fiscal Year report on the State's "C" program. The "C" fund law, § 12-28-2740, requires SCDOT to compile an annual statewide report of all counties that administer their county transportation funds, known as "C" funds. Each individual report shall list expenditures on a per-project basis with a project description and a general accounting of all expenditures. All financial reporting listed in this report on county transportation committees (CTCs) that administer their own "C" funds was prepared by those CTCs and submitted to SCDOT. In addition, SCDOT has prepared a similar report on behalf of the remaining counties for which SCDOT administers "C" funds at their request. As of June 30, 2020, there are 26 self-administered CTCs and 20 SCDOT-administered CTCs.

Financial resources for transportation projects are precious as the needs far exceed the available funding. As such, the CTCs have a considerable responsibility to determine where best to place the limited funds for transportation improvements in their communities. The "C" program is successful because of the dedication of these committees and their hard work to prioritize funding for transportation projects.

"C" Fund Additions

Act 40 of 2017 includes the authorization of additional funding for the "C" program. The Act is phasing in additional funding over four years and modifies the minimum amount of "C" funds that must be spent on the state highway system. Table 1 summarizes the financial impact of Act 40 on the "C" program.

Table 1: Act 40 Impact on "C" Funds

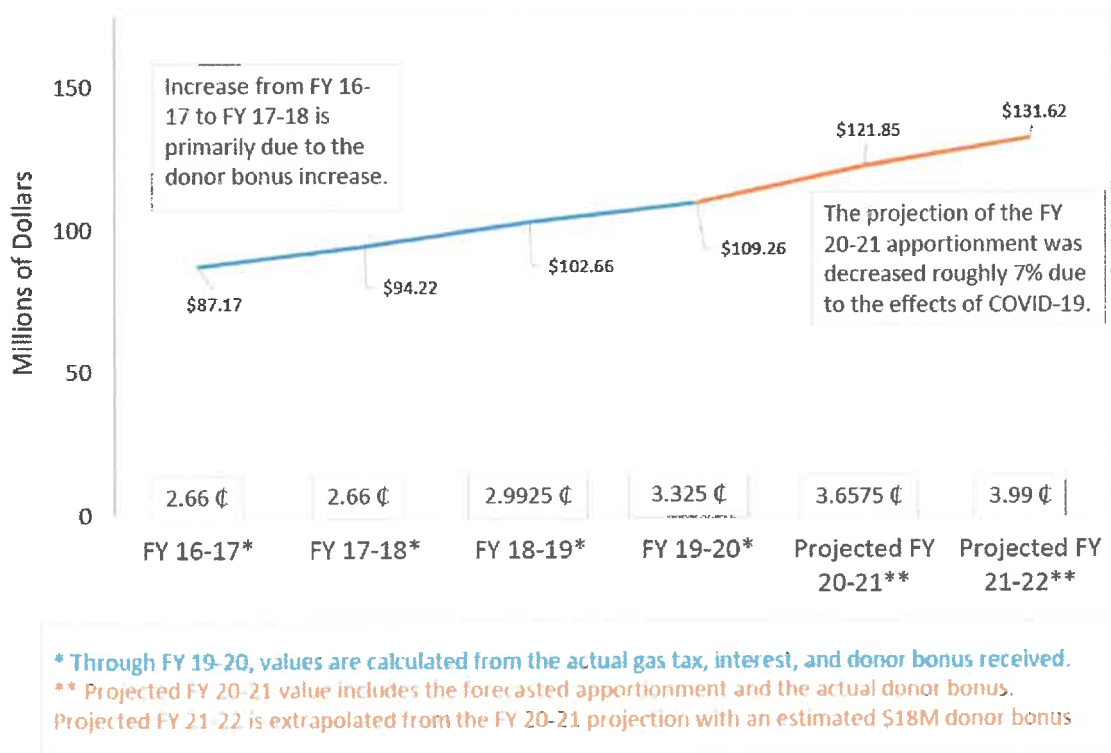
	State Gas Tax toward the "C" Program (¢/gallon)	Minimum % Required on State Roads
Before Act 40	2.66	25
SFY 18-19 (1 st 0.3325 ¢/gallon increase)	2.9925	25
SFY 19-20 (2 nd 0.3325 ¢/gallon increase)	3.325	25
SFY 20-21 (3 rd 0.3325 ¢/gallon increase)	3.6575	27.3
SFY 21-22 and beyond (Act 40 Fully Phased-In)	3.99	33.3

During this reporting year, SFY 2019-2020, more than \$109 million statewide was added to the "C" program. Before Act 40 was enacted, SCDOT transferred slightly more than \$87 million to the "C" fund in SFY 2016-2017. Figure 1 on the following page provides the total yearly contributions to the "C" fund since the authorization of Act 40. It also includes projections for upcoming years.

Donor Bonus Allocation

Act 40 of 2017 also amended another component of the “C” program, the Donor Bonus allocation, by increasing the amount SCDOT transfers annually to the “C” program. SCDOT now annually transfers a base amount of \$17 million to the “C” program under the donor bonus allocation, compared to a \$9.5 million annual transfer previously. This allocation is similar to a matching funds program whereby SCDOT transfers a portion of the \$17 million to each county

Figure 1: Total Recurring “C” Funds

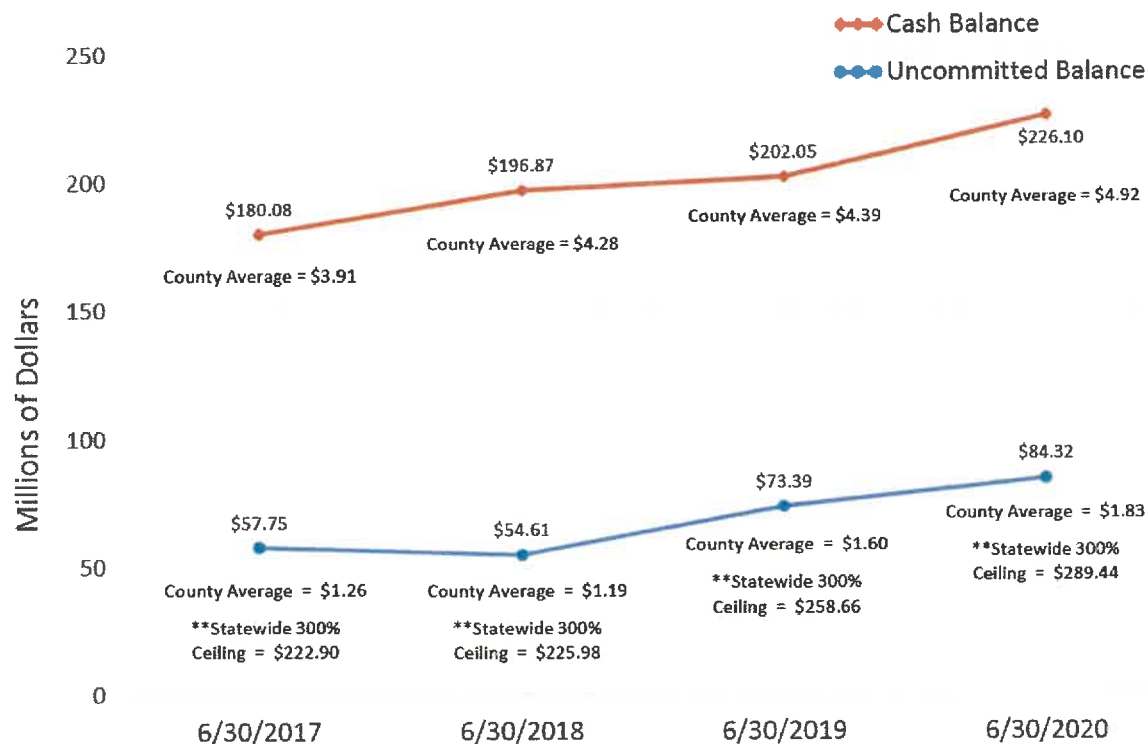


that contributes to the “C” fund an amount in excess of what it receives under the allocation formula in the “C” fund law. After the \$17 million is divided among the donor counties in the ratio defined by law, SCDOT then transfers up to an additional \$3.5 million among the donor counties in an effort to increase each donor county’s total allocation to the amount that county contributed to the “C” program through gasoline sales. Funds are distributed accordingly up to a cap of \$20.5 million to donor counties collectively. A copy of the Donor Bonus distribution for SFY 2019-2020 is shown at the end of this report in appendix A with a total distribution of \$17,640,424.71. The total distribution for this reporting year was below the \$20.5 million cap, so each donor county was made whole by receiving back in “C” funds the portion which the county collected via gasoline sales.

Minimum State Requirement and 300% Requirement

As stated earlier, each CTC must spend at least 25% of their apportionment on the State Highway System for SFY 2019-2020. This requirement is based on a biennial averaging of expenditures. As of the submission of this report, each CTC complied with this state minimum requirement for the reporting year. Additionally, the "C" fund law requires that CTCs do not carry forward into the following year any uncommitted balances greater than 300% of their apportionment from the most recent year. Each CTC sufficiently committed their "C" funds by June 30, 2020 so as to comply with this 300% requirement. Figure 2 displays the statewide "C" fund balances as of the end of the previous four fiscal years and highlights the extent to which the CTCs as a whole have been committing "C" funds toward transportation projects. Of note, the CTCs collectively carried forward an uncommitted balance of roughly \$84 million on June 30, 2020 while the 300% ceiling would be roughly \$289 million. This carry-over uncommitted balance equates to roughly 87% of the apportionment for the fiscal year, well beneath the statutory requirement.

Figure 2: Recurring "C" Fund Balances for All 46 CTCs

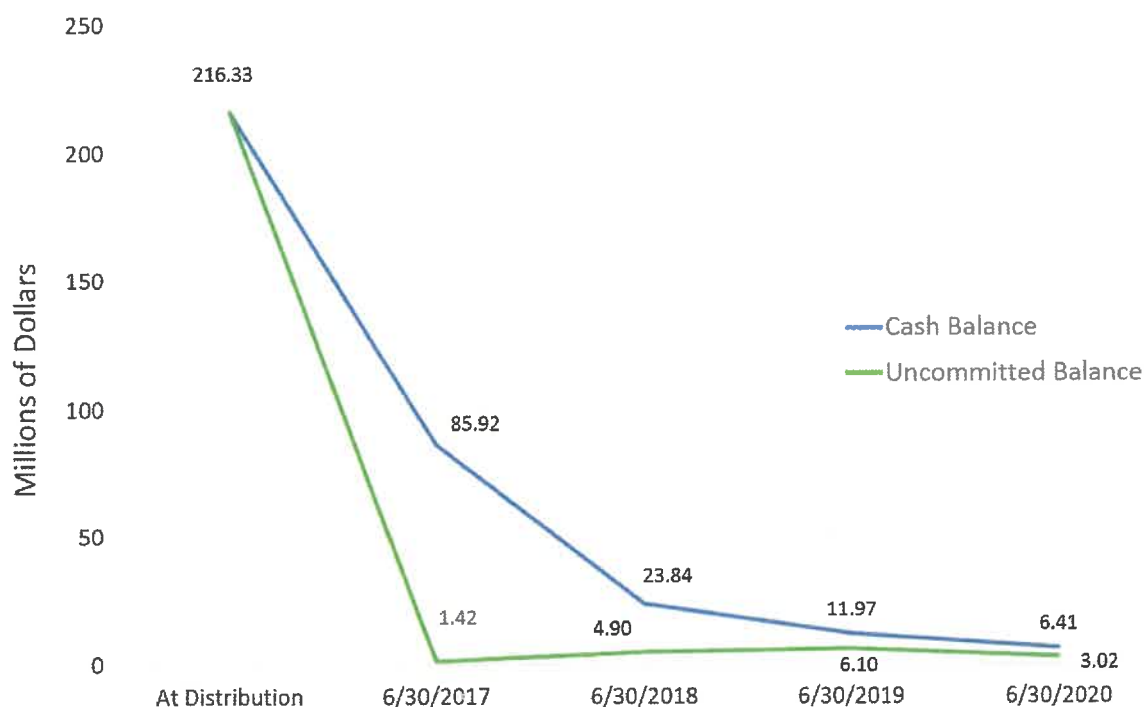


** Each CTC's Uncommitted Balance is required to be less than 300% of the most recent year's annual apportionment (§ 12-28-2740 subsection D).

One-Time "C" Fund Distribution (H.4230 funds)

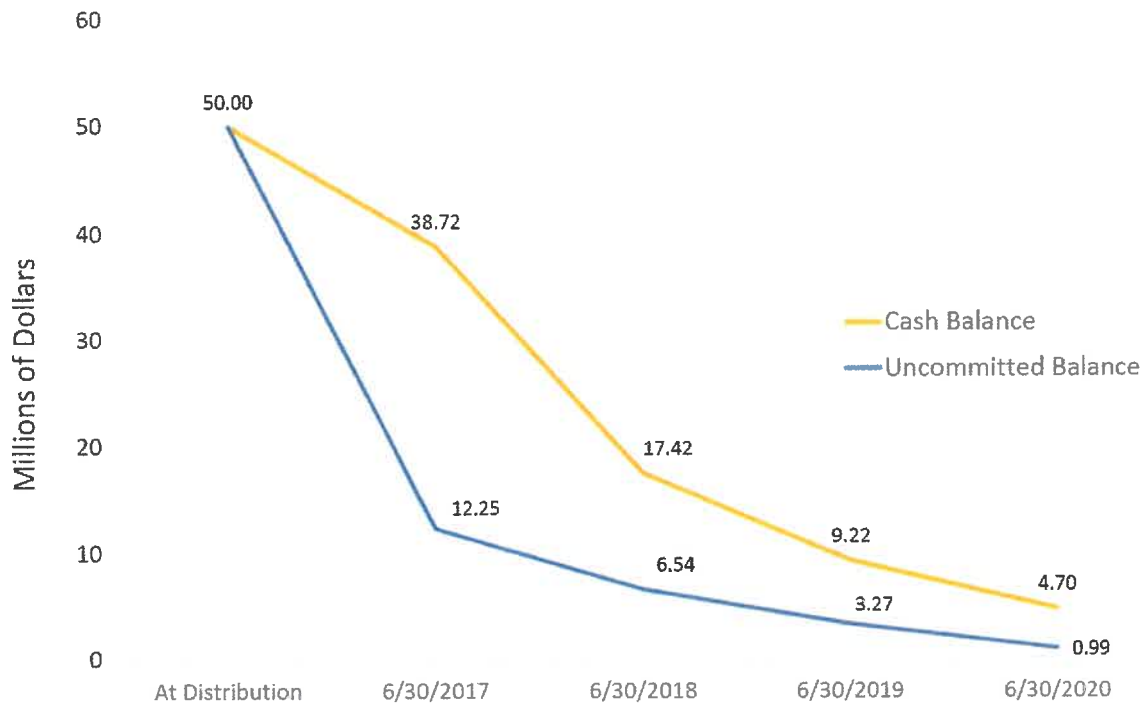
During SFY 2015-2016, the General Assembly passed H.4230, which provided one-time funding in the amount of \$216,329,114 to the CTCs. These funds are to be used solely on the state-owned secondary road system for paving, rehabilitation, resurfacing and/or reconstruction; and bridge repair, replacement, or reconstruction. As of the end of SFY 2019-2020, roughly \$6.4 million remains in this fund as cash, and roughly \$3.0 million is uncommitted. SCDOT is working with the CTCs to purpose these remaining funds toward needed improvements. The balances over time for this fund since its distribution may be seen in figure 3.

Figure 3: H.4230 Balances



One-Time "C" Fund Distribution (Proviso 117.135 funds)

During SFY 2016-2017, proviso 117.135 provided one-time funding in the amount of \$50 million to the CTCs. These funds are to be spent solely on the state-owned highway system for paving, rehabilitation, resurfacing, and/or reconstruction; and bridge repair, replacement, or reconstruction. As of the end of SFY 2019-2020, roughly \$4.7 million remains in this fund as cash and roughly \$1.0 million is uncommitted. SCDOT is working with the CTCs to purpose these funds toward needed improvements. The balances over time for the P117.135 fund since its distribution may be seen in figure 4 on the following page.

Figure 4: Proviso 117.135 Balances

Cash Balances and Uncommitted Balances

A summary of all cash balances and uncommitted balances for each CTC as of the end of this reporting year may be found in Appendix B at the end of this report.

Projections for the 2020-2021 State Fiscal Year

At the beginning of the state's fiscal year, SCDOT sends each CTC an income projection based on the amount of gasoline that is forecasted to be sold during the upcoming year. This information is used by the CTCs to plan how they may spend their "C" funds during the course of the year. A copy of the apportionment chart for this reporting year and the current year (SFY 2020-2021) can be found in Appendix C at the end of this report. Minor increases or decreases in revenue that may occur can be attributed to modest fluctuations in the price and consumption of gasoline. For state fiscal year 2020-2021, the projected apportionment that will be split between all 46 CTCs is \$104,150,400. This value already contains a reduction of roughly 7% due to the effects of COVID-19 on travel patterns. Time will tell if this forecasted reduction adequately captured the real-world response.

Any questions regarding the "C" program may be directed to SCDOT's "C" Program Administrator, Joe Sturm, at 803-737-0230.

BEAUFORT

Chairman Kraig Gordon

Self-Administered

BEAUFORT CTC ANNUAL C FUND REPORT
JULY 1, 2019 - JUNE 30, 2020
RECURRING FUNDS

INCOME AND EXPENSES**Balance of Funds as of July 1, 2019****\$ 3,376,741.00****Income:**

Funds Received (Gas Tax) for Period July 1, 2019 through June 30, 2020
Interest Earned (from SCDOT) for Period July 1, 2019 through June 30, 2020
Interest Earned (from a bank) for Period July 1, 2019 through June 30, 2020
Donor Bonus
Funds Received for Return of Uncommitted Balance
Total Income

\$ 2,284,688.59
\$ 13,379.49
\$ 70,000.00 *see note 1
\$ 325,445.95
\$ -
\$ 2,693,514.03

Expenses:

Administrative Expenses
Local Paving Project Expenditures
State Road Project Expenditures
Total Expenditures

\$ 2,000.00
\$ 2,869,741.97
\$ 850,000.00
\$ 3,721,741.97

Balance of Funds as of June 30, 2020**\$ 2,348,513.06****FUNDING COMMITMENTS**

Local Paving Projects
State Road Projects
Total Committed Funds

\$ 562,436.60
\$ -
\$ 562,436.60

Total Uncommitted Funds Available for New Projects**\$ 1,786,076.46**

*Note 1: Estimated total

LOCAL PAVING PROJECTS

[illegible]

EXPENDITURES FOR LOCAL PAVING PROJECTS AS PERCENT OF TOTAL INCOME =

125.61%

STATE ROAD PROJECTS

Project Number	PROJECT DESCRIPTION	WORK TYPE	Encroachment Permit #	RESPONSIBLE AGENCY	BUDGET	TOTAL EXPENDITURES	CURRENT FISCAL YEAR EXPENDITURES	REMAINING BUDGET
54929	Pope Ave Resurfacing	Resurfacing	261885	Town of Hilton Head Island	\$	850,000.00	\$	850,000.00
P037466	Name the Bridge at the Beaufort/Jasper County Line along SC-46	Dedication Sign		SCDOT	\$	250.00	\$	
P032411	Resurfacing Palmetto Bay Rd IUS-278	Resurfacing		SCDOT	\$	237,703	\$	237,703
P032412	Repair Bridge Approaches at US 21 at Chowan Creek, SC 170 at Broad River & SC 170 at Chechesse River	Repair		SCDOT	\$	308,048	\$	308,048
TOTALS					\$	1,396,001.30	\$	850,000.00

EXPENDITURES FOR STATE ROAD PROJECTS AS PERCENT OF TOTAL INCOME =

37%

BEAUFORT CTC ANNUAL C FUND REPORT

JULY 1, 2019 - JUNE 30, 2020

SFY 15-16 NON-RECURRING FUNDS (H.4230)

INCOME AND EXPENSES**Balance of Funds as of July 1, 2019**

\$ 74.00

Income:

Funds Received (Gas Tax) for Period July 1, 2019 through June 30, 2020

Interest Earned (from SCDOT) for Period July 1, 2019 through June 30, 2020

Interest Earned (from a bank) for Period July 1, 2019 through June 30, 2020

Funds Received for Return of Uncommitted Balance

Total Income

\$	-
\$	-
\$	-
\$	-
\$	-
\$	-

\$

-

Expenses:

State Road Project Expenditures

Total Expenditures

\$	-
----	---

\$

-

Balance of Funds as of June 30, 2020FUNDING COMMITMENTS

State Road Projects

Total Commitments

\$	-
----	---

\$

-

Total Uncommitted Funds Available for New Projects

\$

74.00

STATE ROAD PROJECTS

Project Number	PROJECT DESCRIPTION	WORK TYPE	Encroachment Permit #	RESPONSIBLE AGENCY	BUDGET	TOTAL EXPENDITURES	CURRENT FISCAL YEAR EXPENDITURES	REMAINING BUDGET
TOTALS								

BEAUFORT CTC ANNUAL C FUND REPORT
JULY 1, 2019 - JUNE 30, 2020
SFY 16-17 NON-RECURRING FUNDS (P117.135)

INCOME AND EXPENSES**Balance of Funds as of July 1, 2019**

	\$	-
--	----	---

Income:

Funds Received (Gas Tax) for Period July 1, 2019 through June 30, 2020	\$	-
Interest Earned (from SCDOT) for Period July 1, 2019 through June 30, 2020	\$	-
Interest Earned (from a bank) for Period July 1, 2019 through June 30, 2020	\$	-
Funds Received for Return of Uncommitted Balance	\$	-
Total Income	\$	-

Expenses:

State Road Project Expenditures	\$	-
Total Expenditures	\$	-

Balance of Funds as of June 30, 2020

	\$	-
--	----	---

FUNDING COMMITMENTS

State Road Projects	\$	-
Total Commitments	\$	-

Total Uncommitted Funds Available for New Projects

	\$	-
--	----	---


STATE ROAD PROJECTS

Project Number	PROJECT DESCRIPTION	WORK TYPE	Encroachment Permit #	RESPONSIBLE AGENCY	BUDGET	TOTAL EXPENDITURES	CURRENT FISCAL YEAR EXPENDITURES	REMAINING BUDGET
P032411	Resurface Palmetto Bay Rd US-278	CON		SCDOT	\$ 1,208,702.19	\$ 1,208,702.19		
P032411	Resurface Palmetto Bay Rd US-278	PE		SCDOT	\$ 19,584.81	\$ 19,584.81		
P032411	Resurface Palmetto Bay Rd US-278	CE&I		SCDOT	\$ 117,508.89	\$ 117,508.89		
P032412	Repair Bridge Approaches at US 21 at Chowan Creek, SC 170 at Broad River & SC 170 at Chocheese River	CON		SCDOT	\$ 18,000.00	\$ 18,000.00		

TOTALS

\$ 1,362,795.89 \$ 1,362,795.89 \$

CTC Chairman:


(Signature)

Date:

12 Oct 2020

PLEASE DISPLAY EACH PROJECT AS IT WAS AWARDED. (I.E. IF SMITH BROTHERS WAS AWARDED A CONTRACT FOR THE RESURFACING OF 15 DIFFERENT ROADS, THE PROJECT WOULD BE LISTED ONE TIME, NOT FOR EACH INDIVIDUAL ROAD)

Interstates Need New Form of Funding



Becky Schultz / bschultz@acbusinessmedia.com

Amidst the Congressional battles over infrastructure funding legislation, the 48,000-mile Interstate Highway System (IHS) quietly reached a major milestone on June 29. On that date in 1956, President Dwight D. Eisenhower signed the Federal-Aid Road Act authorizing the system and

creating the Highway Trust Fund (HTF) to finance its construction.

The IHS continues to serve as the backbone of the U.S. economy, states the American Road and Transportation Builders Association (ARTBA), noting that nearly 75% of truck freight is carried along its pavements. And while the IHS accounts

for just 1% of total roadway miles, it handles 26% of the vehicle miles traveled.

Since its inception, the IHS has helped to spawn numerous industries that have transformed the U.S. economic landscape, including lodging, fast food and restaurants, tourism and convenience stores. Each year, these sectors contribute trillions of dollars and millions of jobs to the economy.

But such areas of commerce are dependent upon a well-maintained, safe and functional interstate system. The U.S. population has doubled since 1956 and the IHS has seen the number of vehicle miles traveled skyrocket by 422%. Plus, at 65, it is well past its original projections. According to ARTBA:

- ➔ The design life for Interstate pavements in the 1950s and 1960s was 20 years. More than one-third of IHS miles are over the 50+ mark.
- ➔ Nearly one-third of bridges along the IHS (18,000 of a total 58,500) are in need of repair or replacement, and 57% of the total bridges are in just "fair" condition. The average bridge age is 46 years.
- ➔ Traffic congestion on overwhelmed U.S. Interstates cost over \$9 billion in 2019, with truck drivers delayed by nearly 149 million hours.

As of mid-July, debate continued over proposed federal legislation to increase infrastructure investment, with a sizable chunk set to go to roads and highways. But even if such legislation passes, it would represent a drop in the bucket toward meeting the IHS' long-term needs. It would also fail to address its most pressing issue: the funding mechanisms for the HTF. The HTF has faced a long-term struggle to maintain solvency, and only regular infusions from the general fund have stemmed the bleeding.

There is little argument that the primary funding mechanism — taxes on motor fuels — is no longer sufficient. The motor fuel tax rates have failed to be increased at the federal level since 1993; vehicle miles traveled have seen slow growth; and the increasing use of electric vehicles continues to eat away at fuel tax revenues.

Congress has a history of choosing to punt the ball when it comes to addressing the challenges the HTF is facing. However, the FAST Act's expiration at the end of September brings another opportunity to identify and implement meaningful solutions. The question is whether legislators — already months into negotiations on a large, over-arching infrastructure package — will have the stomachs to face another monumental legislative task... or if they will choose to follow their predecessors' lead and kick the ball down field in hopes others will run with it in 2022, or even further down the road. **ET**