

JUST FACTS:
TWO DECADES
OF INFRASTRUCTURE
INVESTMENT AND
THE ROAD AHEAD

The Impact of the Charleston
County Transportation Sales Tax



Charleston County
Transportation
Infrastructure | Greenspace | Transit



Over the past 20 years, Charleston County voters have twice approved a half-penny sales tax. This crucial funding has led to **\$4.56 billion** in community infrastructure investments that are vital to Charleston County.

Now we stand at a crossroads. The current half-penny expires in 2027, and a decision must be made: will we continue this program into the future, or pump the brakes?

The following report offers a clear look at what has been achieved and the challenges ahead, so that together, we can proceed with a shared understanding and a focus on the future.

HALF-PENNY INVESTMENTS: \$3.4 BILLION SINCE 2004

This covers roads, bridges, sidewalks, bike paths, green spaces, and more, for residents, businesses, and visitors alike. All a half penny at a time.



HEADS UP
HALF-PENNY FACT

30% of the Charleston County Transportation Sales Tax funds are generated by non-Charleston County residents.



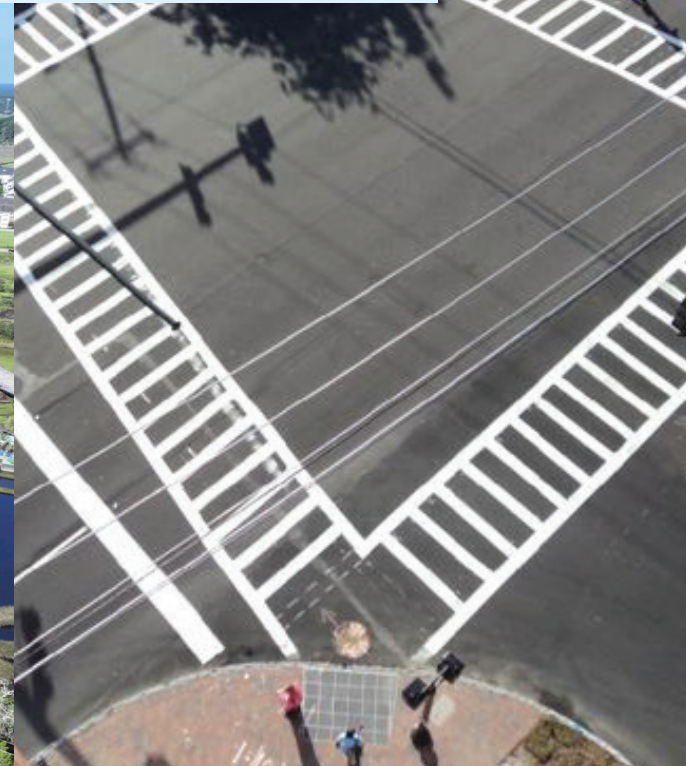
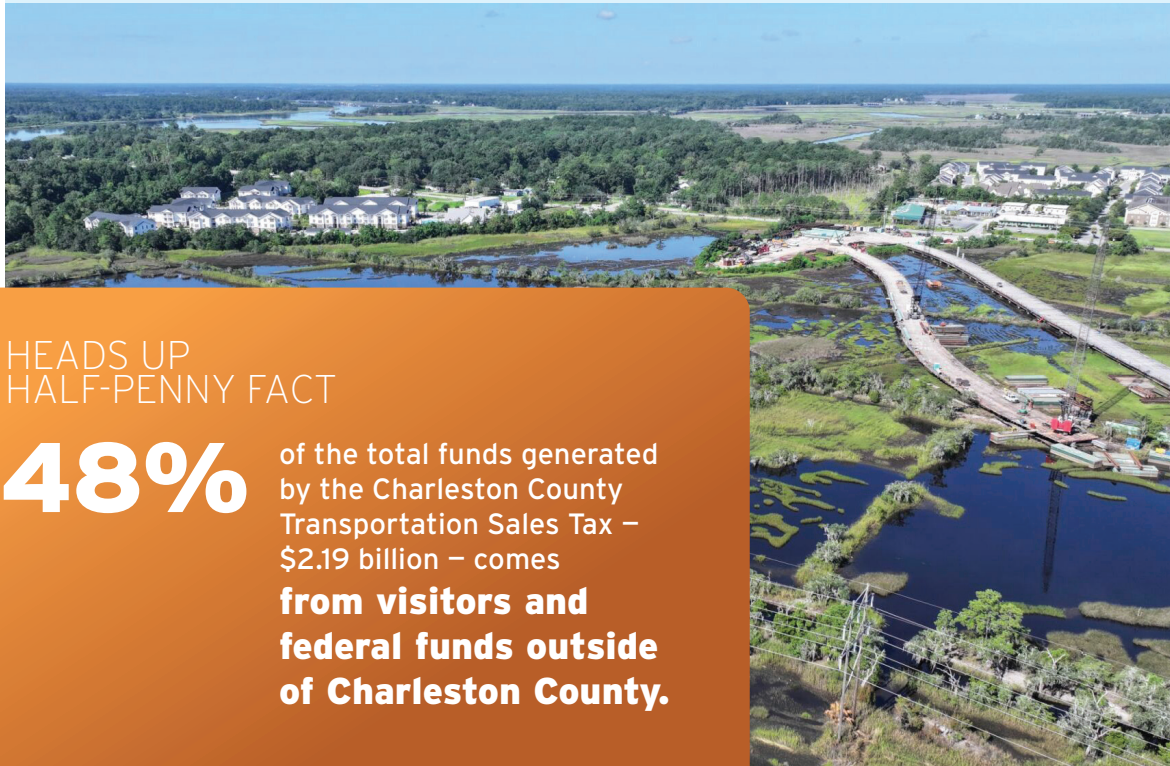
MATCHING FUNDS INVESTMENTS: \$1.17 BILLION

The half-penny has generated a substantial amount in matching funds and grants, multiplying its impact far beyond the original investment.

▶ **\$386
MILLION**
ROAD PROJECT
MATCHING FUNDS

▶ **\$232
MILLION**
GREENBELT
MATCHING FUNDS

▶ **\$554.5
MILLION**
PUBLIC TRANSIT
MATCHING FUNDS



HEADS UP
HALF-PENNY FACT

48% of the total funds generated by the Charleston County Transportation Sales Tax – \$2.19 billion – comes **from visitors and federal funds outside of Charleston County.**

CHARLESTON COUNTY'S POPULATION HAS SURGED BY 33.1% SINCE 2004

Since 2004, the population increase reflects the county's rapid growth and increasing demands on infrastructure. The broader tri-county area has expanded even faster, with a remarkable 50.3% increase over the same period.



REGISTERED VEHICLES

41.45% increase in the number of registered vehicles in Charleston County over the last 16 years.



CHARLESTON COUNTY

2004

333,122 RESIDENTS

590,096 → 887,004

POPULATION +50.3% IN TRI-COUNTY SINCE 2004

2025

443,357 RESIDENTS



HEADS UP HALF-PENNY FACTS



Charleston County's population is projected to increase by over

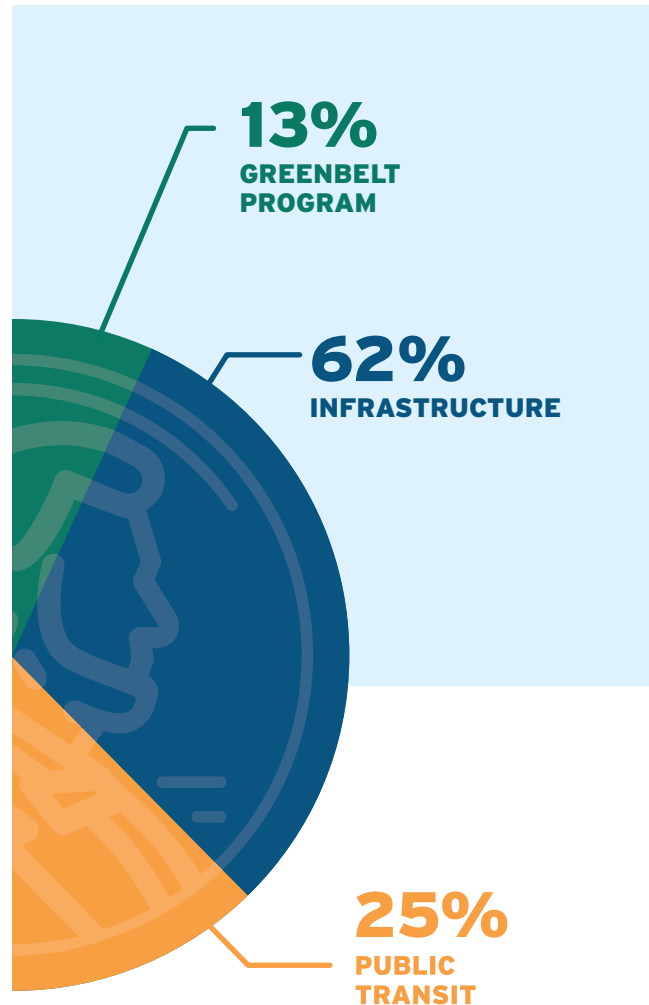
42,000
in the next decade.



Today, Charleston County Residents lose approximately

63 hours
each year in traffic,
costing drivers about
\$1,325 per year.

ALLOCATION DISTRIBUTION



INFRASTRUCTURE

Projects the half-penny has helped fund:

Resurfacing, Rural Roads, and Local Paving

- ▶ **895 miles** of improvements
- ▶ **38% good pavement condition** of neighborhood streets and secondary roads (Statewide average 22%)

Bike, pedestrian, and multi-use paths

- ▶ **49 miles** of projects

Intersections

- ▶ **69 intersection improvements**

FEATURED PROJECTS

The most high-profile pieces of the sales tax program are its Featured Projects. These major infrastructure efforts cost tens to hundreds of millions and are transformative in scope. EXAMPLES INCLUDE:

US Route 17/Johnnie Dodds Boulevard

Widening and improvements from the Arthur Ravenel, Jr. Bridge to the Interstate I-526 Overpass

Glenn McConnell Parkway

Widening from 4 to 6 lanes

Harborview Road Widening

Palmetto Commerce Parkway Phase 2

Camp at Folly Road Intersection

Maybank at Folly Intersection

West Ashley Circle

Bee Street at Courtney MUSC area improvements

Hwy 61 at SC 7 Intersection

Palmetto Commerce Interchange

Construction of a new interchange connecting I-26 to Weber Blvd. between US 78 and Ashley Phosphate Road

Bees Ferry Road

Widening from US Route 17 to Ashley River Road

Main Road Segment A

Reduce congestion/improve capacity at the intersection of US 17 and Main Road

Lowcountry Rapid Transit

A 21.3-mile modern system providing a safe, reliable new connection between North Charleston and Charleston



HEADS UP HALF-PENNY FACT

The Charleston County Transportation Sales Tax committed \$72 million to build the Arthur Ravenel Jr. Bridge.

GREENBELT PROGRAM

As directed by voters, Charleston County Transportation Sales Tax also invests heavily in green space, preserving landscapes, natural resources and key corridors that protect our region's environment and quality of life.



Today, 49% of Charleston County's total acreage – more than 284,000 acres – is protected greenspace.



Church Creek Park

Coach Stanley Chisolm Park

**Mount Pleasant Way-
Scanlonville Park to Wingo
Way Section**

Angel Oak Park Expansion

**Botany Bay Preserve
Expansion**

Ace Basin- Willtown (Knox)

**Wadamalaw Island
Community Park**

**Boone Hall Plantation
& Gardens**

Pappas Island

Phillip Community Park

Chucktown Acres



**HEADS UP
HALF-PENNY FACT**

**Charleston's amount of
projected green space
ranks 2nd in the state**

PUBLIC TRANSIT

About 25% of half-penny revenue funds CARTA, the area's public transit system.

SERVICE MILES



20 Year Total | 53,751,886

PASSENGER TRIPS



20 Year Total | 66,720,831

Bus Stop Improvements

- ▶ 146 shelters/benches have been installed since 2005
- ▶ Other improvements include lighting, digital signage, and bike racks

Bus Fleet Upgrades

- ▶ CARTA has purchased 125+ vehicles for fixed-route and paratransit services, with 7 more vehicles on the way

Lowcountry Rapid Transit

- ▶ A new 21.3-mile modern system will offer the cities of North Charleston and Charleston a safe, reliable, and innovative way to travel.

Technology Advancements

- ▶ Real-time bus tracking
- ▶ Onboard WiFi
- ▶ Electronic payment



HEADS UP HALF-PENNY FACT

Since 2005, CARTA has made 66 million passenger trips, traveling nearly 319 million passenger miles.



THE ROAD AHEAD

Opinions will vary, facts shouldn't. Over the past two decades, there have been many fans and critics of the transportation program - and many citizens have been both. Nevertheless, the community sent a clear message last November. It's time to rethink. This report is the beginning of that process, which will remain transparent throughout.



The decisions ahead should be grounded in trust, transparency, and a common understanding of:

What has been accomplished

What remains to be done

What the next 20 years could bring

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