



# DRAFT 2026 Transportation Sales Tax Program

## Investment Category Overview

February 4, 2026

# Guiding Principles

*These key themes, identified through public outreach, will inform future Transportation Sales Tax decisions made by County Council.*

- **Finish What Was Promised:** Complete key projects carried forward from the existing Transportation Sales Tax program.
- **Focus on Congestion Relief and Safety:** Invest fairly across the county to reduce congestion and improve roadway safety as growth continues.
- **Support Multimodal Mobility:** Expand sidewalks, bicycle facilities, and transit services to meet identified needs and improve mobility.
- **Use Greenbelt to Manage Growth:** Protect natural areas through continued Greenbelt investments that limit overdevelopment and preserve quality of life.
- **Build Resilient Infrastructure:** Integrate flood mitigation and resiliency measures into transportation projects.
- **Ensure Transparency and Accountability:** Maintain strong oversight and clear communication to demonstrate progress and responsible use of public funds.

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Draft 2026 TST Program

February 4, 2026

**Charleston County**  
**Transportation**  
Infrastructure | Greenspace | Transit



# Proposed Schedule

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST - NOVEMBER
<ul style="list-style-type: none"><li>• <b>Jan. 13:</b> Council receives briefing on public and municipal input received</li><li>• <b>Jan. 22:</b> Council begins consideration of funding categories for potential future TST program based on input received</li></ul>	<ul style="list-style-type: none"><li>• <b>Feb. 4:</b> Council Workshop to develop DRAFT program</li><li>• <b>Feb 19 &amp; 24:</b> Council completes work on DRAFT program and staff initiates 30-day public outreach effort</li></ul>	<ul style="list-style-type: none"><li>• <b>Feb. 25 – March 25:</b> Staff-led outreach effort</li><li>• Council considers operating procedures for annual allocation programs, Greenbelt, etc. of potential future TST program</li></ul>	<ul style="list-style-type: none"><li>• <b>April 7 &amp; 14:</b> Council receives briefing on second phase of public input and refines proposed program specifics, as desired</li></ul>	<ul style="list-style-type: none"><li>• Council finalizes proposed TST program and determines whether to proceed with placing it on Nov. ballot</li><li>• <b>May 26:</b> First Reading of Ordinance</li></ul>	<ul style="list-style-type: none"><li>• <b>June 11:</b> Second Reading of Ordinance</li><li>• <b>June 23:</b> Third Reading of Ordinance</li></ul>	<ul style="list-style-type: none"><li>• Staff prepares package for submission to SC Election Commission</li></ul>	<ul style="list-style-type: none"><li>• <b>Aug 17:</b> Last day to submit Nov. ballot items to SC Election Commission</li><li>• <b>Nov. 4:</b> Election Day</li></ul>

Draft 2026 TST Program

February 4, 2026

**Charleston County**  
**Transportation**  
Infrastructure | Greenspace | Transit




**Charleston County  
Transportation**  
*Infrastructure | Greenspace | Transit*



# City of North Charleston

*Mayor Burgess*





# **Charleston County Transportation Sales Tax (TST)**

**City of North Charleston  
Proposal**

# Guiding Principles for Investment:

- **Regional Approach:**
  - Regional Land Use and Transportation Planning
  - Intelligent Transportation System (ITS)
  - Equitable Funding Allocations
- **Conservation:**
  - Greenbelt Program: Public Access for Public Lands
  - Community Livability: Mitigation of Community Impacts
  - Community Revitalization: Great Public Spaces
- **Preservation:**
  - Pavement: Expand Preservation Program
  - Stormwater: Develop Preservation Program
  - Annual Allocations: Safety, Sidewalks and Intersections
- **Connected Communities:**
  - Public Transit: Including Lowcountry Rapid Transit
  - Multimodal Transportation: Bicycle, Pedestrian, and Trails
  - Overpasses: Mitigate Rail Impacts



# Priority Corridors

- **Priority Corridors from TST Phase 2:**
  - **Dorchester Rd.**
  - **Airport Connector Rd.**
  - **Palmetto Commerce Pkwy.**
- **Priority Corridors and Connectivity**
  - **Durant Avenue Overpass**
  - **Mall Drive Extension and Widening**
  - **Azalea Avenue-Stromboli Avenue Overpass**
  - **Virginia Avenue-Noisette Boulevard Overpass**

# Community Corridors & Bike/Ped

- **Community Corridors & Streetscape Revitalization**
  - Reynolds Avenue
  - Stall Road-Midland Park
  - Remount Road
- **Pedestrian and Bicycle Infrastructure**
  - Northbridge Pedestrian Access
  - Azalea Trail
  - Noisette Trail



## City of North Charleston Transportation Sales Tax Program Priority Submission

### Regional Initiatives

Priority	Project	Limits	Driver	Allocation Type
1	Greenbelt	Countywide	Community Impact	Greenbelt
1	Intelligent Transportation System (ITS)	Countywide	Capacity	Signal Coordination ITS
1	Pavement Preservation Program	Countywide	Community Impact	Pavement Management
1	Public Transit/LCRT	Countywide	Mobility	Transit
1	Safety Enhancements	Countywide	Safety	Intersection/Safety
2	Stormwater Preservation Program	Countywide	Community Impact	Intersection/Safety
2	Noise Mitigation & Community Impacts	Countywide	Community Impact	Featured Regional Projects

### Carryover TST Projects

Priority	Project	Limits	Proposed Solution	Driver	Allocation Type
1	Dorchester Rd	Michaux Pkwy	Widening	Capacity	Featured Regional Projects
1	Airport Connector Rd	International Blvd to Montague Blvd	New Roadway	Capacity	Featured Regional Projects
2	Palmetto Commerce Pkwy	US-78 to Dorchester Rd	New Roadway	Capacity	Featured Regional Projects
2	Ladson Rd	US-78 to Dorchester Rd	Widening	Capacity	Featured Regional Projects

### Regional Infrastructure Projects

Priority	Project	Limits	Proposed Solution	Driver	Allocation Type
<i>Major Roadway &amp; Regional Capacity Projects</i>					
1	Rivers Ave Overpass	Durant Ave to Aragon St	New Overpass	Connectivity	Featured Regional Projects
1	Mall Dr	Montague Rd to Rivers Ave	New Overpass	Connectivity	Featured Regional Projects
2	Azalea Dr Extension	Azalea Dr to Stromboli Ave (over King St Extension)	New Overpass	Connectivity	Featured Regional Projects
2	Noisette Blvd/Virgina Ave	Noisette Blvd/Virgina Ave	New Overpass	Connectivity	Featured Regional Projects
<i>Key Corridors &amp; Streetscape Revitalization</i>					
1	Reynolds Drainage & Streetscape	Meeting St to Rivers Ave to North Carolina	Corridor Improvements	Community Impact	Featured Regional Projects
1	Stall Rd/Midland Park Rd	S Aviation Ave to Ashley Phosphate Rd to Rivers Ave	Corridor Improvements	Safety/Capacity	Featured Regional Projects
2	Remount Rd	N Rhett Ave to Rivers Ave	Corridor Improvements	Safety/Mobility	Featured Regional Projects

### Bike Ped Projects

Priority	Project	Limits	Proposed Solution	Driver	Allocation Type
1	Multimodal Improvements/LCRT Last Mile	Medical Plaza Dr to Hackemann Dr	Corridor Improvements	Mobility/Connectivity	Bike Ped
1	Better Northbridge	Northbridge Park to Azalea Dr	Multi-Use Path	Safety/Connectivity	Featured Regional Projects/Bike Ped
2	Leeds Ave & Azalea Dr Trail	I-526 & Cosgrove Ave	Multi-Use Path	Connectivity	Bike Ped
2	Noisette Creek Trail	LCRT to Navy Yard	Multi-Use Path	Connectivity	Bike Ped/Greenbelt

#### Legend

1st Tier Priority Projects

2nd Tier Priority Projects

**Charleston County  
Transportation**  
*Infrastructure | Greenspace | Transit*



# City of Charleston

*Mayor Cogswell*

Bee Street at Courtenay





# TRANSPORTATION SALES TAX

## Special Committee Presentation

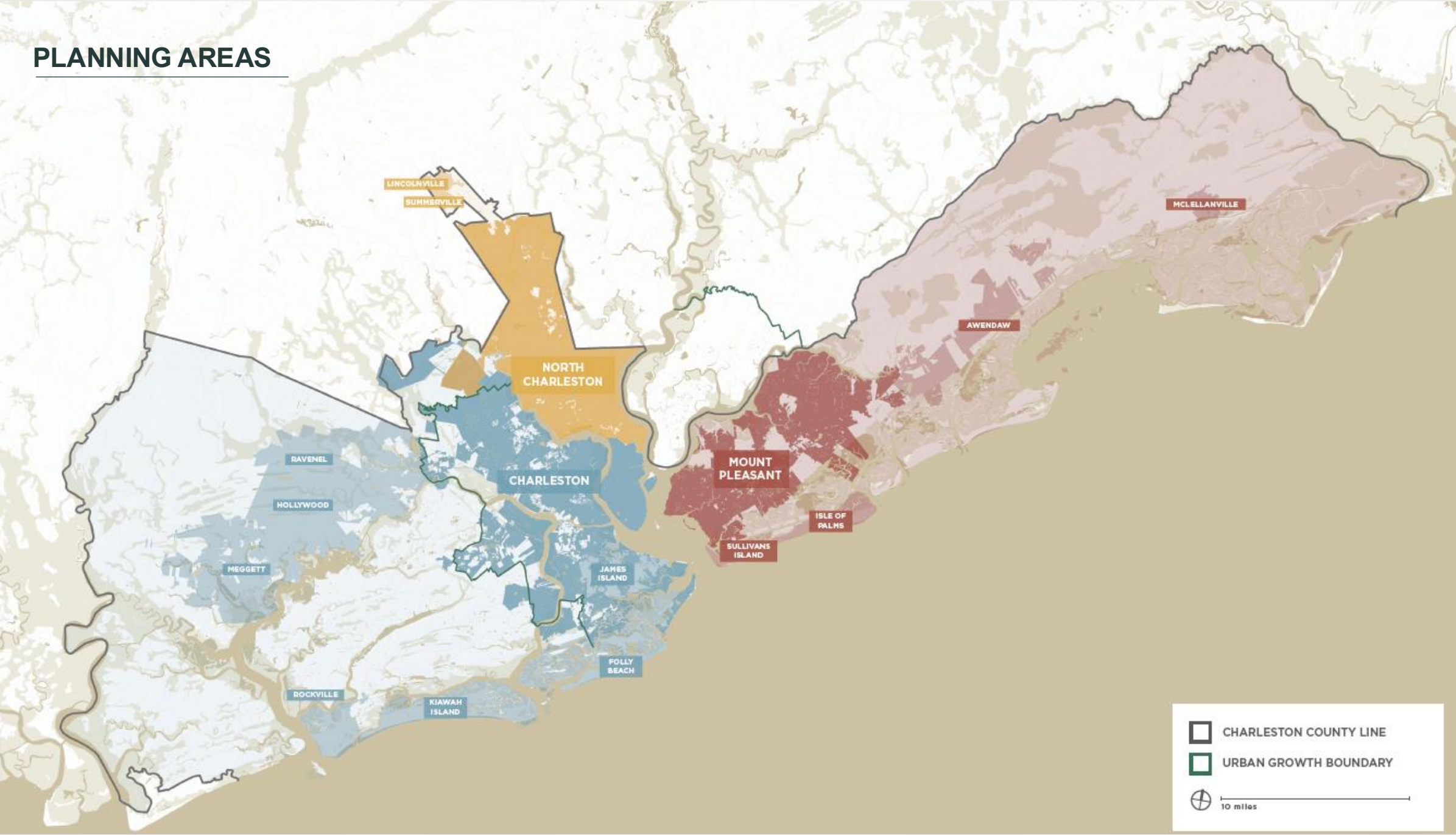
*Mayor William Cogswell*

*February 4, 2026*

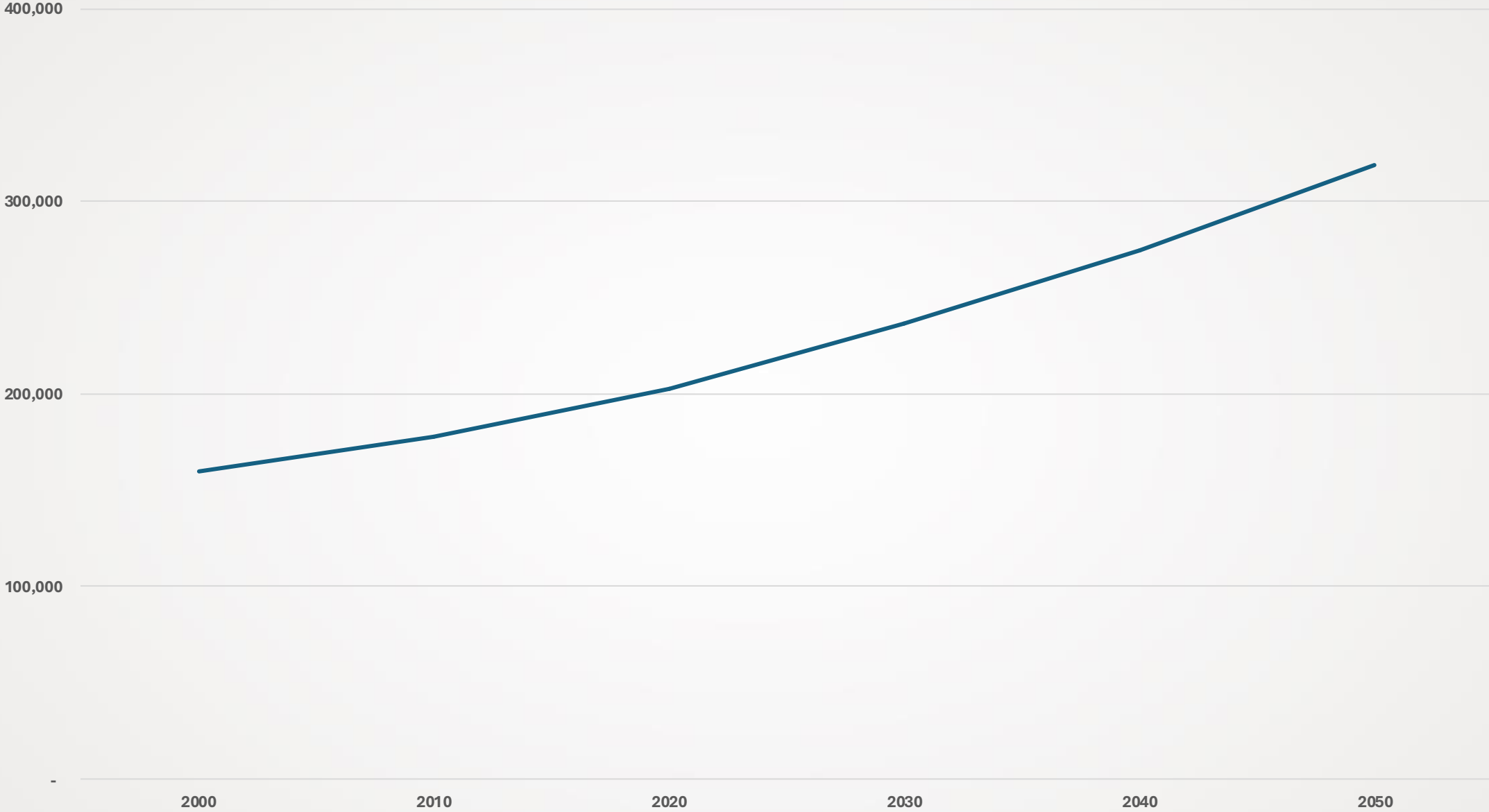




PLANNING AREAS



West Population Growth 2000-2050



2026

## GREENBELT PRINCIPLE





## COUNTY

- Transportation Infrastructure
- Bicycle and Pedestrian
- Greenbelt Program
- Public Transit

## MUNICIPALITIES

- Zoning Entitlements
- Housing
- Amenities
- Public Safety





# PROJECTED TOTAL DOLLAR AMOUNT FOR CHARLESTON COUNTY TST

**2026 Projection: \$4,250,000,000**

**City of Charleston Pro-Rata Population Percentage: 50%**

**Target Funding for the City of Charleston: \$2,078,250,000\***

*\*Includes all expenditures.*

## CITY OF CHARLESTON POPULATION SPLIT

- West Ashley – **50%** of Population
- Johns Island – **10%** of Population
- James Island – **15%** of Population
- Peninsula – **25%** of Population

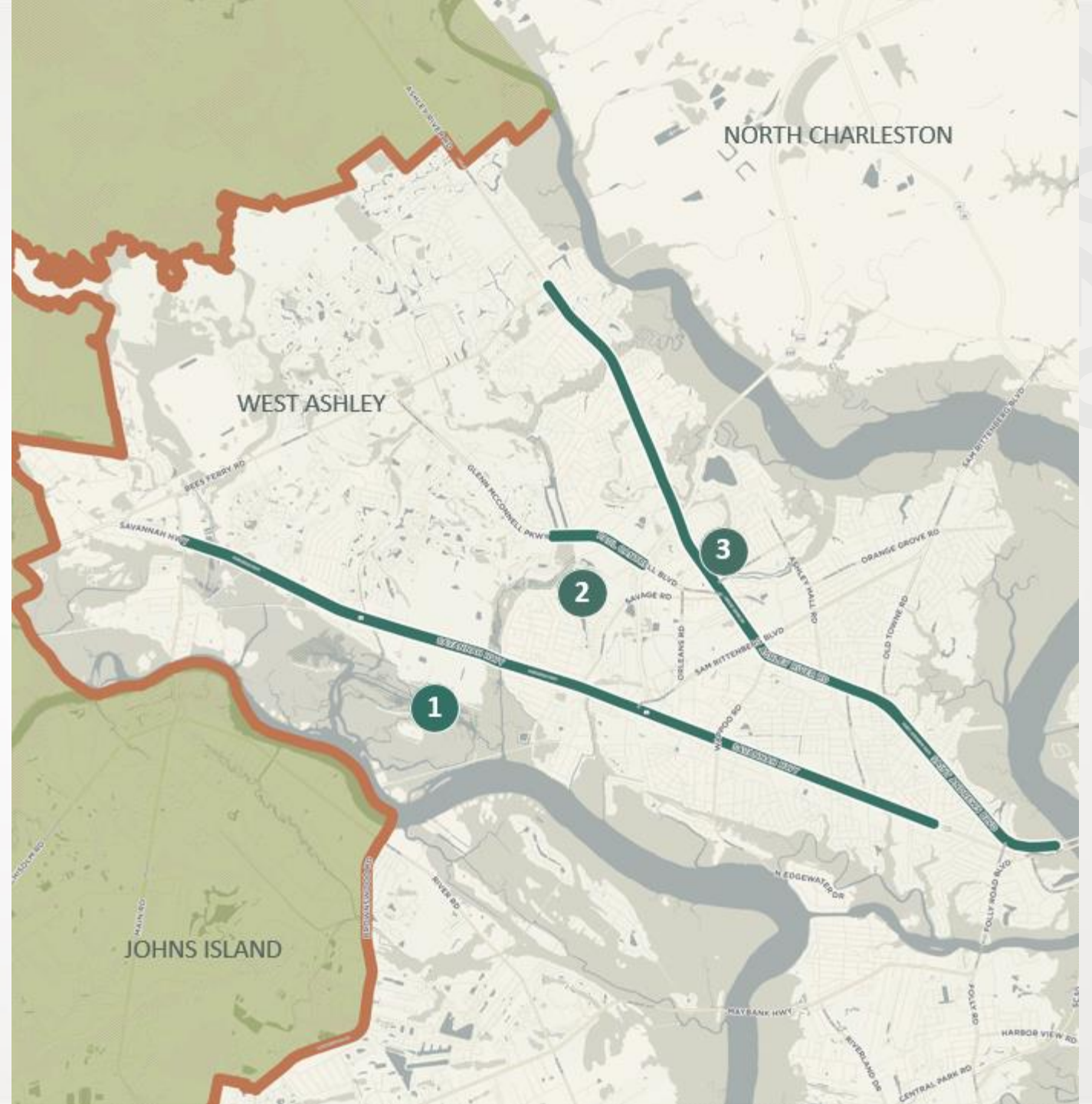


## PROJECTS - WEST ASHLEY

1. US 17 S Select Widening, Drainage & Other Improvements
2. Glenn McConnell At Magwood
3. Ashley River Rd Partial Raising & Other Improvements

Total Allocation of Funds  
\$1,115,000,000

UGB PRESERVATION/GREENBELT  
URBAN GROWTH BOUNDARY



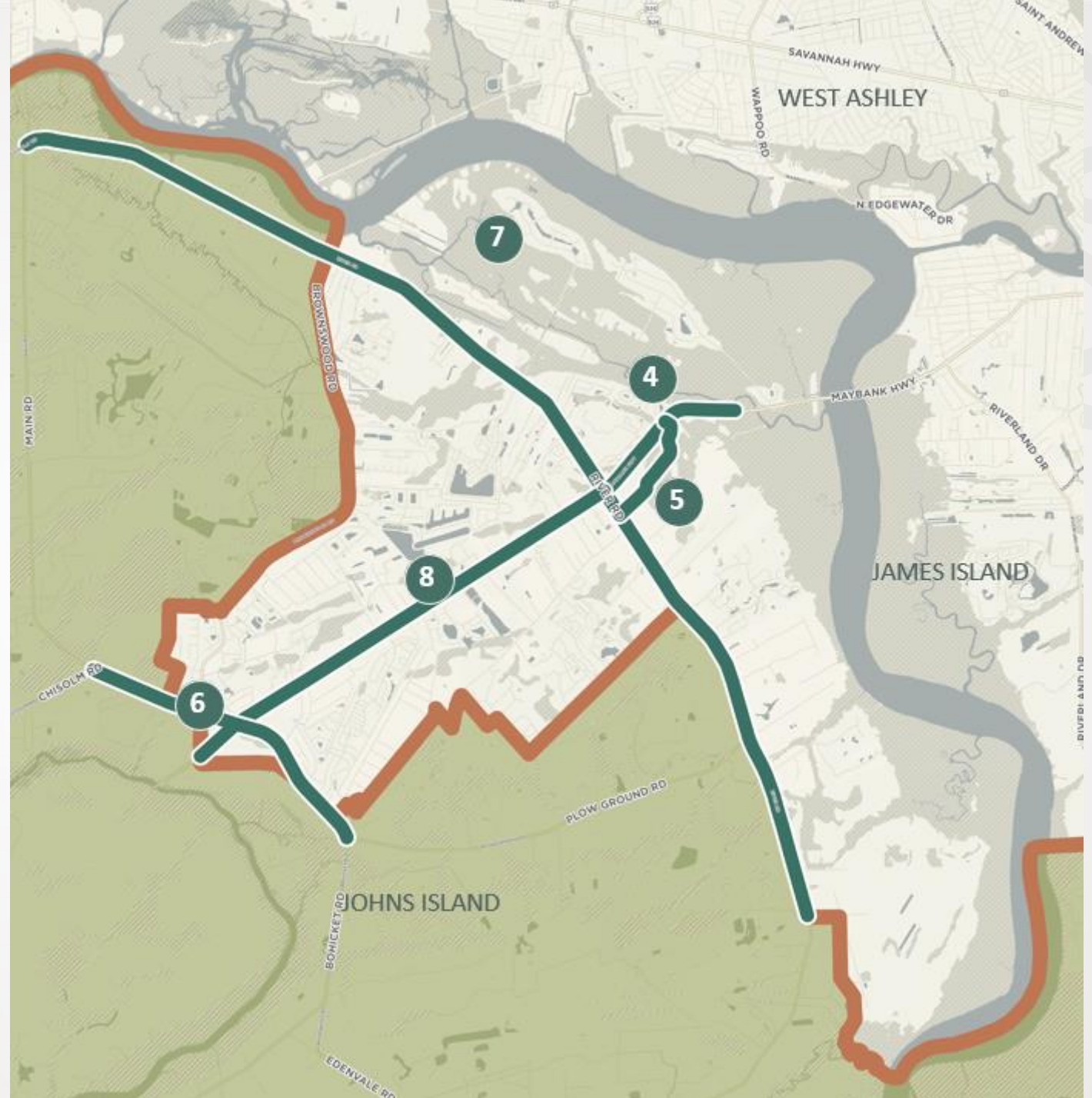


## PROJECTS - JOHNS ISLAND

4. Maybank Widening
5. Maybank Southern Pitchfork & Roundabout
6. Main Road At Maybank  
(Chisolm To Plowground)
7. River Road Intersections & Shoulder Enhancements
8. Maybank Main Street Improvements

Total Allocation of Funds  
\$225,000,000

UGB PRESERVATION/GREENBELT  
URBAN GROWTH BOUNDARY



## PROJECTS - JAMES ISLAND

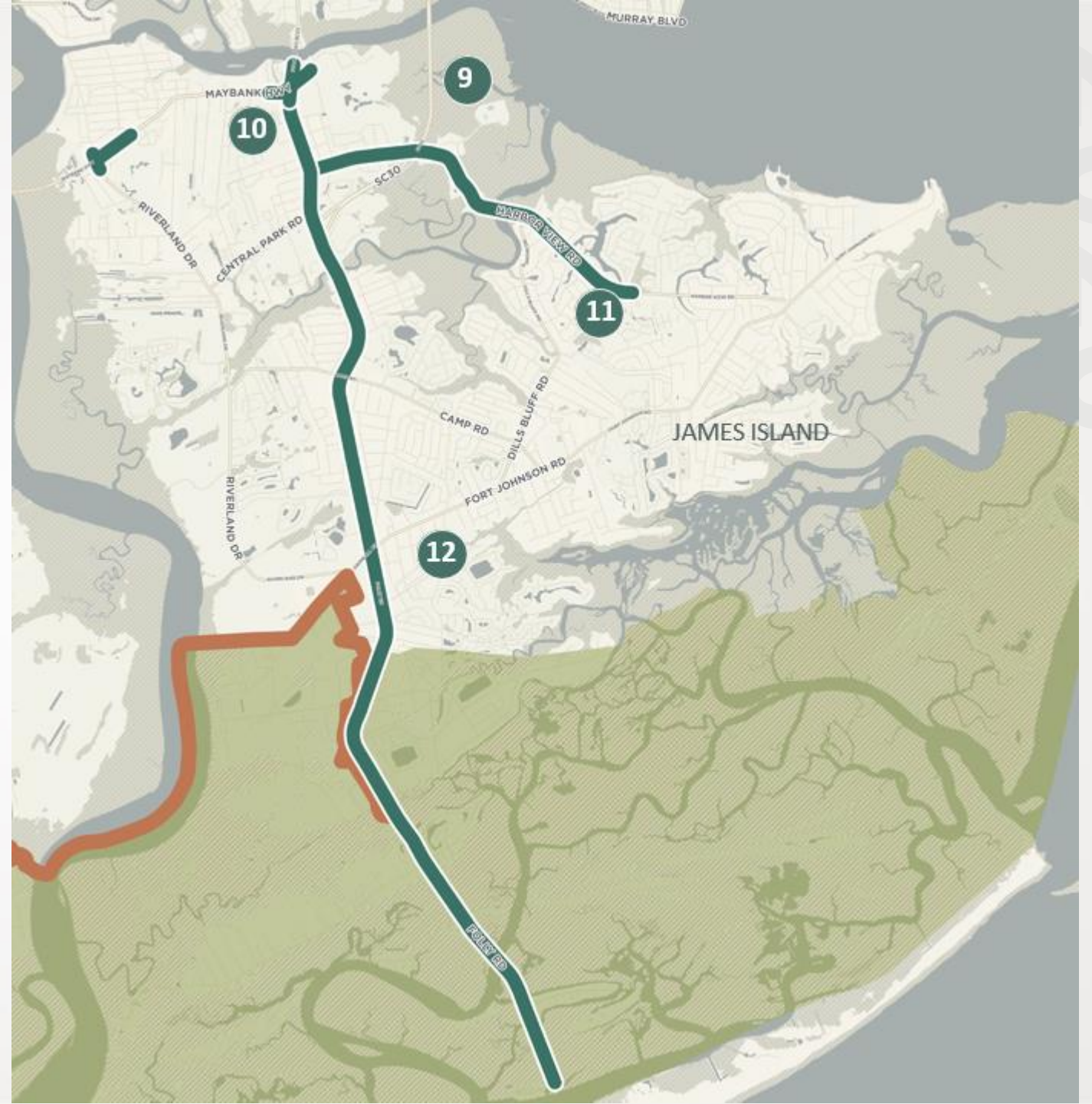
- 9. Folly & Maybank Turn Lane
- 10. Riverland & Maybank Intersection
- 11. Harborview Partial Raising & Other Improvements
- 12. Folly Road Improvements to Compliment RSA Work

Total Allocation of Funds  
\$238,250,000

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UGB PRESERVATION/GREENBELT  
URBAN GROWTH BOUNDARY

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## PROJECTS - PENINSULA

- 13. Lockwood Drive & Hagood  
Improvements  
*Battery Extension Project*
- 14. East Bay, Concord & Morrison  
Drive Improvements  
*Battery Extension Project*
- 15. Huger Street Improvements
- 16. Calhoun Street Improvements

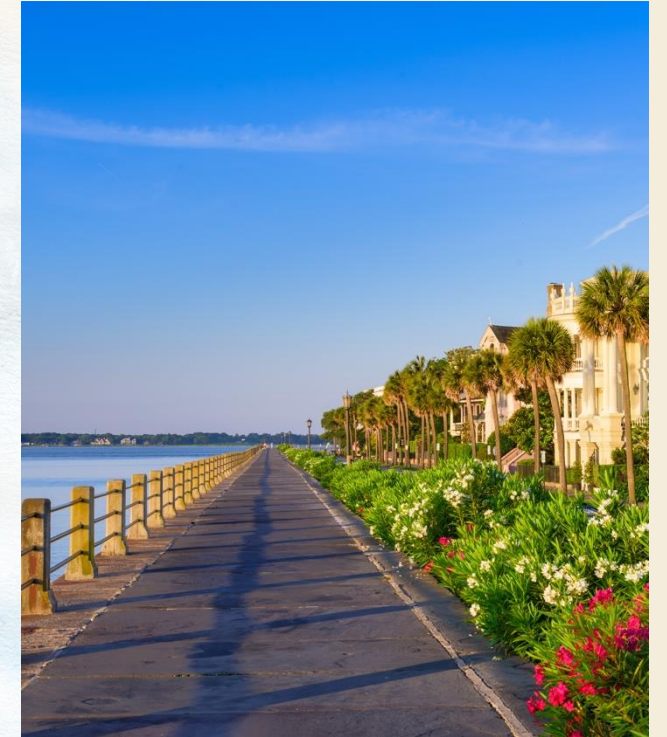
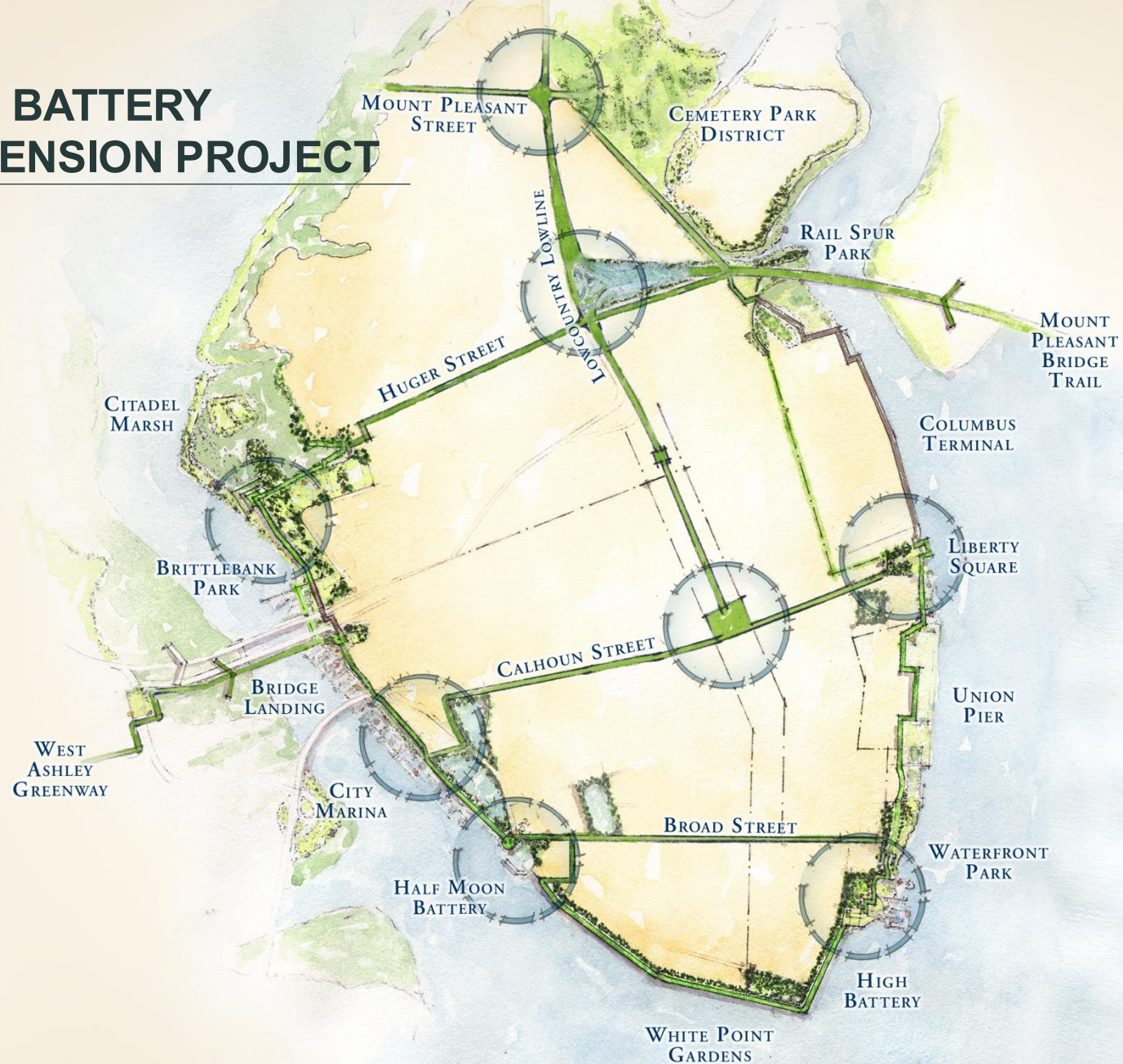
Total Allocation of Funds  
\$500,000,000

UGB PRESERVATION/GREENBELT  
URBAN GROWTH BOUNDARY





# THE BATTERY EXTENSION PROJECT

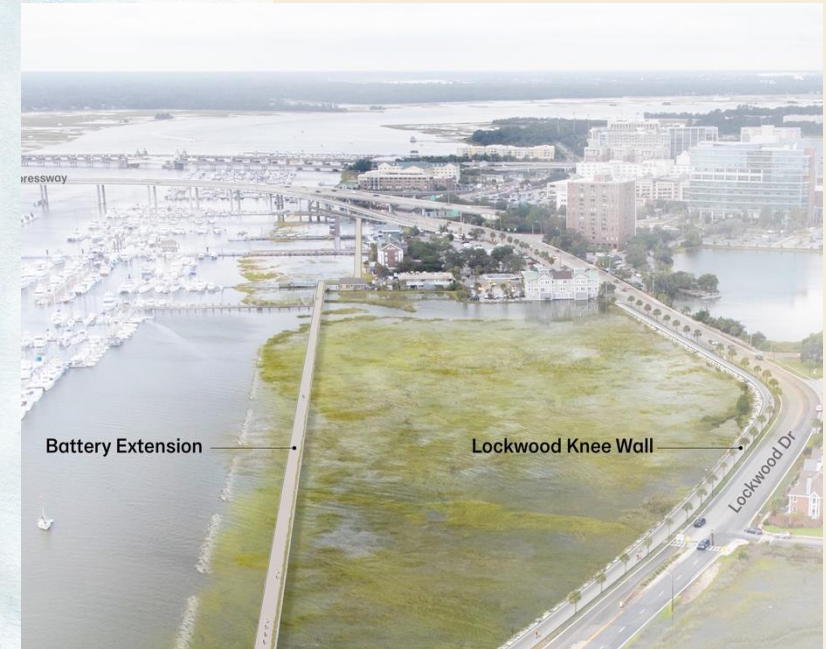
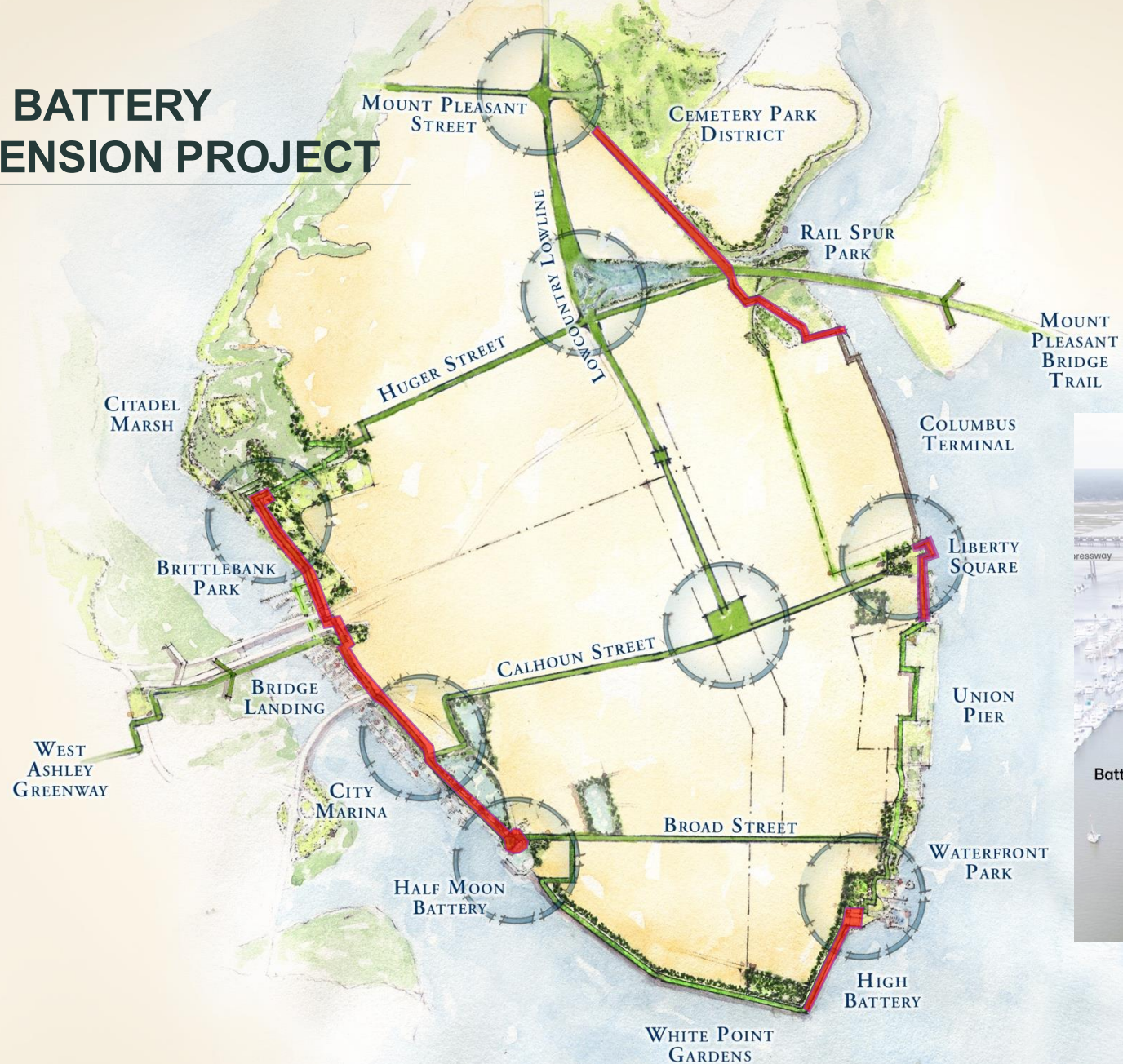


The Existing Battery

CONNECTED PUBLIC SPACES



# THE BATTERY EXTENSION PROJECT



**Proposed Battery Extension Project**

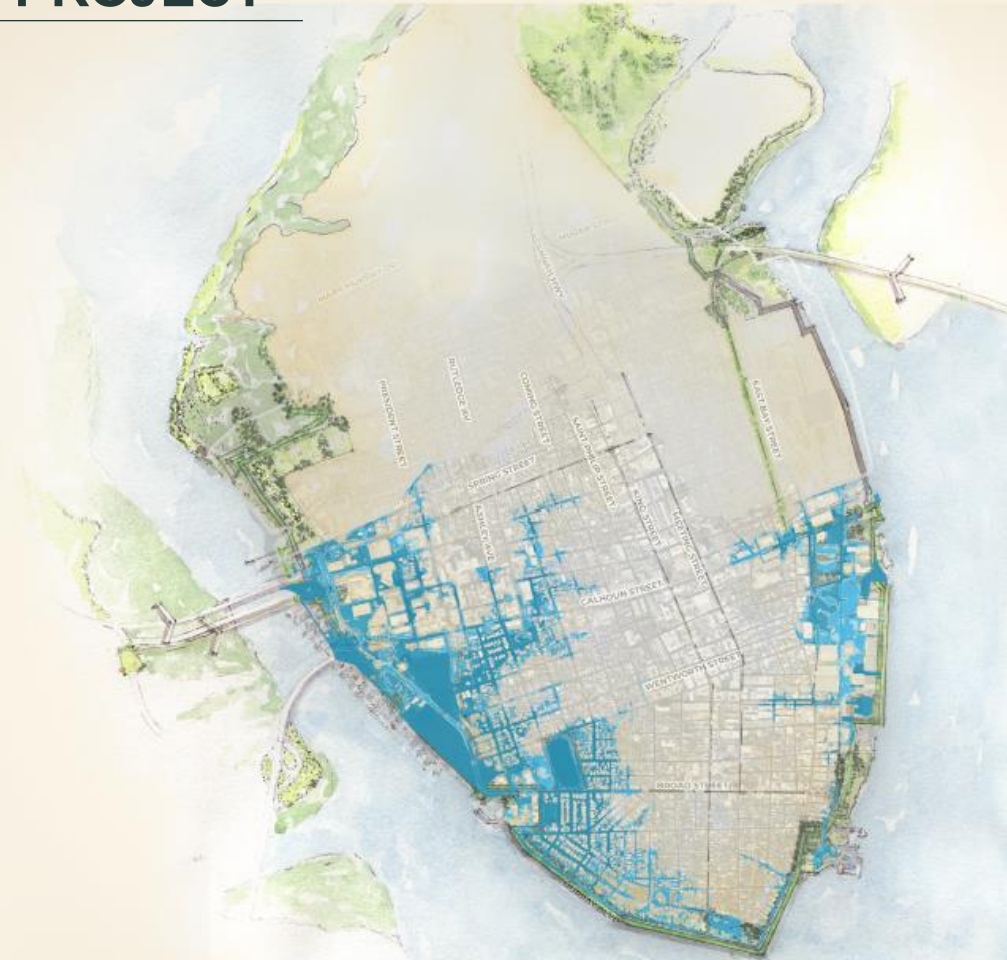
CONNECTED PUBLIC SPACES



# THE BATTERY EXTENSION PROJECT

*Studying Examples of Specific Storm Events*

DECEMBER 2023 NOR'EASTER



**Existing**

*Tidal and Stormwater Flooding - No Improvements*

## Legend

Maximum Flood Depth  
0.5-1 ft  
1-2 ft  
>2 ft

SOLVING FOR TIDAL & STORMWATER FLOODING

# THE BATTERY EXTENSION PROJECT

*Studying Examples of Specific Storm Events*

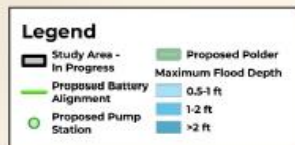
DECEMBER 2023 NOR'EASTER



## Proposed

*Proposed Battery and Managed Tidal Impoundments*

SOLVING FOR TIDAL & STORMWATER FLOODING



**BATTERY EXTENSION PROJECT ESTIMATED COST BREAKDOWN**

<b>TOTAL ESTIMATED COSTS</b>		<b>\$ 1,363,645,000</b>
Federal Funding	65%	\$ 886,369,250
Local Match	35%	\$ 477,275,750

<b>ESTIMATED LOCAL FUNDING MATCH</b>	<b>\$</b>	<b>477,275,750</b>
State	\$	56,275,750
County	\$	<b>300,000,000</b>
Municipal	\$	50,000,000
Private	\$	71,000,000

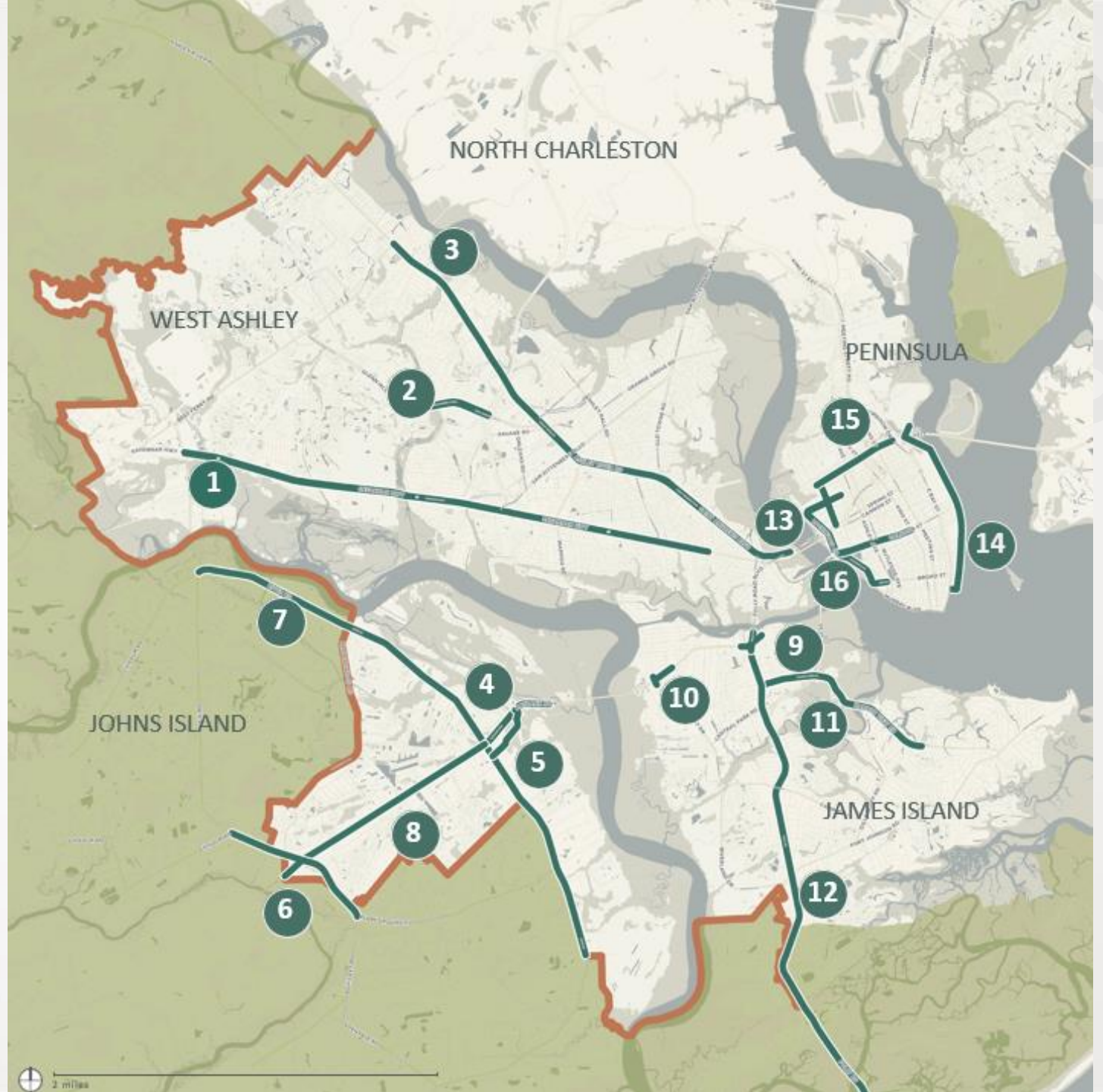
<b>TST FUNDING REQUEST BREAKDOWN</b>	<b>\$</b>	<b>300,000,000</b>	
West Side	\$	200,000,000	Hospital District + Lockwood Drive + Arc + Brittlebank Park + Citadel
East Side Phase I	\$	50,000,000	IAAM + Aquarium
East Side Phase II	\$	50,000,000	Morrison Drive + Upper Peninsula



## TST MAJOR INFRASTRUCTURE SUMMARY

1. US 17 S Select Widening, Drainage & Other Improvements
2. Glenn McConnell At Magwood
3. Ashley River Rd Partial Raising & Other Improvements
4. ~~Maybank Widening~~
5. Maybank Southern Pitchfork & Roundabout
6. Main Road At Maybank  
(Chisolm To Plowground)
7. River Road Intersections & Shoulder Enhancements
8. Maybank Main Street Improvements
9. ~~Folly & Maybank Turn Lane~~
10. Riverland & Maybank Intersection
11. Harborview Partial Raising & Other Improvements
12. Folly Road Improvements to Compliment RSA Work
13. Lockwood Drive & Hagood Improvements  
**Battery Extension Project**
14. East Bay, Concord & Morrison Drive Improvements  
**Battery Extension Project**
15. Huger Street Improvements
16. Calhoun Street Improvements

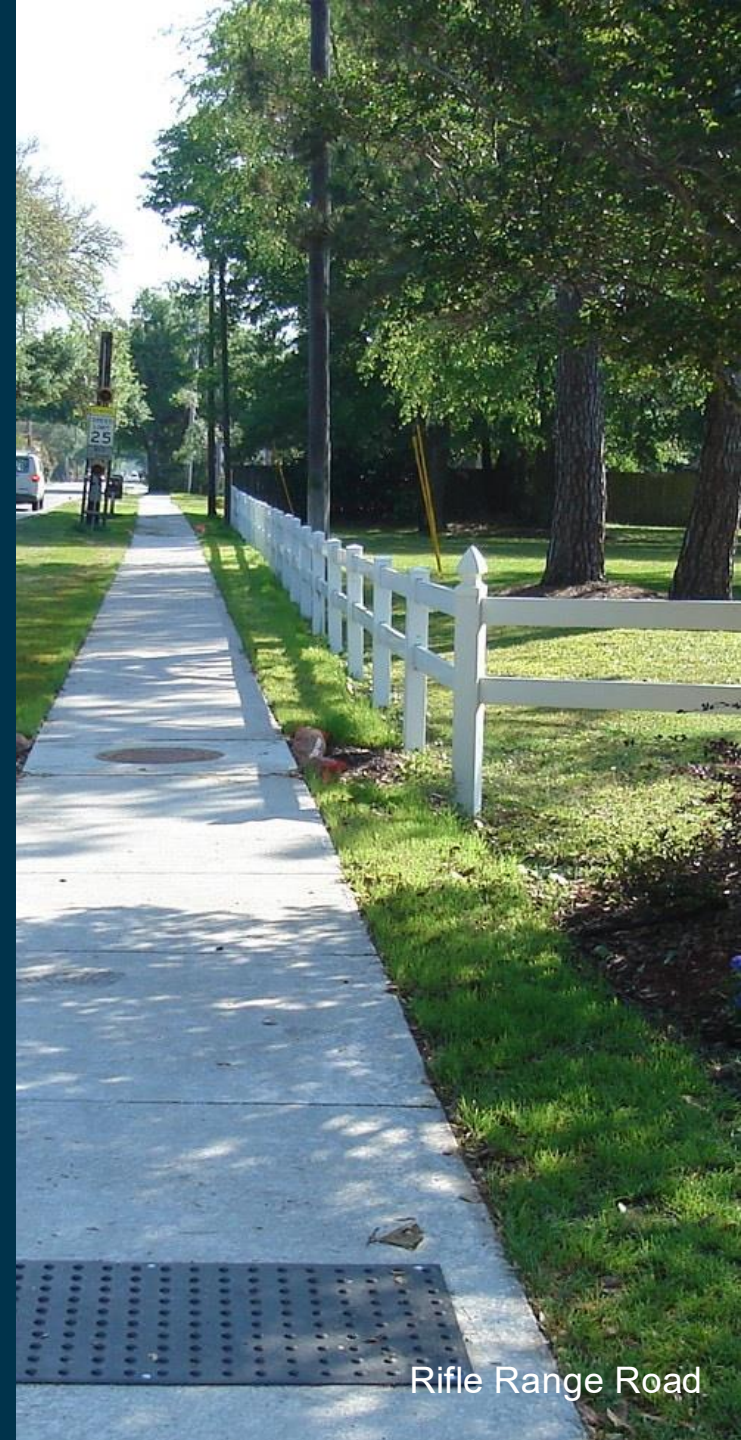
*Project list approved by City of Charleston City Council,  
December 2025. Not in order of priority.*





# Town of Mount Pleasant

*Mayor Haynie*



Rifle Range Road



# Possible Charleston County Transportation Sales Tax Referendum



Charleston County TST 3rd Referendum 2026 DRAFT Project List			
Roadway Investment Category			Cost Estimate
No.	Project Name	Description	
1	US 17 at Houston Northcutt Blvd/Johnnie Dodds Corridor Improvements		TBD
a	US 17 at Houston Northcutt Blvd improvements	Construction of overpass or high-capacity at-grade intersection	
b	Mathis Ferry Rd at Johnnie Dodds Blvd/Wingo Way Intersection Improvement	Addition of a right turn lane from Mathis Ferry onto Wingo Way	
c	Alexandra intersection improvements	Roundabout or signal	
d	Wingo Way at Ravenel on-ramp Improvements	Signalization of intersection	
e	NB US 17 Bowman Rd Overpass Improvements	Addition of 3rd thru lane for NB US 17 at Bowman Rd Overpass	
f	US 17 at Shelmore Blvd Intersection Improvements	Construction of dual left turn lanes for US 17 approaches to Shelmore Blvd	
2	Long Point Rd Corridor Improvements		TBD
a	Boone Hall Creek Crossing	Reconstruction of roadway across wetland areas to include multiuse path.	
b	Long Point Rd 2-lane Section Improvements	Piping of existing drainage swale, installation of left turn lanes at intersections, and installation of Mt Pleasant Way, and left turn lanes at the Boone Hall entrance, Parkway Dr, and Garden Way.	
c	Long Point Rd at Belle Point Rd Shopping Center Improvements	Installation of dual lefts leaving the shopping center	
d	Whipple Rd Corridor Safety Enhancements	Long Point Rd at Whipple Rd intersection improvement, Mount Pleasant Way, Lucy Beckham intersection improvements, Mathis Ferry Rd at Whipple Rd intersection improvements.	
3	Darrell Creek Trail Realignment		TBD
		Realign Darrell Creek Trail to align with Lieben Rd, installation of signal, roundabout at Carolina Park Blvd and Darrell Creek Trail, pedestrian facilities, extension of Tupelo Forest roadways	



# Possible Charleston County Transportation Sales Tax Referendum



Charleston County TST 3rd Referendum 2026 DRAFT Project List			Cost Estimate
<b>Bike and Pedestrian Investment Category</b>			
1	<b>Mount Pleasant Way Spine Route</b>	Fund remaining spine route design and construction, including bike lanes for the portions of the Coleman Boulevard Corridor	\$90,000,000
2	<b>Pedestrian and Bicycle Accommodation Projects</b>	Fund design and construction of a numerous sidewalk improvement projects, Safe Routes to School master planning, and expansion of the bike lane network.	\$25,000,000
<b>Greenbelt Program Investment Category</b>			
1	Greenbelt Program	Fund a 50/50 urban/rural allocation, recommend payment up front to allow the Town to move quickly on purchases, and funding the Republic Tract purchase.	20 percent
<b>Transit Investment Category</b>			
1	CARTA	Fund continuation of CARTA services and expansion, to include more demand-response, ridesharing options	-

# Possible Charleston County Transportation Sales Tax Referendum



## Johnnie Dodds Boulevard Corridor Improvements

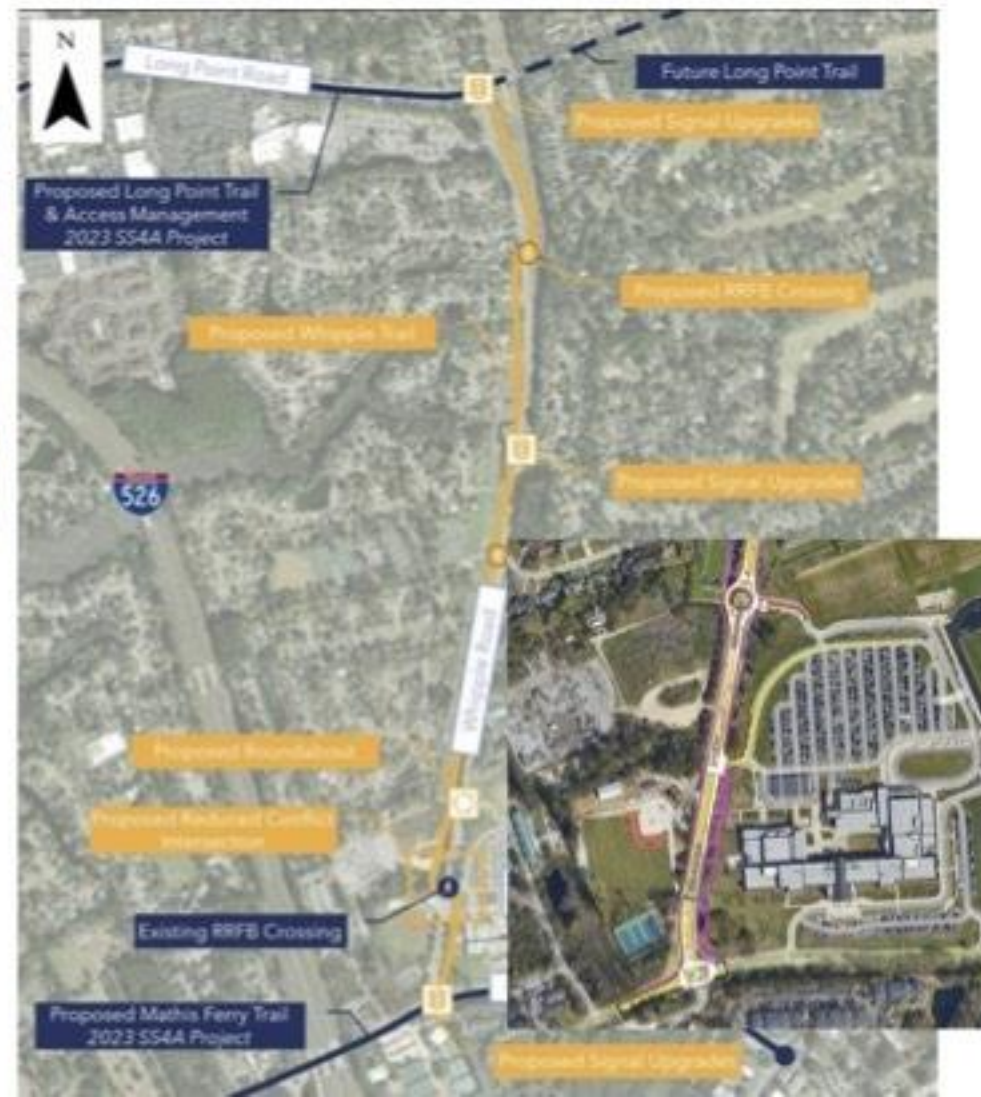




# Possible Charleston County Transportation Sales Tax Referendum



## Long Point Road Corridor Improvements





# Possible Charleston County Transportation Sales Tax Referendum



## Darrell Creek Trail Realignment





# Possible Charleston County Transportation Sales Tax Referendum



## Mount Pleasant Way Preferred Route



### LEGEND

- |                            |                                    |                          |                          |
|----------------------------|------------------------------------|--------------------------|--------------------------|
| — Mount Pleasant Way Route | St Francis Mount Pleasant Hospital | Public Boat/Kayak Launch | Medical Center           |
| - - - Fiddling Route       | Parks/Protected Lands/Cemeteries   | Hotel                    | Shopping                 |
|                            | Waterbody                          | School                   | Park/Recreation Facility |



**carta**

# Charleston County TST Sales Tax Extension CARTA Scenarios

January 2026

TEL A RIDE  
DASH

EXPRESS ROUTES



ON-DEMAND  
BEACH REACH  
FIXED-ROUTE  
PARK & RIDE

TEL A RIDE  
DASH

# Where We Came From



- Before Charleston County TST
  - 200% Fewer Service Hours
  - Oldest Transit Fleet in US
  - Funded by SCE&G



100 Years Ago



20 Years Ago



Today



Future



# Where Are We Now



## New Service, Park & Rides, Bus Stop Amenities and Bus Fleet



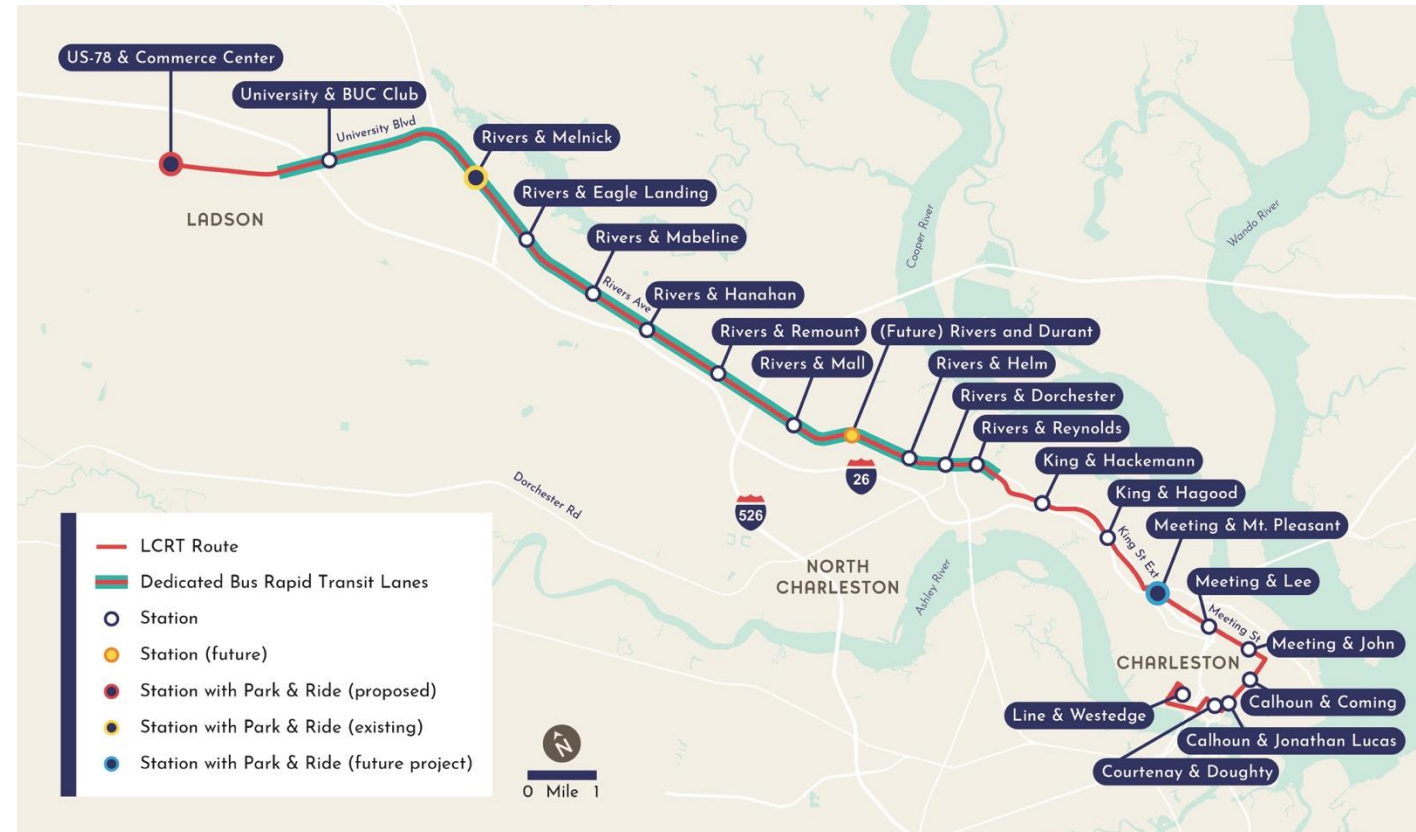
# LCRT In 2029:



## \$625 Million Investment in Transit

**60%** FTA CAPITAL INVESTMENT  
GRANTS PROGRAM

**40%** 2016 CHARLESTON COUNTY  
SALES TAX REFERENDUM



# Transit Investment & Economic Impact

Lowcountry Rapid Transit isn't about just moving people, it's about shaping the future of the Lowcountry.

Did you know?

CARTA Transports 40,000 People per Month to and from the Charleston Medical District

**Public transit fuels growth:** every \$1 invested returns \$5 in long-term economic impact



**77%** of federal public transit investment flows to businesses



Public transit:

- **Fuels** businesses
- **Supports** thousands of jobs
- **Strengthens** local economies



LCRT is positioned to generate over **\$3.1 billion** in economic impact for our region





## Employment

**81,700**

Corridor Employees (2019)

**25%**

Share of Regional Employment

**12%**

Growth 2010-2019



## Population

**62,300**

Corridor Population (2020)

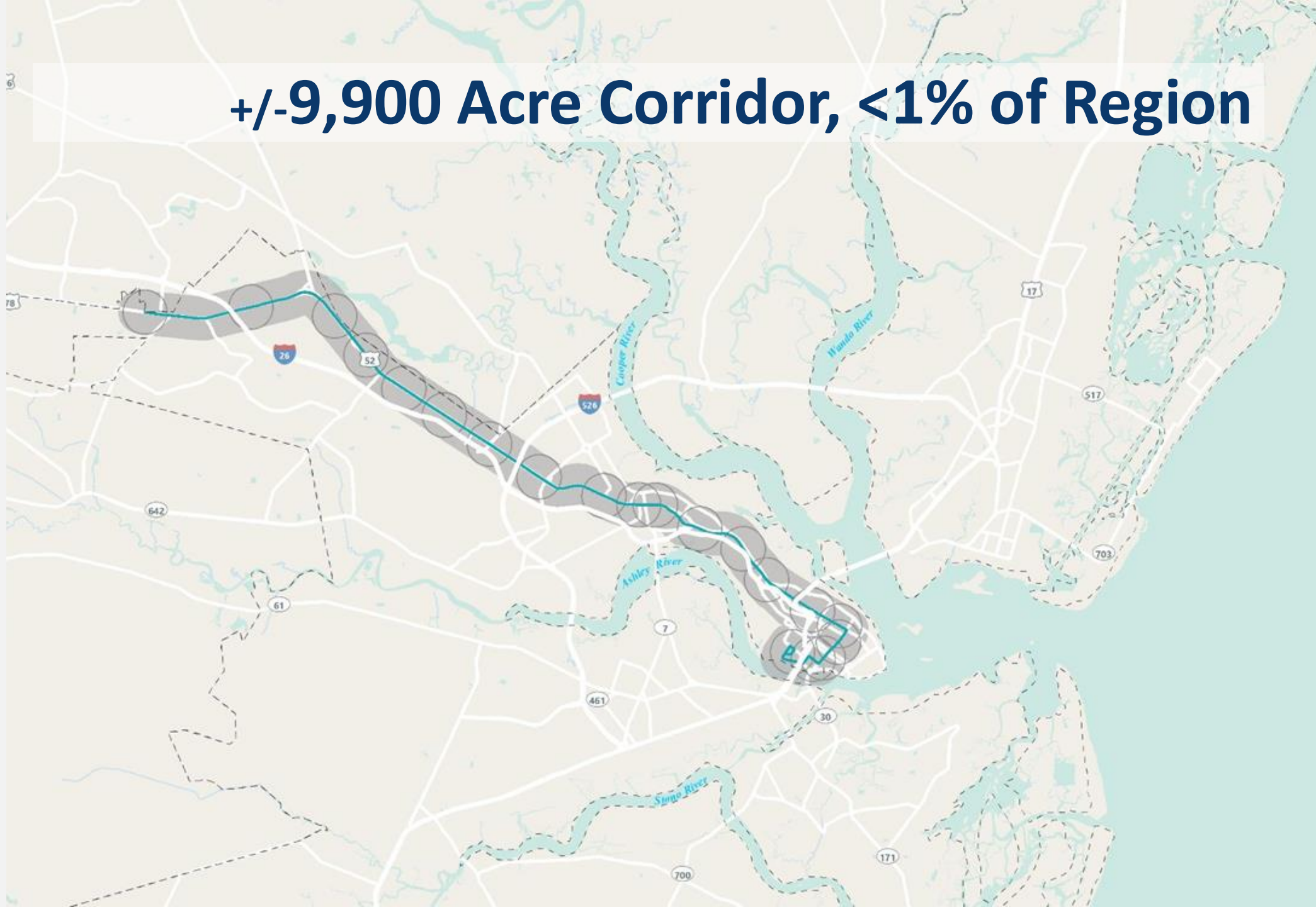
**8%**

Share of Regional Population

**4%**

Corridor Growth 2010-2020

**+/-9,900 Acre Corridor, <1% of Region**



# With LCRT, Up to 25% of Regional Development in the Corridor by 2045



## PROJECTED CORRIDOR DEMAND (THROUGH 2045)



**RESIDENTIAL**  
**16,700**  
UNITS



**RETAIL**  
**1.6 M**  
SQUARE FEET



**OFFICE**  
**2.7 M**  
SQUARE FEET



**HOTEL**  
**4,100**  
KEYS

KNOWN  
PROJECTS  
IN PIPELINE

**8%** (1,440 UNITS)  
OF PROJECTED  
DEMAND

**1%** (16,200 SF)  
OF PROJECTED  
DEMAND

**<1%** (6,700 SF)  
OF PROJECTED  
DEMAND

**19%** (790 KEYS)  
OF PROJECTED  
DEMAND

MASTER-  
PLANNED  
DEVELOPMENTS

**49%** (8,240 UNITS)  
OF PROJECTED  
DEMAND

**93%** (1.5 M SF)  
OF PROJECTED  
DEMAND

**60%** (1.6 M SF)  
OF PROJECTED  
DEMAND

**5%** (200 KEYS)  
OF PROJECTED  
DEMAND

Residential growth includes opportunities  
to increase **affordable housing**


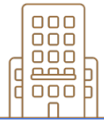



# Estimated Future Assessed Value Increase



Future LCRT Market Demand:

**\$6.5 BILLION**

**Estimated AV increase  
in LCRT Corridor**

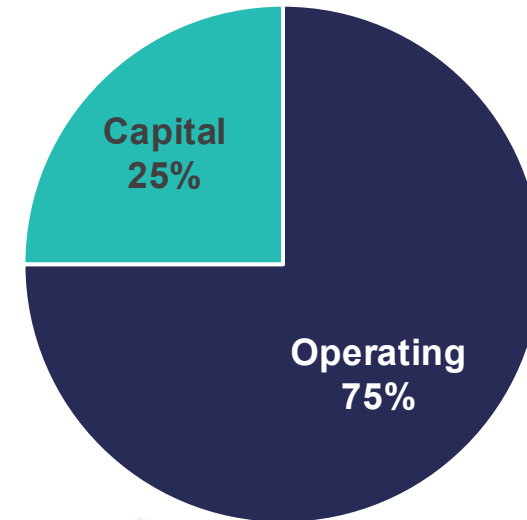
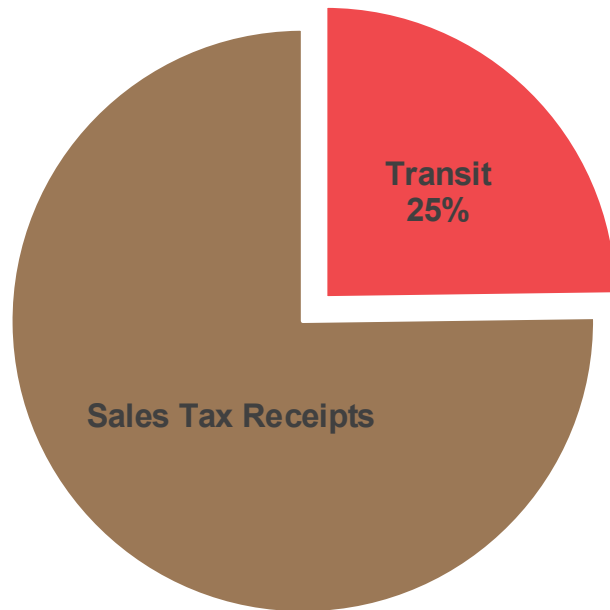
					
	TOWNHOME	MULTIFAMILY	RETAIL	OFFICE	HOTEL
LCRT Market Demand (2024-2045)	1,870 UNITS	14,870 UNITS	1.6 M SQUARE FEET	2.7 M SQUARE FEET	4,100 KEYS
Market Rate Value (per unit or per SF)	\$450,000 – \$900,000	\$190,000 – \$265,000	\$260 – \$380	\$230 – \$255	\$135,000 – \$210,000
Affordable Value (per unit)	\$328,000	\$124,000			
Estimated Assessed Value Increase	\$1.0B	\$3.5B	\$475M	\$600M	\$815M



# Prior TST Program Allocation to CARTA



	Total Receipts	Transit	% Tax
Sales Tax 1	\$ 1,303.36	\$ 234.60	18%
Sales Tax 2	\$ 2,100.00	\$ 609.00	29%
<b>Total</b>	<b>\$ 3,403.36</b>	<b>\$ 843.60</b>	<b>25%</b>



Did you Know?

Approximately, 75% of CARTA's TST funds are used for Operating Costs

# 25-Year Transit Vision Plan

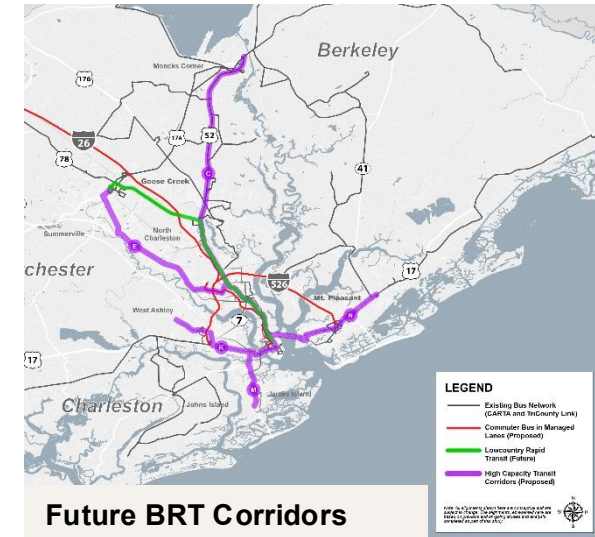


\$2.4B local match

Doubles CARTA Transit Service

Expands Bus Fleet

Invests in transit infrastructure



Ferry Service



Transit Infrastructure



LCRT Expansion



# 15% TST Scenario: \$637.5M



## No Growth

- Maintains existing service as is
- Does not address fleet replacement needs beyond 2042



## Minimal Growth

- 17% growth in service
- Expands CARTA bus fleet
- Modernizes Leeds Avenue Maintenance Facility
- Minimal investment in Capital Improvements





## Growth Aligned with County Needs

- 50% increase in transit service
- Grows CARTA bus fleet
- Expands bus stop infrastructure
- Modernizes Leeds Avenue Maintenance Facility
- Invests in major capital improvements



# TST Scenarios - Summary



- **15% TST: \$637.5 Million – No Growth**
  - Maintains current service levels and fleet replacement
- **20% TST: \$850 Million – Minimal Growth**
  - Minimal growth in CARTA service (17%) and Capital Improvements
- **25% TST: \$1,062.5 Million – Growth aligned with County Needs**
  - Increases transit service by 50%
  - Grows CARTA Fleet and maintains state of good repair
  - Expands bus stop and transit infrastructure
  - Invests in capital improvements TSP, Park & Rides, Transit Centers, Maintenance Facility LCRT Expansion, and future BRT corridor development

carta

TEL A RIDE  
DASH  
EXPRESS ROUTES  
ONLINE  
BEACH REACH  
FIXED ROUTES  
PARK & RIDE  
TEL A RIDE  
DASH





# TST Scenario Planning



Evaluated 4 Scenarios:

- Baseline – Based on LCRT Financial Plan, no 4<sup>th</sup> Sales Tax
- 15% TST – Assumes 15% of 3<sup>rd</sup> TST Sales Tax, 4<sup>th</sup> Sales Tax in 2042
- 20% TST-Assume 20% of 3<sup>rd</sup> TST Sales Tax, 4<sup>th</sup> Sales Tax in 2042
- 25% TS%- Assume 25% of 3<sup>rd</sup> TST Sales Tax, 4<sup>th</sup> Sales Tax in 2042

Summary	Baseline	15%	20%	25%
Operating Cost	\$ (1,834.18)	\$ (1,834.18)	\$ (2,080.06)	\$ (2,350.80)
Operating Revenue	\$ 1,804.01	\$ 1,849.51	\$ 2,133.28	\$ 2,449.44
Variance	\$ (30.17)	\$ 15.33	\$ 53.22	\$ 98.65
Capital Cost	\$ (254.75)	\$ (254.75)	\$ (440.69)	\$ (487.85)
Capital Revenue	\$ 254.75	\$ 254.75	\$ 440.69	\$ 487.85
Variance	\$ (0.00)	\$ (0.00)	\$ (0.00)	\$ (0.00)
Sales Tax 3	\$ 941.14	\$ 637.51	\$ 850.01	\$ 1,062.51
Sales Tax 4	\$ -	\$ 347.63	\$ 472.15	\$ 585.25
Total	\$ 941.14	\$ 985.14	\$ 1,322.16	\$ 1,647.76

# Baseline Scenario: TST Assumptions



BaselineScenario	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Sales Tax 1</b>	<b>\$53.37</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$53.37</b>
Operations	\$44.22	\$0.00	\$0.00	\$0.00	\$0.00	\$44.22
Capital	-\$9.15	\$0.00	\$0.00	\$0.00	\$0.00	-\$9.15
<b>Sales Tax 2</b>	<b>\$36.02</b>	<b>\$134.71</b>	<b>\$155.32</b>	<b>\$22.36</b>	<b>\$0.00</b>	<b>\$348.40</b>
Operations	\$36.02	\$130.90	\$150.05	\$21.11	\$0.00	\$338.08
Capital	\$0.00	-\$3.81	-\$5.26	-\$1.25	\$0.00	-\$10.32
<b>Sales Tax 3</b>	<b>\$0.00</b>	<b>\$129.17</b>	<b>\$99.44</b>	<b>\$280.89</b>	<b>\$431.63</b>	<b>\$941.14</b>
Operations	\$0.00	\$129.17	\$99.44	\$274.59	\$419.79	\$923.00
Capital	\$0.00	\$0.00	\$0.00	-\$6.30	-\$11.84	-\$18.14
<b>Sales Tax 4</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Operations	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Capital	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Total Sales Tax</b>	<b>\$89.39</b>	<b>\$263.88</b>	<b>\$254.76</b>	<b>\$303.25</b>	<b>\$431.63</b>	<b>\$1,342.91</b>
Operations	\$80.24	\$260.07	\$249.49	\$295.70	\$419.79	\$1,305.29
Capital	\$9.15	\$3.81	\$5.26	\$7.55	\$11.84	\$37.62

# Baseline Scenario: Financial Plan Assumptions



## Operations

Baseline Scenario	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Operating Costs</b>	<b>-\$208.96</b>	<b>-\$300.89</b>	<b>-\$348.81</b>	<b>-\$404.37</b>	<b>-\$571.14</b>	<b>-\$1,834.18</b>
Existing Operating Costs	-\$201.42	-\$239.04	-\$277.12	-\$321.25	-\$453.74	\$ (1,492.58)
(Expansion)/Reduction	\$2.02	\$16.59	\$19.23	\$22.29	\$31.48	\$ 91.61
LCRT Operating Costs	-\$9.56	-\$78.43	-\$90.93	-\$105.41	-\$148.88	\$ (433.21)
<b>Total Revenue</b>	<b>\$161.68</b>	<b>\$348.71</b>	<b>\$344.57</b>	<b>\$397.68</b>	<b>\$551.37</b>	<b>\$ 1,804.01</b>
Federal	\$53.63	\$57.77	\$62.24	\$67.05	\$87.35	\$ 328.03
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ -
Farebox Revenue & Passes	\$12.51	\$14.82	\$15.99	\$17.25	\$21.83	\$ 82.40
Other Misc	\$15.30	\$16.06	\$16.85	\$17.68	\$22.40	\$ 88.29
Sales Tax 1	\$44.22	\$0.00	\$0.00	\$0.00	\$0.00	\$ 44.22
Sales Tax 2	\$36.02	\$130.90	\$150.05	\$21.11	\$0.00	\$ 338.08
Sales Tax 3	\$0.00	\$129.17	\$99.44	\$274.59	\$419.79	\$ 923.00
Sales Tax 4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ -
<b>Variance</b>	<b>(\$47.28)</b>	<b>\$47.82</b>	<b>(\$4.25)</b>	<b>(\$6.69)</b>	<b>(\$19.76)</b>	<b>(\$30.17)</b>

## Capital

State of Good Repair	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Costs</b>	<b>\$ (57.76)</b>	<b>\$ (36.47)</b>	<b>\$ (42.28)</b>	<b>\$ (49.01)</b>	<b>\$ (69.23)</b>	<b>\$ (254.75)</b>
Rolling Stock	\$ (23.99)	\$ (25.12)	\$ (29.12)	\$ (33.76)	\$ (47.68)	\$ (159.68)
Revenue Vehicles	\$ (23.54)	\$ (24.73)	\$ (28.66)	\$ (33.23)	\$ (46.93)	\$ (157.10)
Non-Revenue Vehicles	\$ (0.45)	\$ (0.39)	\$ (0.46)	\$ (0.53)	\$ (0.75)	\$ (2.58)
Bus Facilities - Admin / Maintenance	\$ (6.67)	\$ -	\$ -	\$ -	\$ -	\$ (6.67)
Bus Facilities - Pass. Transfer Facility	\$ (17.60)	\$ -	\$ -	\$ -	\$ -	\$ (17.60)
Bus Facilities - Park-N-Ride Lots	\$ (6.55)	\$ (8.45)	\$ (9.79)	\$ (11.35)	\$ (16.04)	\$ (52.18)
Bus Shelters and Benches	\$ (1.34)	\$ (1.63)	\$ (1.89)	\$ (2.20)	\$ (3.10)	\$ (10.16)
Surv/Security Equipment	\$ (0.55)	\$ (0.68)	\$ (0.78)	\$ (0.91)	\$ (1.28)	\$ (4.20)
Miscellaneous Capital (IT, Facility repairs, etc.)	\$ (0.34)	\$ (0.23)	\$ (0.26)	\$ (0.30)	\$ (0.43)	\$ (1.56)
Farebox/Fare Collection devices	\$ (0.30)	\$ (0.14)	\$ (0.16)	\$ (0.19)	\$ (0.27)	\$ (1.06)
ITS Systems	\$ (0.22)	\$ (0.11)	\$ (0.13)	\$ (0.15)	\$ (0.21)	\$ (0.82)
Miscellaneous	\$ (0.21)	\$ (0.11)	\$ (0.13)	\$ (0.15)	\$ (0.21)	\$ (0.82)
	0	0	0	0	0	0
<b>Total Revenues</b>	<b>\$ 57.76</b>	<b>\$ 36.47</b>	<b>\$ 42.28</b>	<b>\$ 49.01</b>	<b>\$ 69.23</b>	<b>\$ 254.75</b>
<b>Federal</b>	<b>\$ 37.62</b>	<b>\$ 28.71</b>	<b>\$ 33.06</b>	<b>\$ 38.11</b>	<b>\$ 53.55</b>	<b>\$ 191.05</b>
FTA Section 5307	\$ 9.11	\$ 6.23	\$ 6.23	\$ 6.23	\$ 7.48	\$ 35.28
FTA Section 5310	\$ 1.60	\$ 1.36	\$ 1.36	\$ 1.36	\$ 1.63	\$ 7.29
FTA Section 5339	\$ 26.91	\$ 21.12	\$ 25.48	\$ 30.53	\$ 44.44	\$ 148.47
<b>State</b>	<b>\$ 10.34</b>	<b>\$ 3.20</b>	<b>\$ 3.20</b>	<b>\$ 3.20</b>	<b>\$ 3.84</b>	<b>\$ 23.78</b>
FTA Section 5339	\$ 2.27	\$ -	\$ -	\$ -	\$ -	\$ 2.27
SMTF	\$ 3.07	\$ 3.20	\$ 3.20	\$ 3.20	\$ 3.84	\$ 16.51
PL Funds UPWP Guideshare	\$ 5.00	\$ -	\$ -	\$ -	\$ -	\$ 5.00
<b>Local</b>	<b>\$ 9.80</b>	<b>\$ 4.56</b>	<b>\$ 6.01</b>	<b>\$ 7.70</b>	<b>\$ 11.84</b>	<b>\$ 39.92</b>
County Sales Tax	\$ 9.15	\$ 3.81	\$ 5.26	\$ 6.95	\$ 10.94	\$ 36.12
Member Government Contributions	\$ 0.65	\$ 0.75	\$ 0.75	\$ 0.75	\$ 0.90	\$ 3.80



# 15% Scenario: TST Assumptions



15% TST Scenario	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Sales Tax 1</b>	<b>\$53.37</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$53.37</b>
Operations	\$44.22	\$0.00	\$0.00	\$0.00	\$0.00	\$44.22
Capital	-\$9.15	\$0.00	\$0.00	\$0.00	\$0.00	-\$9.15
<b>Sales Tax 2</b>	<b>\$36.02</b>	<b>\$134.71</b>	<b>\$155.32</b>	<b>\$22.36</b>	<b>\$0.00</b>	<b>\$348.40</b>
Operations	\$36.02	\$130.90	\$150.05	\$21.11	\$0.00	\$338.08
Capital	\$0.00	-\$3.81	-\$5.26	-\$1.25	\$0.00	-\$10.32
<b>Sales Tax 3</b>	<b>\$65.00</b>	<b>\$96.99</b>	<b>\$118.01</b>	<b>\$143.58</b>	<b>\$213.92</b>	<b>\$637.51</b>
Operations	\$65.00	\$96.99	\$118.01	\$143.58	\$213.92	\$637.51
Capital	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Sale Tax 4</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$123.38</b>	<b>\$225.75</b>	<b>\$349.13</b>
Operations	\$0.00	\$0.00	\$0.00	\$117.07	\$213.92	\$330.99
Capital	\$0.00	\$0.00	\$0.00	-\$6.31	-\$11.83	-\$18.14
<b>Total Sales Tax</b>	<b>\$154.39</b>	<b>\$231.70</b>	<b>\$273.32</b>	<b>\$289.31</b>	<b>\$439.68</b>	<b>\$1,388.41</b>
Operations	\$145.24	\$227.89	\$268.06	\$164.69	\$213.92	\$1,019.80
Capital	\$9.15	\$3.81	\$5.26	\$1.25	\$0.00	\$19.47

# 15% Scenario: Financial Plan Assumptions



## Operations

15% TST Scenario	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Operating Costs</b>	<b>-\$208.96</b>	<b>-\$300.89</b>	<b>-\$348.81</b>	<b>-\$404.37</b>	<b>-\$571.14</b>	<b>-\$1,834.18</b>
Existing Operating Costs	-\$201.42	-\$239.04	-\$277.12	-\$321.25	-\$453.74	-\$1,492.58
(Expansion)/Reduction	\$2.02	\$16.59	\$19.23	\$22.29	\$31.48	\$91.61
LCRT Operating Costs	-\$9.56	-\$78.43	-\$90.93	-\$105.41	-\$148.88	-\$433.21
Federal	\$53.63	\$57.77	\$62.24	\$67.05	\$87.35	\$328.03
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Farebox Revenue & Passes	\$12.51	\$14.82	\$15.99	\$17.25	\$21.83	\$82.40
Other Misc	\$15.30	\$16.06	\$16.85	\$17.68	\$22.40	\$88.29
County Sales Tax						
Sales Tax 1	\$44.22	\$0.00	\$0.00	\$0.00	\$0.00	\$44.22
Sales Tax 2	\$36.02	\$130.90	\$150.05	\$21.11	\$0.00	\$338.08
Sales Tax 3	\$65.00	\$96.99	\$118.01	\$143.58	\$213.92	\$637.51
Sales Tax 4	\$0.00	\$0.00	\$0.00	\$117.07	\$213.92	\$330.99
<b>Variance</b>	<b>\$17.72</b>	<b>\$15.65</b>	<b>\$14.32</b>	<b>(\$20.64)</b>	<b>(\$11.71)</b>	<b>\$15.33</b>

## Capital

State of Good Repair	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Total Costs</b>	<b>\$ (57.76)</b>	<b>\$ (36.47)</b>	<b>\$ (42.28)</b>	<b>\$ (49.01)</b>	<b>\$ (69.23)</b>	<b>\$(254.75)</b>
Rolling Stock	\$ (23.99)	\$ (25.12)	\$ (29.12)	\$ (33.76)	\$ (47.68)	\$(159.68)
Revenue Vehicles	\$ (23.54)	\$ (24.73)	\$ (28.66)	\$ (33.23)	\$ (46.93)	\$(157.10)
Non-Revenue Vehicles	\$ (0.45)	\$ (0.39)	\$ (0.46)	\$ (0.53)	\$ (0.75)	\$ (2.58)
Bus Facilities - Admin / Maintenance	\$ (6.67)	\$ -	\$ -	\$ -	\$ -	\$ (6.67)
Bus Facilities - Pass. Transfer Facility	\$ (17.60)	\$ -	\$ -	\$ -	\$ -	\$ (17.60)
Bus Facilities - Park-N-Ride Lots	\$ (6.55)	\$ (8.45)	\$ (9.79)	\$ (11.35)	\$ (16.04)	\$ (52.18)
Bus Shelters and Benches	\$ (1.34)	\$ (1.63)	\$ (1.89)	\$ (2.20)	\$ (3.10)	\$ (10.16)
Surv/Security Equipment	\$ (0.55)	\$ (0.68)	\$ (0.78)	\$ (0.91)	\$ (1.28)	\$ (4.20)
Miscellaneous Capital (IT, Facility repairs, etc.)	\$ (0.34)	\$ (0.23)	\$ (0.26)	\$ (0.30)	\$ (0.43)	\$ (1.56)
Farebox/Fare Collection devices	\$ (0.30)	\$ (0.14)	\$ (0.16)	\$ (0.19)	\$ (0.27)	\$ (1.06)
ITS Systems	\$ (0.22)	\$ (0.11)	\$ (0.13)	\$ (0.15)	\$ (0.21)	\$ (0.82)
Miscellaneous	\$ (0.21)	\$ (0.11)	\$ (0.13)	\$ (0.15)	\$ (0.21)	\$ (0.82)
	0	0	0	0	0	0
<b>Total Revenues</b>	<b>\$ 57.26</b>	<b>\$ 36.47</b>	<b>\$ 42.28</b>	<b>\$ 49.01</b>	<b>\$ 69.23</b>	<b>\$ 254.25</b>
<b>Federal</b>	<b>\$ 37.62</b>	<b>\$ 28.71</b>	<b>\$ 33.06</b>	<b>\$ 38.11</b>	<b>\$ 53.55</b>	<b>\$ 191.05</b>
FTA Section 5307	\$ 9.11	\$ 6.23	\$ 6.23	\$ 6.23	\$ 7.48	\$ 35.28
FTA Section 5310	\$ 1.60	\$ 1.36	\$ 1.36	\$ 1.36	\$ 1.63	\$ 7.29
FTA Section 5339	\$ 26.91	\$ 21.12	\$ 25.48	\$ 30.53	\$ 44.44	\$ 148.47
<b>State</b>	<b>\$ 10.34</b>	<b>\$ 3.20</b>	<b>\$ 3.20</b>	<b>\$ 3.20</b>	<b>\$ 3.84</b>	<b>\$ 23.78</b>
FTA Section 5339	\$ 2.27	\$ -	\$ -	\$ -	\$ -	\$ 2.27
SMTF	\$ 3.07	\$ 3.20	\$ 3.20	\$ 3.20	\$ 3.84	\$ 16.51
PL Funds UPWP Guideshare	\$ 5.00	\$ -	\$ -	\$ -	\$ -	\$ 5.00
<b>Local</b>	<b>\$ 9.30</b>	<b>\$ 4.56</b>	<b>\$ 6.01</b>	<b>\$ 7.70</b>	<b>\$ 11.84</b>	<b>\$ 39.42</b>
County Sales Tax	\$ 8.65	\$ 3.81	\$ 5.26	\$ 6.95	\$ 10.94	\$ 35.62
Member Government Contributions	\$ 0.65	\$ 0.75	\$ 0.75	\$ 0.75	\$ 0.90	\$ 3.80

# 20% TST Scenario: \$850 M



20% TST Scenario	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Sales Tax 1</b>	<b>\$53.37</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$53.37</b>
Operations	\$44.22	\$0.00	\$0.00	\$0.00	\$0.00	\$44.22
Capital	-\$9.15	\$0.00	\$0.00	\$0.00	\$0.00	-\$9.15
<b>Sales Tax 2</b>	<b>\$36.02</b>	<b>\$134.71</b>	<b>\$155.32</b>	<b>\$22.36</b>	<b>\$0.00</b>	<b>\$348.40</b>
Operations	\$36.02	\$130.90	\$150.05	\$21.11	\$0.00	\$338.08
Capital	\$0.00	-\$3.81	-\$5.26	-\$1.25	\$0.00	-\$10.32
<b>Sales Tax 3</b>	<b>\$86.67</b>	<b>\$129.33</b>	<b>\$157.35</b>	<b>\$191.44</b>	<b>\$285.23</b>	<b>\$850.01</b>
Operations	\$63.43	\$124.71	\$151.35	\$188.88	\$285.23	\$813.60
Capital	-\$23.24	-\$4.62	-\$6.00	-\$2.56	\$0.00	-\$36.41
<b>Sales Tax 4</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$176.62</b>	<b>\$295.53</b>	<b>\$472.15</b>
Operations	\$0.00	\$0.00	\$0.00	\$153.43	\$285.23	\$438.66
Capital	\$0.00	\$0.00	\$0.00	-\$23.19	-\$10.30	-\$33.49
<b>Total Sales Tax</b>	<b>\$176.06</b>	<b>\$264.03</b>	<b>\$312.66</b>	<b>\$390.42</b>	<b>\$580.76</b>	<b>\$1,723.93</b>
Operations	\$143.67	\$255.60	\$301.40	\$363.42	\$570.46	\$1,634.56
Capital	\$32.39	\$8.43	\$11.26	\$26.99	\$10.30	\$89.38



# 20% Scenario Financial Plan



## Operations

<b>Operating Costs</b>	<b>-\$208.96</b>	<b>-\$324.80</b>	<b>-\$406.20</b>	<b>-\$471.04</b>	<b>-\$669.06</b>	<b>-\$2,080.06</b>
Existing Operating Costs	-\$201.42	-\$239.04	-\$277.12	-\$321.25	-\$453.74	-\$1,492.58
(Expansion)/Reduction	\$2.02	\$16.59	\$19.23	\$22.15	\$27.53	\$87.52
Expansion of Service	\$0.00	-\$23.90	-\$57.39	-\$66.53	-\$93.96	-\$241.78
LCRT Operating Costs	-\$9.56	-\$78.43	-\$90.93	-\$105.41	-\$148.88	-\$433.21
<b>Total Revenue</b>	<b>\$ 225.11</b>	<b>\$ 344.25</b>	<b>\$ 396.47</b>	<b>\$ 465.40</b>	<b>\$ 702.04</b>	<b>\$ 2,133.28</b>
Federal	\$53.63	\$57.77	\$62.24	\$67.05	\$87.35	\$ 328.03
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ -
Farebox Revenue & Passes	\$12.51	\$14.82	\$15.99	\$17.25	\$21.83	\$ 82.40
Other Misc	\$15.30	\$16.06	\$16.85	\$17.68	\$22.40	\$ 88.29
County Sales Tax						
Sales Tax 1	\$44.22	\$0.00	\$0.00	\$0.00	\$0.00	\$ 44.22
Sales Tax 2	\$36.02	\$130.90	\$150.05	\$21.11	\$0.00	\$ 338.08
Sales Tax 3	\$63.43	\$124.71	\$151.35	\$188.88	\$285.23	\$ 813.60
Sales Tax 4	\$0.00	\$0.00	\$0.00	\$153.43	\$285.23	\$ 438.66
<b>Variance</b>	<b>\$16.15</b>	<b>\$19.45</b>	<b>(\$9.73)</b>	<b>(\$5.63)</b>	<b>\$32.98</b>	<b>\$53.22</b>

Note: \$53.2 Million overage is assumed to cover additional capital priorities and is additive to the \$185.9M in standard listed capital improvements

## Capital

State of Good Repair	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Costs</b>	<b>\$ (106.04)</b>	<b>\$ (48.71)</b>	<b>\$ (59.67)</b>	<b>\$ (134.70)</b>	<b>\$ (91.57)</b>	<b>\$ (440.69)</b>
Rolling Stock	\$ (23.99)	\$ (25.12)	\$ (29.12)	\$ (33.76)	\$ (47.68)	\$ (159.68)
Revenue Vehicles	\$ (23.54)	\$ (24.73)	\$ (28.66)	\$ (33.23)	\$ (46.93)	\$ (157.10)
Non-Revenue Vehicles	\$ (0.45)	\$ (0.39)	\$ (0.46)	\$ (0.53)	\$ (0.75)	\$ (2.58)
Bus Facilities - Admin / Maintenance	\$ (6.67)	\$ -	\$ -	\$ -	\$ -	\$ (6.67)
Bus Facilities - Pass. Transfer Facility	\$ (17.60)	\$ -	\$ -	\$ -	\$ -	\$ (17.60)
Bus Facilities - Park-N-Ride Lots	\$ (6.55)	\$ (8.45)	\$ (9.79)	\$ (11.35)	\$ (16.04)	\$ (52.18)
Bus Shelters and Benches	\$ (1.34)	\$ (1.63)	\$ (1.89)	\$ (2.20)	\$ (3.10)	\$ (10.16)
Surv/Security Equipment	\$ (0.55)	\$ (0.68)	\$ (0.78)	\$ (0.91)	\$ (1.28)	\$ (4.20)
Miscellaneous Capital (IT, Facility repairs, etc.)	\$ (0.34)	\$ (0.23)	\$ (0.26)	\$ (0.30)	\$ (0.43)	\$ (1.56)
Farebox/Fare Collection devices	\$ (0.30)	\$ (0.14)	\$ (0.16)	\$ (0.19)	\$ (0.27)	\$ (1.06)
ITS Systems	\$ (0.22)	\$ (0.11)	\$ (0.13)	\$ (0.15)	\$ (0.21)	\$ (0.82)
Miscellaneous	\$ (0.21)	\$ (0.11)	\$ (0.13)	\$ (0.15)	\$ (0.21)	\$ (0.82)
<b>Capital Expansion</b>	<b>\$ (48.28)</b>	<b>\$ (12.24)</b>	<b>\$ (17.40)</b>	<b>\$ (85.68)</b>	<b>\$ (22.34)</b>	<b>\$ (185.94)</b>
Leeds Ave	\$ (40.00)	\$ -	\$ -	\$ -	\$ -	\$ (40.00)
Expanded Bus Stop Amenities	\$ (5.28)	\$ (7.24)	\$ (8.40)	\$ (9.68)	\$ (11.34)	\$ (41.94)
LCRT Fleet Replacement	\$ -	\$ -	\$ -	\$ (56.00)	\$ -	\$ (56.00)
Fleet Expansion	\$ (3.00)	\$ (5.00)	\$ (9.00)	\$ (11.00)	\$ -	\$ (28.00)
Expanded Fleet Replacement	\$ -	\$ -	\$ -	\$ (9.00)	\$ (11.00)	\$ (20.00)
<b>Total Revenues</b>	<b>\$ 106.04</b>	<b>\$ 48.71</b>	<b>\$ 59.67</b>	<b>\$ 134.70</b>	<b>\$ 91.56</b>	<b>\$ 440.69</b>
<b>Federal</b>	<b>\$ 37.62</b>	<b>\$ 28.71</b>	<b>\$ 33.06</b>	<b>\$ 38.11</b>	<b>\$ 62.05</b>	<b>\$ 199.56</b>
FTA Section 5307	\$ 9.11	\$ 6.23	\$ 6.23	\$ 6.23	\$ 7.48	\$ 35.28
FTA Section 5310	\$ 1.60	\$ 1.36	\$ 1.36	\$ 1.36	\$ 1.63	\$ 7.29
FTA Section 5339	\$ 26.91	\$ 21.12	\$ 25.48	\$ 30.53	\$ 52.95	\$ 156.98
<b>Federal Expansion</b>	<b>\$ 25.04</b>	<b>\$ 7.62</b>	<b>\$ 11.40</b>	<b>\$ 65.64</b>	<b>\$ 14.47</b>	<b>\$ 124.17</b>
<b>State</b>	<b>\$ 10.34</b>	<b>\$ 3.20</b>	<b>\$ 3.20</b>	<b>\$ 3.20</b>	<b>\$ 3.84</b>	<b>\$ 23.78</b>
FTA Section 5339	\$ 2.27	\$ -	\$ -	\$ -	\$ -	\$ 2.27
SMTF	\$ 3.07	\$ 3.20	\$ 3.20	\$ 3.20	\$ 3.84	\$ 16.51
PL Funds UPWP Guideshare	\$ 5.00	\$ -	\$ -	\$ -	\$ -	\$ 5.00
<b>Local</b>	<b>\$ 9.80</b>	<b>\$ 4.56</b>	<b>\$ 6.01</b>	<b>\$ 2.00</b>	<b>\$ 0.90</b>	<b>\$ 23.27</b>
County Sales Tax	\$ 9.15	\$ 3.81	\$ 5.26	\$ 1.25	\$ -	\$ 19.47
Member Government Contributions	\$ 0.65	\$ 0.75	\$ 0.75	\$ 0.75	\$ 0.90	\$ 3.80
<b>Sale Tax 3</b>	<b>\$ 23.24</b>	<b>\$ 4.62</b>	<b>\$ 6.00</b>	<b>\$ 2.56</b>	<b>\$ -</b>	<b>\$ 36.41</b>
State of good Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion	\$ 23.24	\$ 4.62	\$ 6.00	\$ 2.56	\$ -	\$ 36.41
<b>Sales Tax 4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 23.19</b>	<b>\$ 10.30</b>	<b>\$ 33.49</b>
Additional Capital:						<b>\$53.22</b>

# 25% TST Scenario: \$1,062.5 M



25% TST Scenario	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Sales Tax 1</b>	<b>\$53.37</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$53.37</b>
Operations	\$44.22	\$0.00	\$0.00	\$0.00	\$0.00	\$44.22
Capital	-\$9.15	\$0.00	\$0.00	\$0.00	\$0.00	-\$9.15
<b>Sales Tax 2</b>	<b>\$36.02</b>	<b>\$134.71</b>	<b>\$155.32</b>	<b>\$22.36</b>	<b>\$0.00</b>	<b>\$348.40</b>
Operations	\$36.02	\$130.90	\$150.05	\$21.11	\$0.00	\$338.08
Capital	\$0.00	-\$3.81	-\$5.26	-\$1.25	\$0.00	-\$10.32
<b>Sales Tax 3</b>	<b>\$108.34</b>	<b>\$161.66</b>	<b>\$196.68</b>	<b>\$239.30</b>	<b>\$356.54</b>	<b>\$1,062.51</b>
Operations	\$84.50	\$156.04	\$189.08	\$235.04	\$356.54	\$1,021.20
Capital	-\$23.84	-\$5.62	-\$7.60	-\$4.26	\$0.00	-\$41.31
<b>Sales Tax 4</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$216.08</b>	<b>\$369.17</b>	<b>\$585.25</b>
Operations	\$0.00	\$0.00	\$0.00	\$190.69	\$356.54	\$547.23
Capital	\$0.00	\$0.00	\$0.00	-\$25.39	-\$12.63	-\$38.02
<b>Total Sales Tax</b>	<b>\$197.73</b>	<b>\$296.37</b>	<b>\$352.00</b>	<b>\$477.73</b>	<b>\$725.71</b>	<b>\$2,049.53</b>
Operations	\$164.74	\$286.93	\$339.14	\$446.84	\$713.08	\$1,950.72
Capital	\$32.99	\$9.43	\$12.86	\$30.89	\$12.63	\$98.81

# 25% Scenario: Financial Plan



## Operations

<b>Operating Costs</b>	<b>-\$208.96</b>	<b>-\$336.75</b>	<b>-\$436.97</b>	<b>-\$567.11</b>	<b>-\$801.00</b>	<b>-\$2,350.80</b>
Existing Operating Costs	-\$201.42	-\$239.04	-\$277.12	-\$321.25	-\$453.74	-\$1,492.58
(Expansion)/Reduction	\$2.02	\$16.59	\$19.23	\$22.29	\$31.48	\$91.61
Expansion of Service	\$0.00	-\$35.86	-\$88.16	-\$162.74	-\$229.86	-\$516.62
LCRT Operating Costs	-\$9.56	-\$78.43	-\$90.93	-\$105.41	-\$148.88	-\$433.21
<b>Total Revenue</b>	<b>\$ 246.18</b>	<b>\$ 375.58</b>	<b>\$ 434.21</b>	<b>\$ 548.82</b>	<b>\$ 844.66</b>	<b>\$ 2,449.44</b>
Federal	\$53.63	\$57.77	\$62.24	\$67.05	\$87.35	\$ 328.03
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ -
Farebox Revenue & Passes	\$12.51	\$14.82	\$15.99	\$17.25	\$21.83	\$ 82.40
Other Misc	\$15.30	\$16.06	\$16.85	\$17.68	\$22.40	\$ 88.29
County Sales Tax						
Sales Tax 1	\$44.22	\$0.00	\$0.00	\$0.00	\$0.00	\$ 44.22
Sales Tax 2	\$36.02	\$130.90	\$150.05	\$21.11	\$0.00	\$ 338.08
Sales Tax 3	\$84.50	\$156.04	\$189.08	\$235.04	\$356.54	\$ 1,021.20
Sales Tax 4	\$0.00	\$0.00	\$0.00	\$190.69	\$356.54	\$ 547.23
<b>Variance</b>	<b>\$37.22</b>	<b>\$38.83</b>	<b>(\$2.77)</b>	<b>(\$18.30)</b>	<b>\$43.66</b>	<b>\$98.65</b>

Note: \$98.5 Million overage is assumed to cover additional capital priorities and is additive to the \$233.1 M in standard listed capital improvements

## Capital

State of Good Repair	2027-2031	2032-2036	2037-2041	2042-2046	2047-2052	Total
<b>Costs</b>	<b>\$ (109.04)</b>	<b>\$ (53.71)</b>	<b>\$ (67.67)</b>	<b>\$ (154.20)</b>	<b>\$ (103.23)</b>	<b>\$ (487.85)</b>
Rolling Stock	\$ (23.99)	\$ (25.12)	\$ (29.12)	\$ (33.76)	\$ (47.68)	\$ (159.68)
Revenue Vehicles	\$ (23.54)	\$ (24.73)	\$ (28.66)	\$ (33.23)	\$ (46.93)	\$ (157.10)
Non-Revenue Vehicles	\$ (0.45)	\$ (0.39)	\$ (0.46)	\$ (0.53)	\$ (0.75)	\$ (2.58)
Bus Facilities - Admin / Maintenance	\$ (6.67)	\$ -	\$ -	\$ -	\$ -	\$ (6.67)
Bus Facilities - Pass. Transfer Facility	\$ (17.60)	\$ -	\$ -	\$ -	\$ -	\$ (17.60)
Bus Facilities - Park-N-Ride Lots	\$ (6.55)	\$ (8.45)	\$ (9.79)	\$ (11.35)	\$ (16.04)	\$ (52.18)
Bus Shelters and Benches	\$ (1.34)	\$ (1.63)	\$ (1.89)	\$ (2.20)	\$ (3.10)	\$ (10.16)
Surv/Security Equipment	\$ (0.55)	\$ (0.68)	\$ (0.78)	\$ (0.91)	\$ (1.28)	\$ (4.20)
Miscellaneous Capital (IT, Facility repairs, etc.)	\$ (0.34)	\$ (0.23)	\$ (0.26)	\$ (0.30)	\$ (0.43)	\$ (1.56)
Farebox/Fare Collection devices	\$ (0.30)	\$ (0.14)	\$ (0.16)	\$ (0.19)	\$ (0.27)	\$ (1.06)
ITS Systems	\$ (0.22)	\$ (0.11)	\$ (0.13)	\$ (0.15)	\$ (0.21)	\$ (0.82)
Miscellaneous	\$ (0.21)	\$ (0.11)	\$ (0.13)	\$ (0.15)	\$ (0.21)	\$ (0.82)
<b>Capital Expansion</b>	<b>\$ (51.28)</b>	<b>\$ (17.24)</b>	<b>\$ (25.40)</b>	<b>\$ (105.18)</b>	<b>\$ (34.00)</b>	<b>\$ (233.10)</b>
Leeds Ave	\$ (40.00)	\$ -	\$ -	\$ -	\$ -	\$ (40.00)
Expanded Bus Stop Amenities	\$ (5.28)	\$ (7.24)	\$ (8.40)	\$ (9.68)	\$ (11.34)	\$ (41.94)
LCRT Fleet Replacement	\$ -	\$ -	\$ -	\$ (56.00)	\$ -	\$ (56.00)
Fleet Expansion	\$ (6.00)	\$ (10.00)	\$ (17.00)	\$ (22.00)	\$ -	\$ (55.00)
Expanded Fleet Replacement	\$ -	\$ -	\$ -	\$ (17.50)	\$ (22.66)	\$ (40.16)
<b>Total Revenues</b>	<b>\$ 109.04</b>	<b>\$ 53.71</b>	<b>\$ 67.67</b>	<b>\$ 154.20</b>	<b>\$ 103.22</b>	<b>\$ 487.85</b>
<b>Federal</b>	<b>\$ 37.62</b>	<b>\$ 28.71</b>	<b>\$ 33.06</b>	<b>\$ 38.11</b>	<b>\$ 62.05</b>	<b>\$ 199.56</b>
FTA Section 5307	\$ 9.11	\$ 6.23	\$ 6.23	\$ 6.23	\$ 7.48	\$ 35.28
FTA Section 5310	\$ 1.60	\$ 1.36	\$ 1.36	\$ 1.36	\$ 1.63	\$ 7.29
FTA Section 5339	\$ 26.91	\$ 21.12	\$ 25.48	\$ 30.53	\$ 52.95	\$ 156.98
<b>Federal Expansion</b>	<b>\$ 27.44</b>	<b>\$ 11.62</b>	<b>\$ 17.80</b>	<b>\$ 81.24</b>	<b>\$ 23.80</b>	<b>\$ 161.90</b>
<b>State</b>	<b>\$ 10.34</b>	<b>\$ 3.20</b>	<b>\$ 3.20</b>	<b>\$ 3.20</b>	<b>\$ 3.84</b>	<b>\$ 23.78</b>
FTA Section 5339	\$ 2.27	\$ -	\$ -	\$ -	\$ -	\$ 2.27
SMTF	\$ 3.07	\$ 3.20	\$ 3.20	\$ 3.20	\$ 3.84	\$ 16.51
PL Funds UPWP Guideshare	\$ 5.00	\$ -	\$ -	\$ -	\$ -	\$ 5.00
<b>Local</b>	<b>\$ 9.80</b>	<b>\$ 4.56</b>	<b>\$ 6.01</b>	<b>\$ 2.00</b>	<b>\$ 0.90</b>	<b>\$ 23.27</b>
County Sales Tax	\$ 9.15	\$ 3.81	\$ 5.26	\$ 1.25	\$ -	\$ 19.47
Member Government Contributions	\$ 0.65	\$ 0.75	\$ 0.75	\$ 0.75	\$ 0.90	\$ 3.80
<b>Sale Tax 3</b>	<b>\$ 23.84</b>	<b>\$ 5.62</b>	<b>\$ 7.60</b>	<b>\$ 4.26</b>	<b>\$ -</b>	<b>\$ 41.31</b>
State of good Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion	\$ 23.84	\$ 5.62	\$ 7.60	\$ 4.26	\$ -	\$ 41.31
<b>Sales Tax 4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 25.39</b>	<b>\$ 12.63</b>	<b>\$ 38.02</b>
Additional Capital:						<b>\$98.65</b>



# Greenbelt Program

*Historical Perspective*

## **November 2004 - \$1.3B**

- \$221M for Greenbelts (17%)
  - \$36M for CCPRC

## **November 2016 - \$2.1B**

- \$210M for Greenbelts (10%)



# TST One – 70% Rural / 30% Urban



# TST Two – 50% Rural / 50% Urban





# Greenbelt Program

*Current Staff Recommendation – Assumptions and Context*

- **Use Greenbelt to Manage Growth:** Protect natural areas through continued Greenbelt investments that limit overdevelopment and preserve quality of life.
- \$850M for Greenbelts (20%)
- 50% Rural / 50% Urban; Less \$12M (~1.5%) Admin
- \$419M for Rural
- \$419M for Urban



# Greenbelt Program

*Urban Sub-Allocation Projection Based on Current Assumptions*

## Lifetime Urban Sub-Allocations

Municipality	Population (Census 2020)	Percent of Population Inside UGB	Total Urban Allocation
Charleston	133,094	35.69%	\$149,560,264
Folly Beach	2,078	0.56%	\$2,335,088
Isle of Palms	4,347	1.17%	\$4,884,807
James Island	11,621	3.12%	\$13,058,739
Kiawah Island	2,013	0.54%	\$2,262,046
Lincolnvile	1,147	0.31%	\$1,288,906
Mt. Pleasant	90,801	24.35%	\$102,034,814
N. Charleston	86,816	23.28%	\$97,556,793
Seabrook Island	2,050	0.55%	\$2,303,624
Sullivan's Island	1,891	0.51%	\$2,124,953
Summerville	2,478	0.66%	\$2,784,576
Unincorporated	34,533	9.26%	\$38,805,390
<b>Total</b>	<b>372,869</b>	<b>100.00%</b>	<b>\$419,000,000</b>



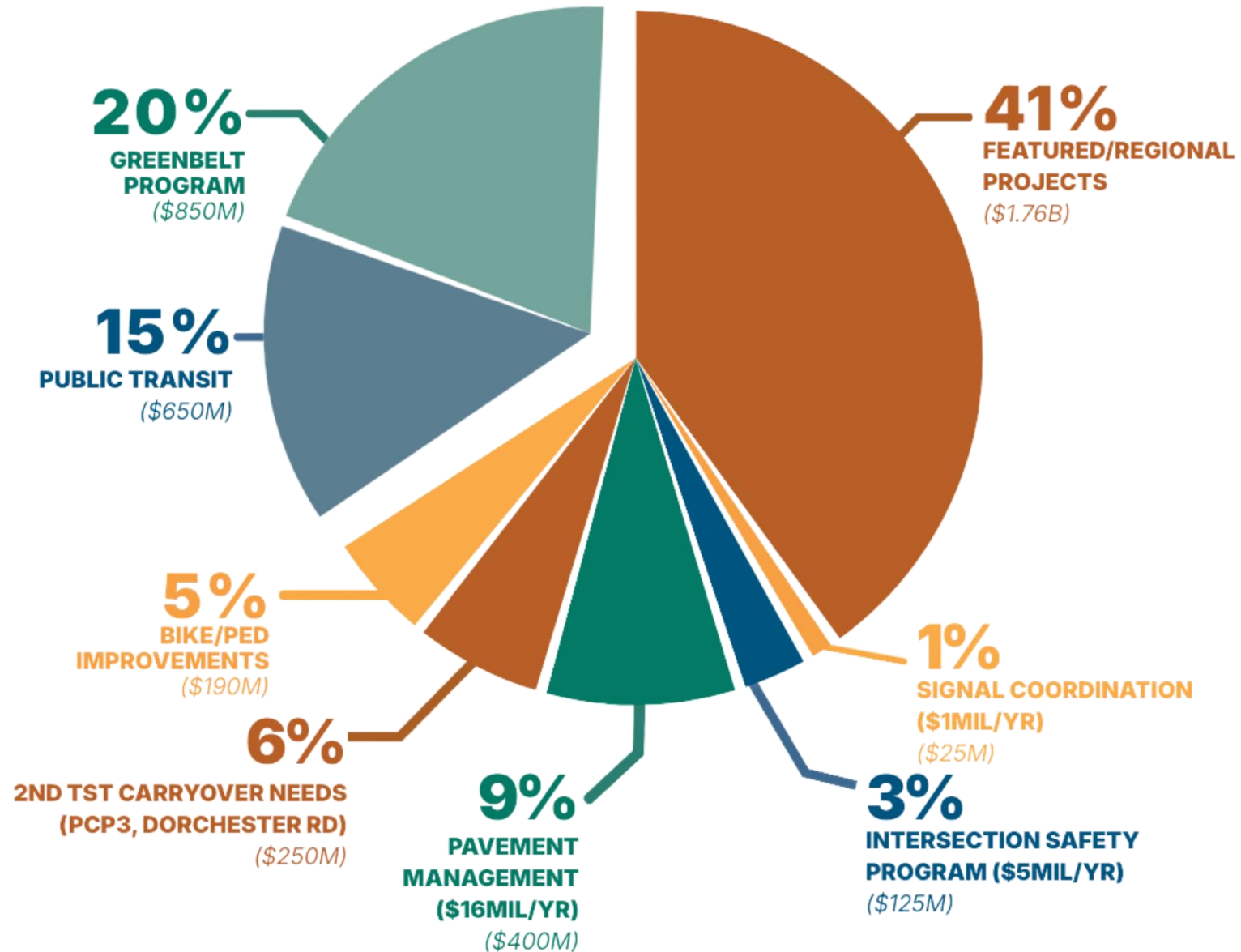


**Break**



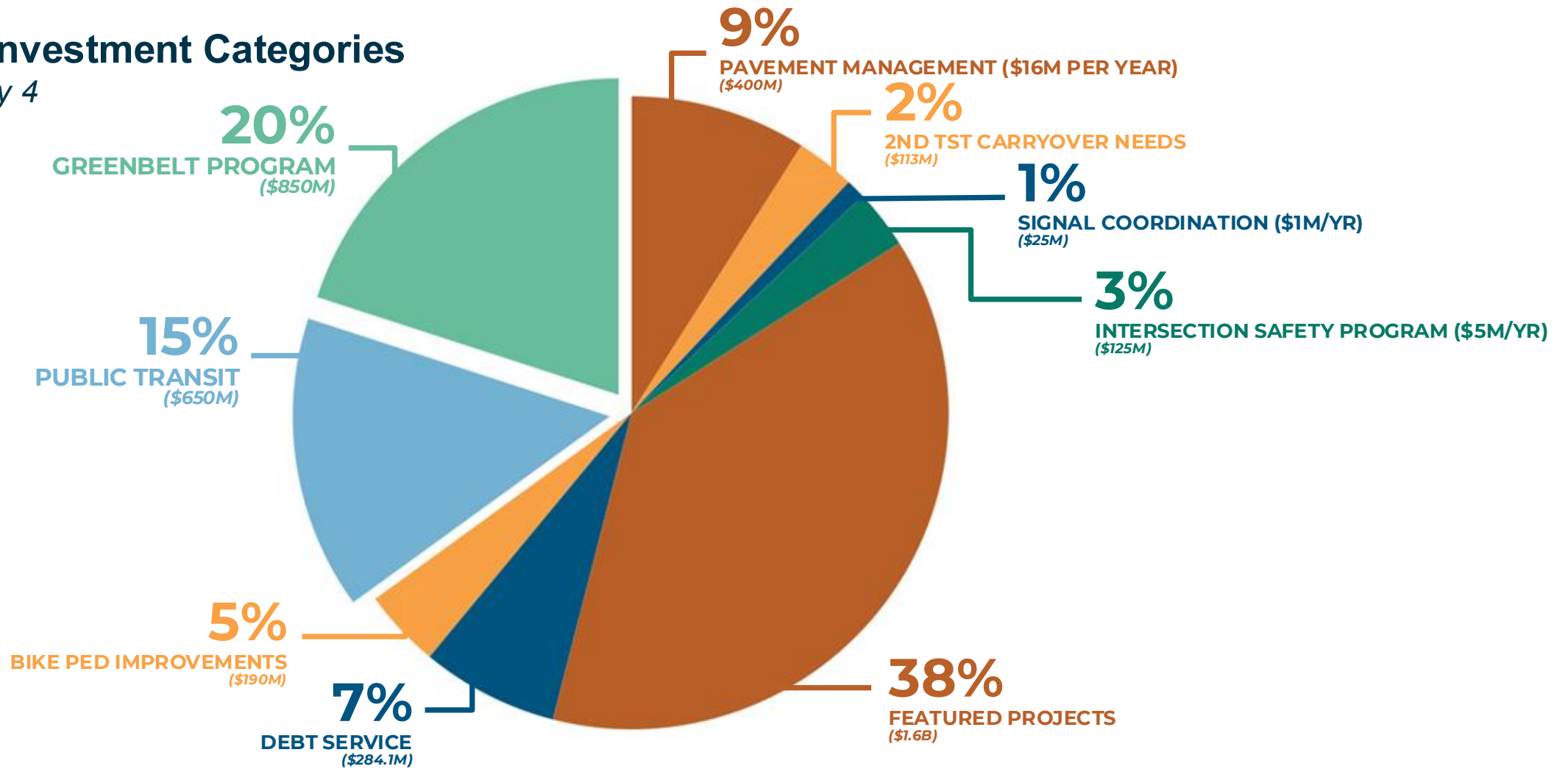
# Potential Investment Categories

as of January 22



# Potential Investment Categories

as of February 4





# CHARLESTON COUNTY 3<sup>RD</sup> TRANSPORTATION SALES TAX

FEBRUARY 4, 2026





**GREENBELTS**  
**20% or \$0.850B**

# GREENBELTS PROJECTS



(in millions)	1 <sup>ST</sup>	2 <sup>ND</sup>	* 3 <sup>RD</sup>	TOTAL
FY27-FY32	\$ 5.4	\$ 71.2	\$104.6	\$ 181.2
FY33-FY37	-	64.2	133.2	197.4
FY38-FY42	-	9.7	159.3	169.0
FY43-FY47	-	-	193.0	193.0
FY48-FY52	-	-	248.0	248.0
<b>TOTAL</b>	\$ 5.4	\$ 145.1	\$ 838.1	\$ 988.6

\* Net of Administration cost of around 1.5%



**ROADS**  
**64.71% or \$2.75b**



# ROADS PROJECTS – 3rd



(in millions)	Featured	Debt Service	Signal/ Intersection /Pavement	Carry- over	Bike/ Ped	TOTAL
FY28-FY32	49.3		76.0	101.4	21.8	248.5
FY33-FY37	279.7		55.0	11.6	71.5	417.8
FY38-FY42	1,283.9	(834.9)	130.0	-	48.0	627.0
FY43-FY47	-	510.9	105.0	-	22.8	638.7
FY48-FY53	-	608.1	184.0	-	25.9	818.0
<b>TOTAL</b>	1,612.9	284.1	550.0	113.0	190.0	2,750

# Changes

**Featured – reduced 6.5% or 147m and delayed**

**Debt – added for \$1b borrowing**

**Allocations – no change but delayed**

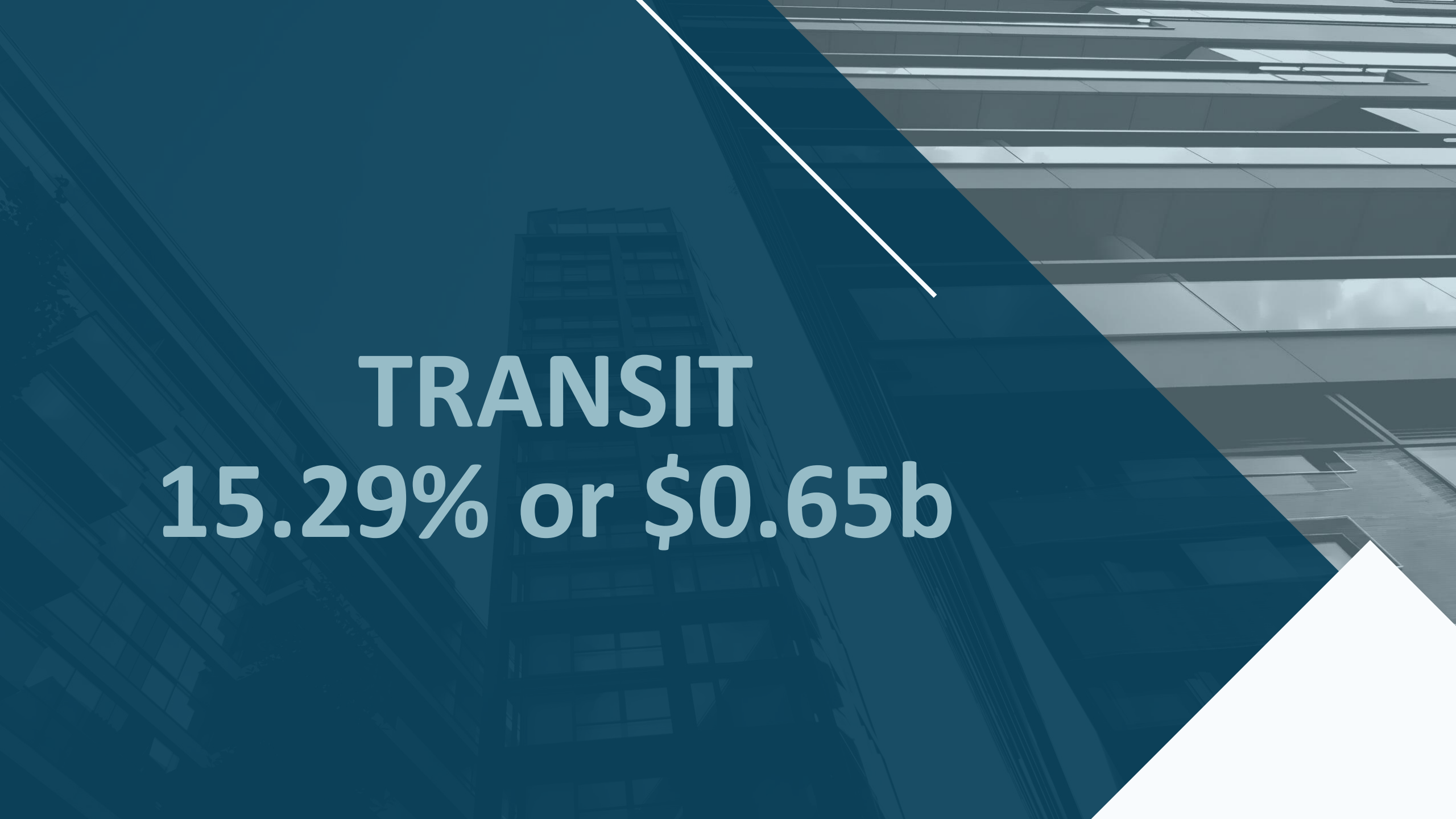
**Carry Over – reduced by \$137m – detail follows**

**Bike Ped – no change but delayed**

# Carry Over Needs for 2<sup>nd</sup> TST

(in millions)	TOTAL
<b>Previous Estimate</b>	\$ 282.2
Less: 1 <sup>st</sup> TST reprogrammed	(54.0)
Less: future 1 <sup>st</sup> TST reprogramming	(33.3)
Less: Hwy 78 re-evaluation	<u>(82.2)</u>
<b>Current Estimate</b>	\$ 113.0





**TRANSIT**  
**15.29% or \$0.65b**

# TRANSIT



(in millions)	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	TOTAL
FY27-FY32	\$ 53.1	\$ 242.8	\$ 15.9	\$ 311.8
FY33-FY37	-	193.1	24.6	217.7
FY38-FY42	-	162.4	86.3	248.7
FY43-FY47	-	-	285.1	285.1
FY48-FY52	-	-	238.1	238.1
<b>TOTAL</b>	\$ 53.1	\$ 598.3	\$ 650.0	1,301.4

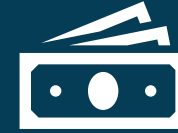
# TRANSIT – 3rd



(in millions)	RTMA	CARTA	LCRT Operating	New	TOTAL
FY28-FY32	-	-	-	* 15.9	15.9
FY33-FY37	-	-	-	* 24.6	24.6
FY38-FY42	-	-	* 37.8	48.5	86.3
FY43-FY47	5.8	123.6	* 91.5	64.2	285.1
FY48-FY53	6.7	104.4	* 30.4	96.9	238.4
<b>TOTAL</b>	12.5	228.0	159.7	250.0	650.0

\* Net of Interest Income

# TRANSIT - revised



(in millions)	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	TOTAL
FY27-FY32	\$ 48.9	\$ 301.3	\$ -	\$ 350.2
FY33-FY37	-	262.4	-	262.4
FY38-FY42	-	34.5	223.4	257.9
FY43-FY47	-	-	232.8	232.8
FY48-FY52	-	-	193.8	193.8
<b>TOTAL</b>	\$ 48.9	\$ 598.2	\$ 650.0	1,297.1



# TRANSIT – 3<sup>rd</sup> - revised



(in millions)	RTMA	CARTA	LCRT Operating	New	TOTAL
FY28-FY32	-	-	-	-	-
FY33-FY37	-	-	-	-	-
FY38-FY42	4.1	166.9	* 52.6	-	223.6
FY43-FY47	5.8	126.4	* 100.7	-	232.9
FY48-FY53	6.7	164.7	* 22.1	-	193.5
<b>TOTAL</b>	16.6	458.0	175.4	-	650.0

\* Net of Interest Income

# The Process to Get to a Staff Recommendation

1. The 600+ project requests were individually screened relative generally to congestion, safety and public/municipal support.
2. The screening yielded approximately 50 projects which advanced to a Candidate list.
3. The projects on the Candidate list were then scored based on technical criteria relating to congestion, safety and public/municipal support.
4. Consistent with the guiding principles, staff has identified specific projects for Council's consideration for a potential future TST Program.



# Screening of the Submittals

The more than 600 projects requested through the public involvement process were sorted to identify which potential projects met any combination of at least 3 of the following 4 items:

**Requested by the  
Public**



**Requested by a  
Municipality**



**Addresses  
Congestion**



**Targets Safety  
Needs**



**All Municipal submittals automatically advanced to the next step in the process.**

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Infrastructure Investment & The Road Ahead

February 4, 2026

**Charleston County  
Transportation**  
Infrastructure | Greenspace | Transit



# Scoring of the Featured Projects Candidate List

## Up to 50 Points

### Public & Municipal Support

1<sup>st</sup> Priority = 50  
2<sup>nd</sup> Priority = 45  
3<sup>rd</sup> Priority = 40  
4<sup>th</sup> Priority = 35  
5<sup>th</sup> Priority = 30  
6<sup>th</sup> Priority = 25

## Up to 30 Points

### Congestion Criteria

Level of Service  
  
LOS E/F = 30  
LOS C/D = 22.5  
LOS A/B = 15

## Up to 20 Points

### Safety Criteria

Crash Rate  
Fatal & Serious Injury per Mile  
  
High (>5) = 20  
Medium (3-5) = 15  
Lower (<3) = 10





# Example of Scoring: Municipal Priorities

**1<sup>st</sup> @ 50 pts** US 17 South selective widening, drainage, and related improvements

**2<sup>nd</sup> @ 45 pts** Glenn McConnell intersection at Magwood

**3<sup>rd</sup> @ 40 pts** Ashley River Road partial raising and related improvements

	No.	Project Name
<b>1<sup>st</sup> @ 50 pts</b>	1	US 17 at Houston Northcutt Blvd/Johnnie Dodds Corridor Improvements
	a	US 17 at Houston Northcutt Blvd improvements
	b	Mathis Ferry Rd at Johnnie Dodds Blvd/Wingo Way Intersection Improvement
<b>3<sup>rd</sup> @ 40 pts</b>	c	Alexandra intersection improvements
<b>4<sup>th</sup> Signalization</b>	d	Wingo Way at Ravenel on-ramp Improvements
<b>5<sup>th</sup> @ 30 pts</b>	e	NB US 17 Bowman Rd Overpass Improvements
<b>6<sup>th</sup> @ 25 pts</b>	f	US 17 at Shelmore Blvd Intersection Improvements

	Priority	Project
<b>1<sup>st</sup> @ 50 pts</b>	1	Mall Dr
<b>1<sup>st</sup> @ 50 pts</b>	1	Rivers Ave Overpass
<b>2<sup>nd</sup> @ 45 pts</b>	2	Azalea Dr Extension
<b>2<sup>nd</sup> @ 45 pts</b>	2	Noisette Blvd /Virginia Ave/Empire
<b>2<sup>nd</sup> @ 45 pts</b>	2	Stall Rd/Midland Park Rd
<b>Carryover</b>	3	Palmetto Commerce Parkway (Phase 3)
<b>3<sup>rd</sup> @ 40 pts</b>	3	Patriot Blvd Widening
<b>3<sup>rd</sup> @ 40 pts</b>	3	Ladson Rd

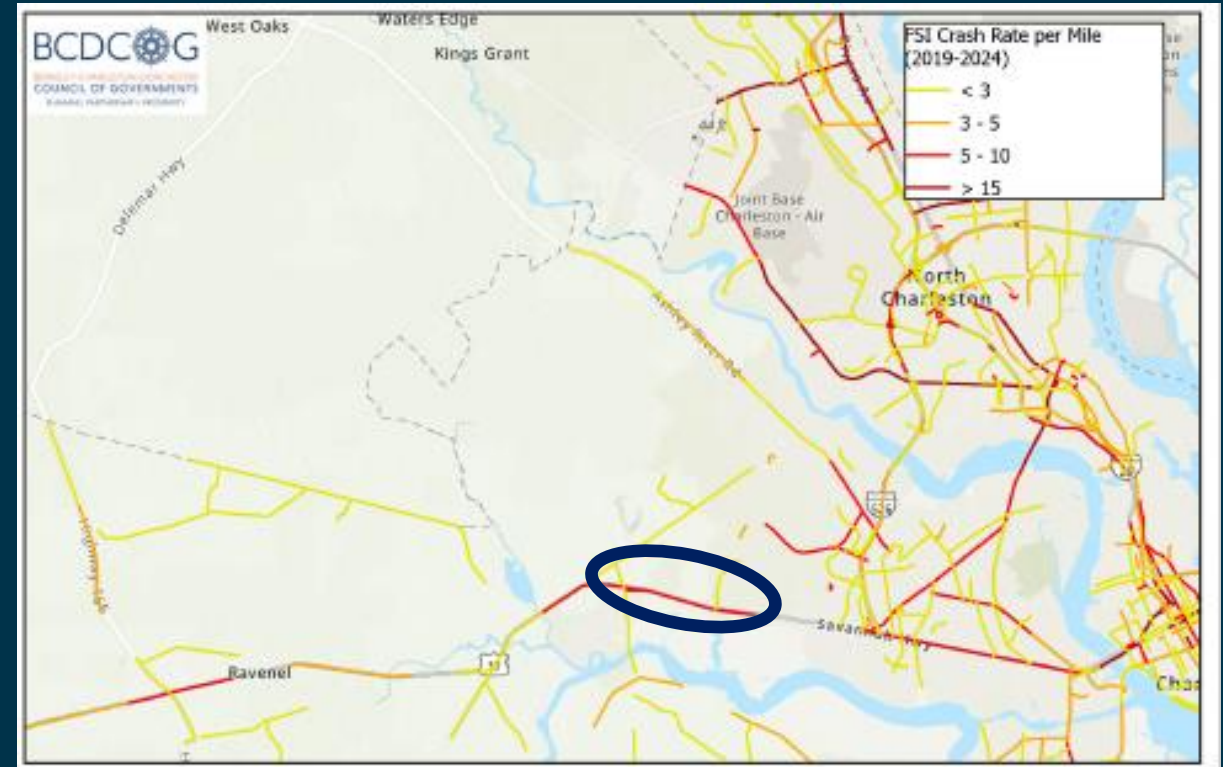
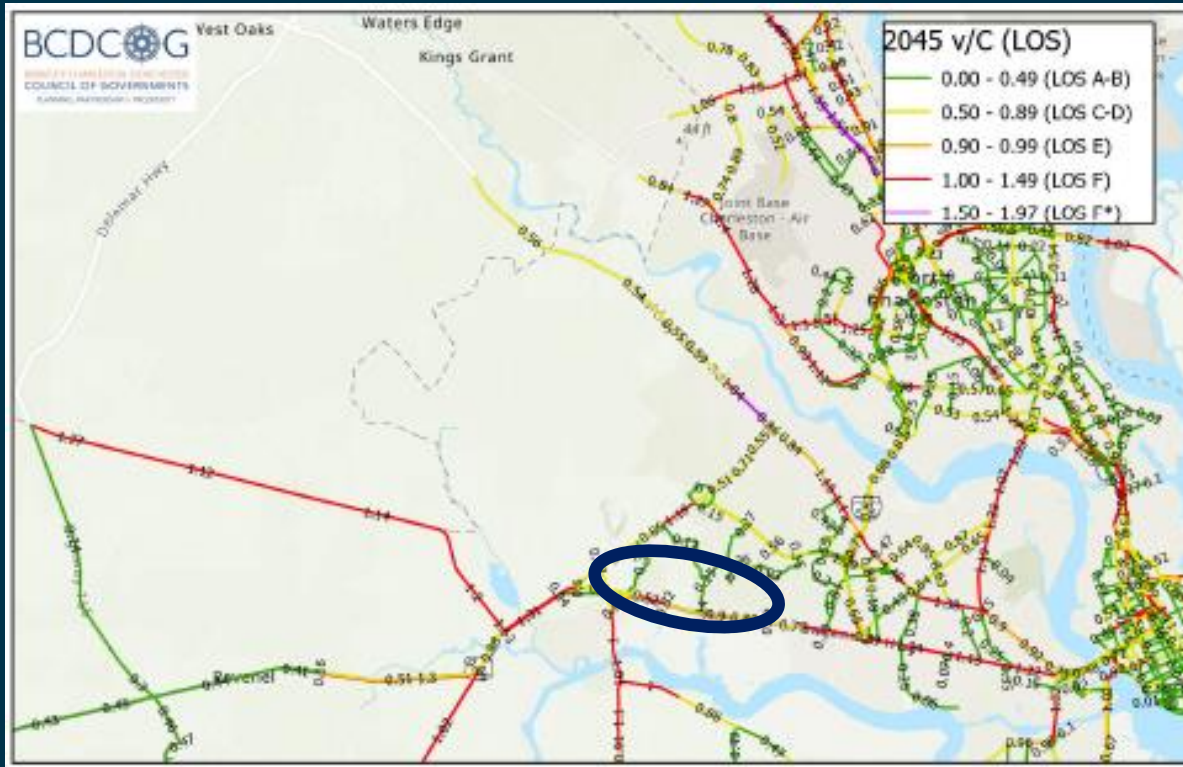
Infrastructure Investment & The Road Ahead

February 4, 2026

**Charleston County  
Transportation**  
Infrastructure | Greenspace | Transit



# Example of Scoring: Congestion & Safety Criteria



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February 4, 2026

Charleston County  
**Transportation**  
Infrastructure | Greenspace | Transit





U.S. Department  
of Transportation  
Federal Highway  
Administration

Select Year and Quarter:

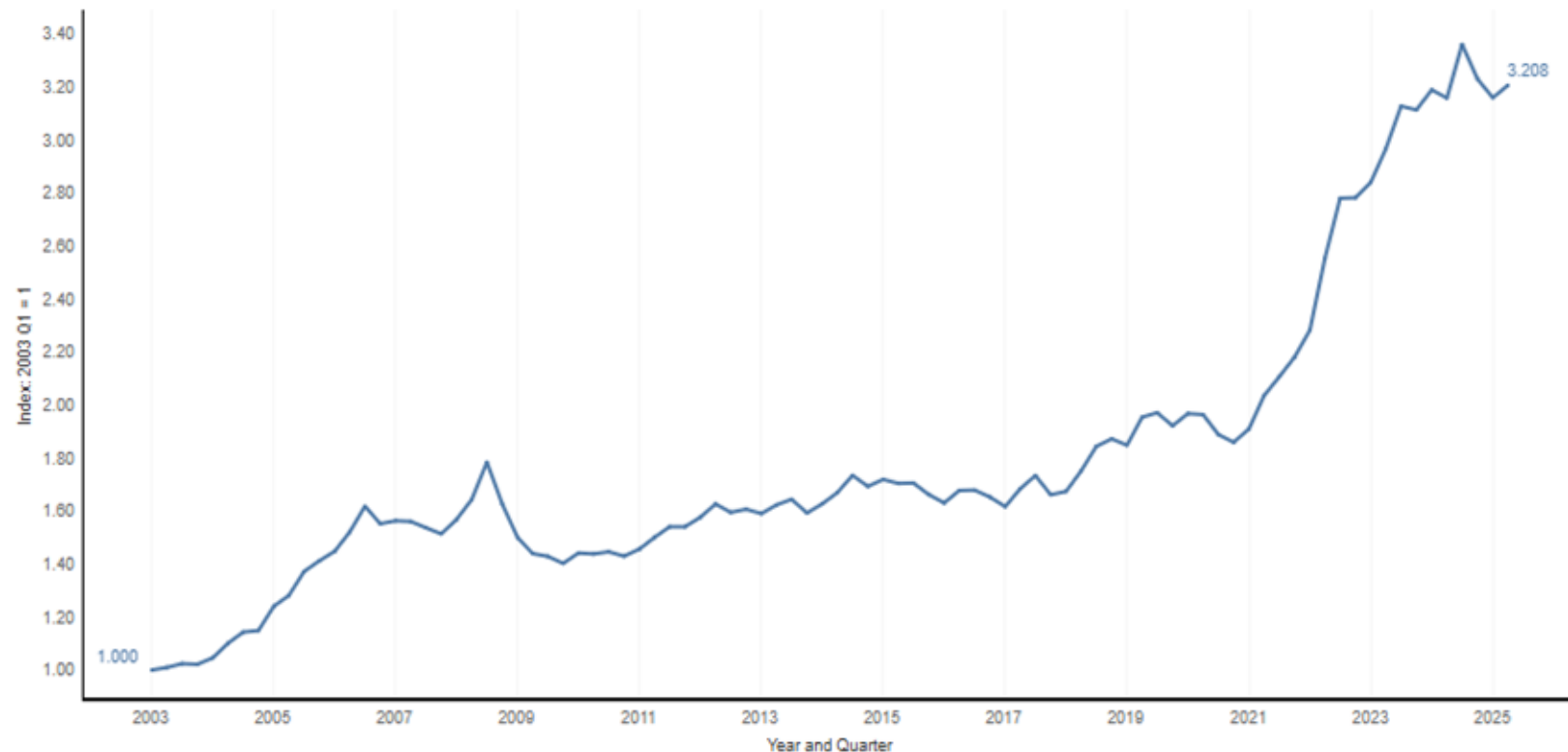
2003 Q1

2025 Q2

Select Series:

☒ NHCCI

☐ Seasonally Adjusted NHCCI



**Costs have  
climbed by  
~70% over the  
past 5 years**

Infrastructure Investment & The Road Ahead

February 4, 2026

**Charleston County  
Transportation**

Infrastructure | Greenspace | Transit



# Example: Featured Projects Candidate List

2026 Featured Projects Candidate List for a Potential TST3 Program  
with Staff Recommendations Shown in Blue

	Area	Municipality Priority	Project Name	Description	Public & Municipal Support Score	2045 LOS	Congestion Score	Crash Rate	Safety Score	Total Score	Estimated Cost
Line 1	N Charleston	North Charleston # 1A	Mall Drive (SC-790) Improvements from Lacross Road to Rivers Ave	Capacity enhancements along Mall Drive (SC-790) between Lacross Road and Rivers Avenue including bike/pedestrian accommodations.	50	C	22.5	A related portion is shown as a safety need	10	82.5	\$ 100,000,000
Line 2	N Charleston	North Charleston # 1B	Rivers Avenue Overpass @ Durant Avenue	Construct a new overpass over the rail line between Durant Avenue and Aragon Street to improve traffic efficiency and safety. Needed to support LCRT project. The project may also feature the installation of bike/pedestrian accommodations.	45	A-B however, needed for LCRT Project	15	High	20	80	\$ 175,900,000
Line 3	N Charleston	North Charleston # 2A	Azalea Drive Extension to Stromboli (over King Street Extension)	Construct a new overpass over the rail line to realign Azalea Drive and Stromboli to improve traffic efficiency and safety. The project may also feature the installation of bike/pedestrian accommodations.	50	F	30	High	20	100	\$ 180,000,000
Line 4	N Charleston	North Charleston # 2B	Noisette Blvd /Virginia Ave/Empire	Construct a new overpass over the rail line to improve traffic flow and accessibility. The project may also feature the installation of bike/pedestrian facilities.	45	F	30	Lower	10	85	\$ 180,000,000
Line 5	N Charleston	North Charleston # 2C	Stall Road / Midland Park Road from S. Aviation Ave to Ashley Phosphate to Rivers Avenue	Corridor Safety Improvements	40	C-D	22.5	Lower	10	72.5	\$ 45,000,000
Line 6	N Charleston	North Charleston # 2C Alternative	Stall Road Intersection Improvements	Improve Stall Road @ Midland Park & Stall Road @ Ashley Phosphate	40	C-D	22.5	Lower	10	72.5	\$ 15,000,000
Line 7	N Charleston	North Charleston # 3A	Palmetto Commerce Parkway 3	New alignment from Ashley Phosphate to Aviation Avenue							TST Carryover
Line 8	N Charleston	North Charleston # 3B	Patriot Boulevard from Weber Rd to PCP	Widening to tie to planned adjacent project.	45	F	30	Lower	10	85	\$ 12,000,000
Line 9	N Charleston	North Charleston # 3C	Ladson Road from US 78 to Dorchester Road	Widening	40	F	30	High	20	90	\$ 82,000,000
Line 10	N Charleston	North Charleston # 3D	Reynolds Avenue from Meeting St to Rivers Avenue to North Carolina Ave	Drainage & Streetscape	35	A-B	15	Lower	10	60	\$ 5,000,000

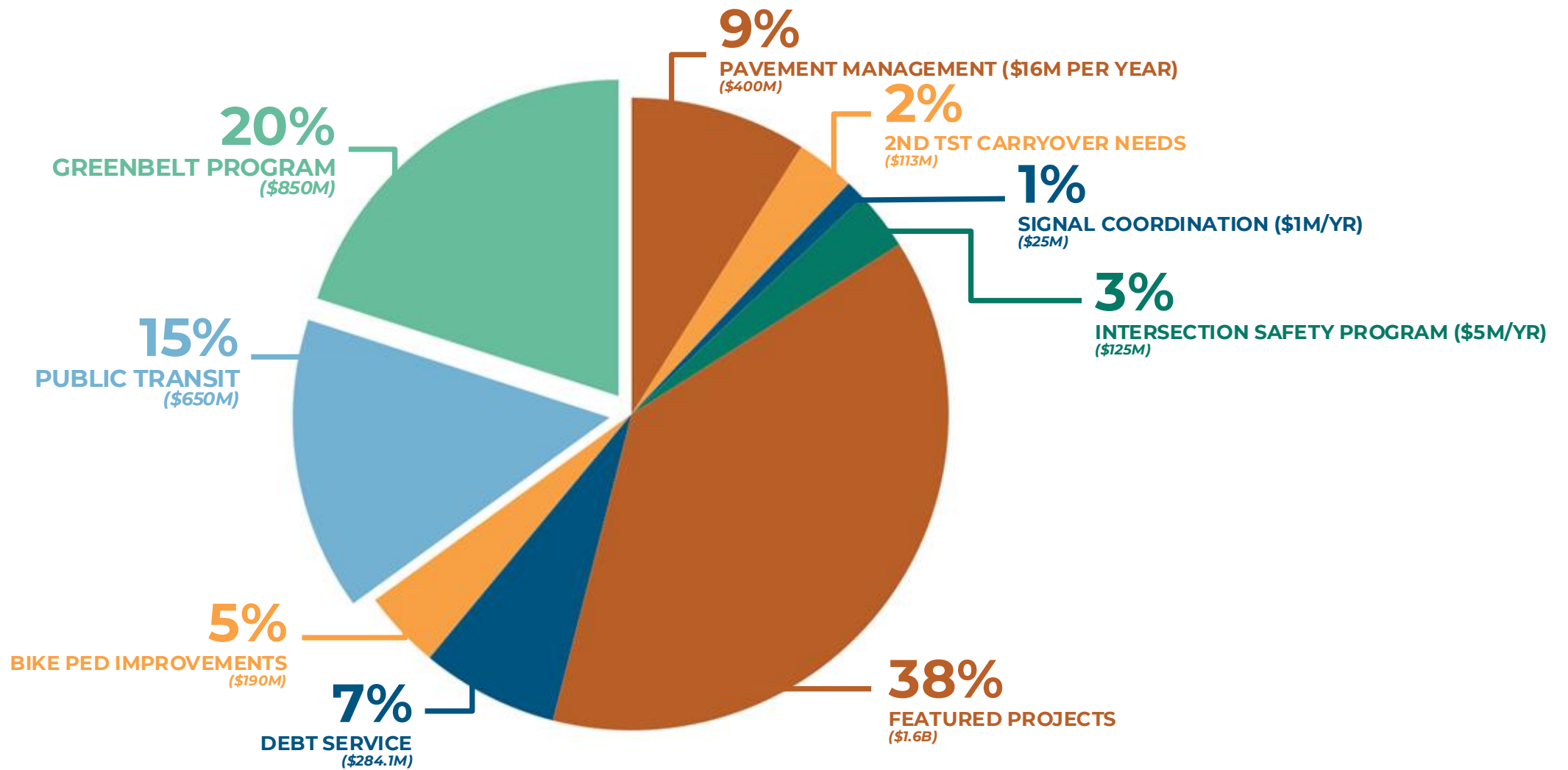
Infrastructure Investment & The Road Ahead

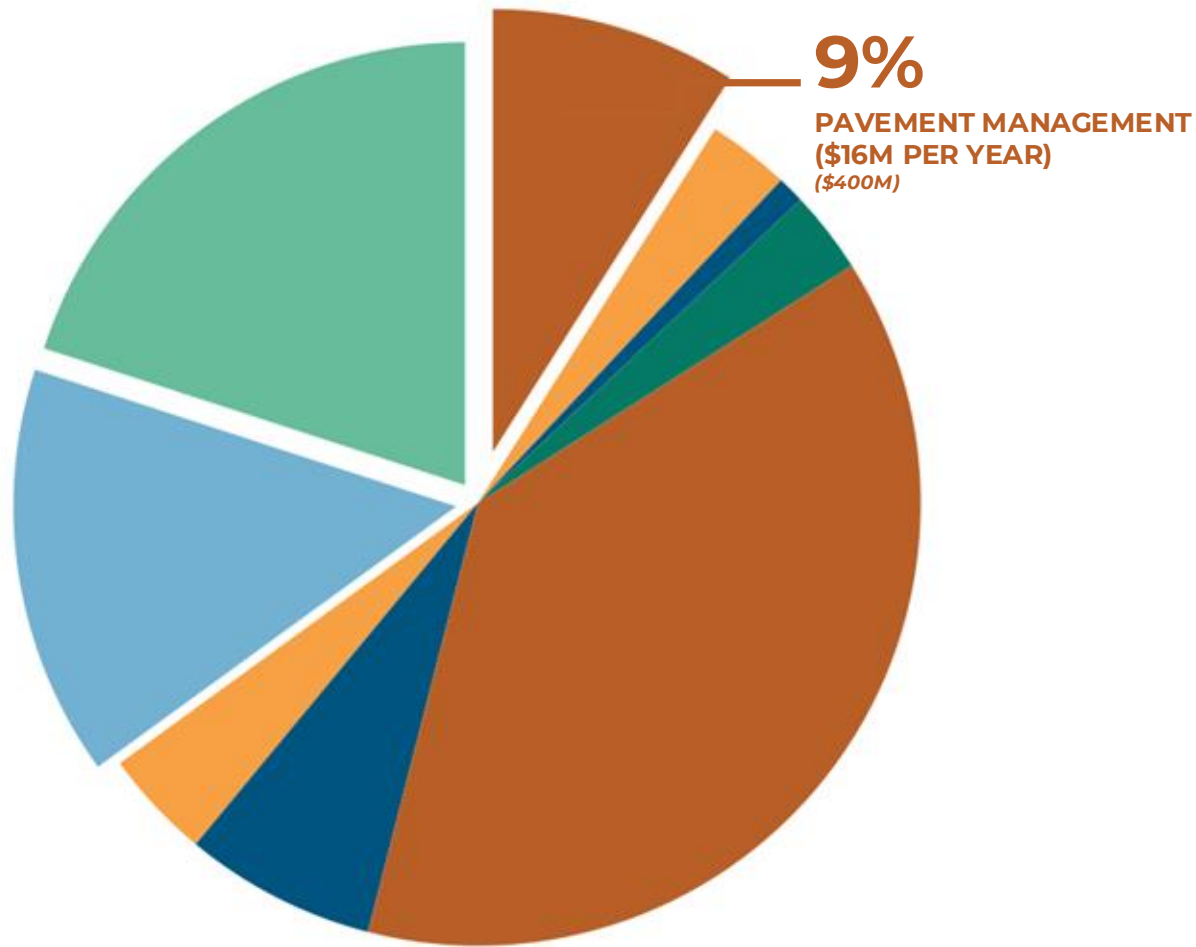
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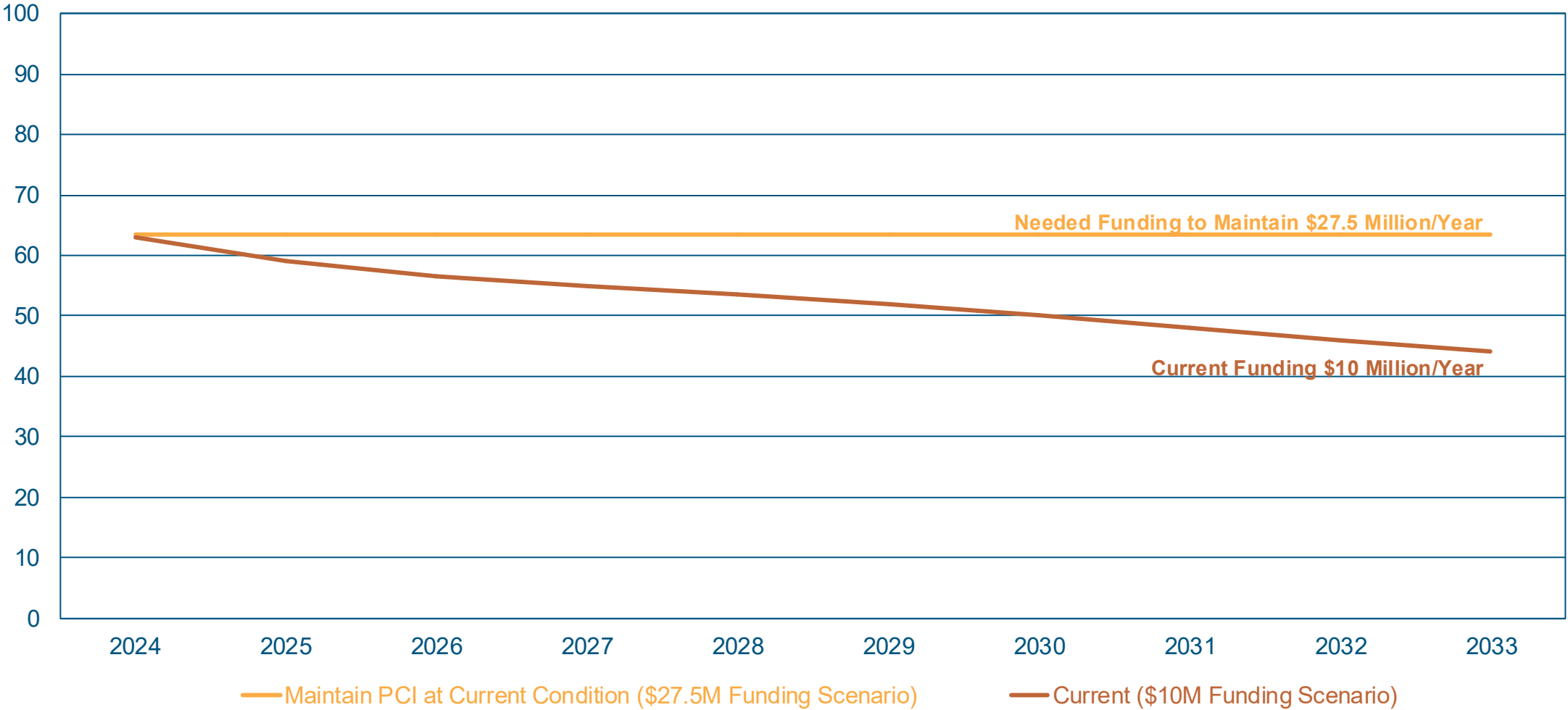


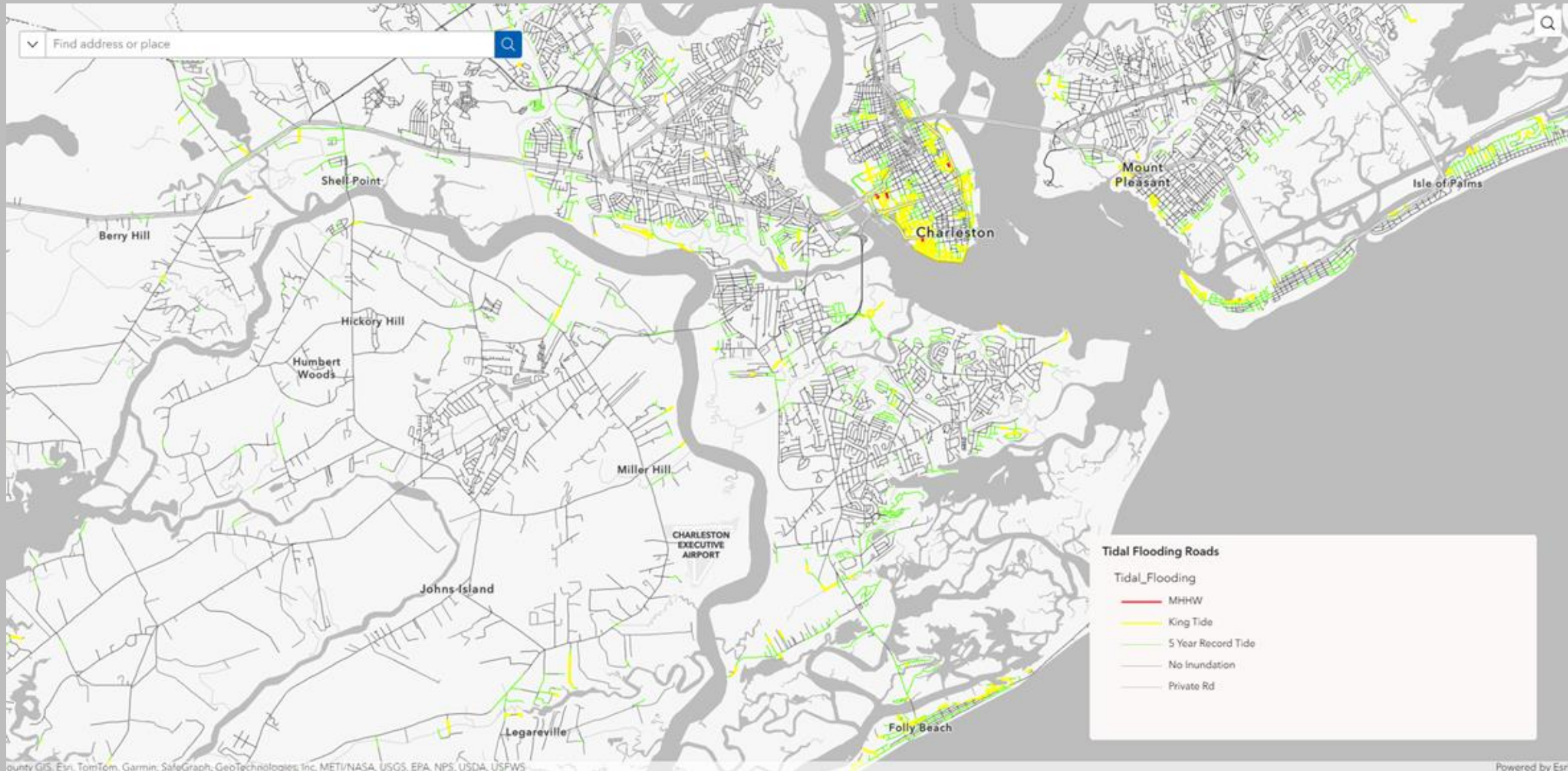
## Pavement Management

- \$400 million = \$16 million annually
- Incremental rollout starting with \$4 mil. per year in FY 29 with \$1 mil. increase per year, larger allocations in later years to allow for expedited Intersection funding
- \$50 mil. over life of program for resiliency, raising of roads to prevent overtopping
- \$50 mil. over life of program for rural road safety, shoulder widening



# Pavement Condition Index vs. Different Funding Scenarios





Public Input Overview

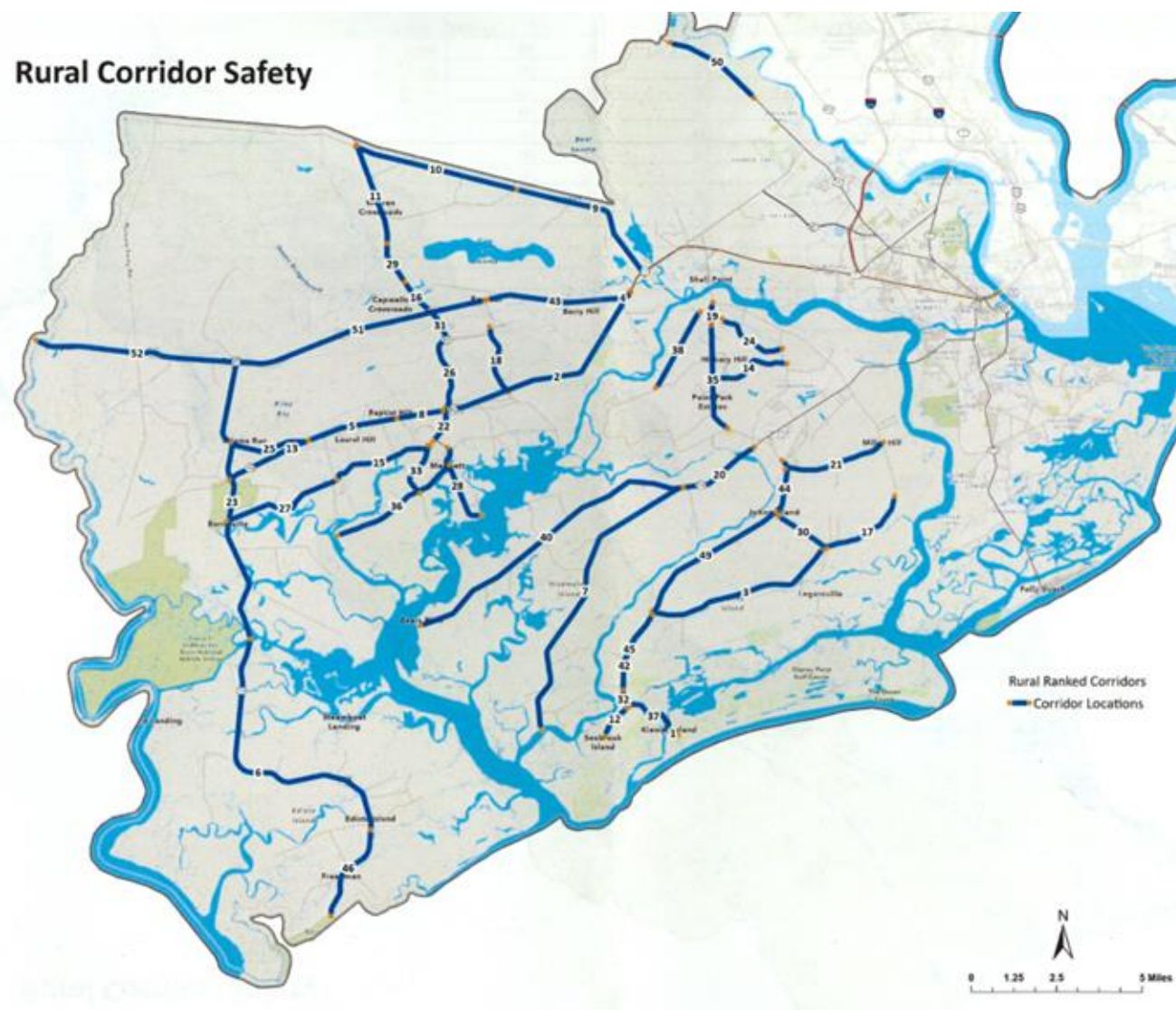
February 4, 2026

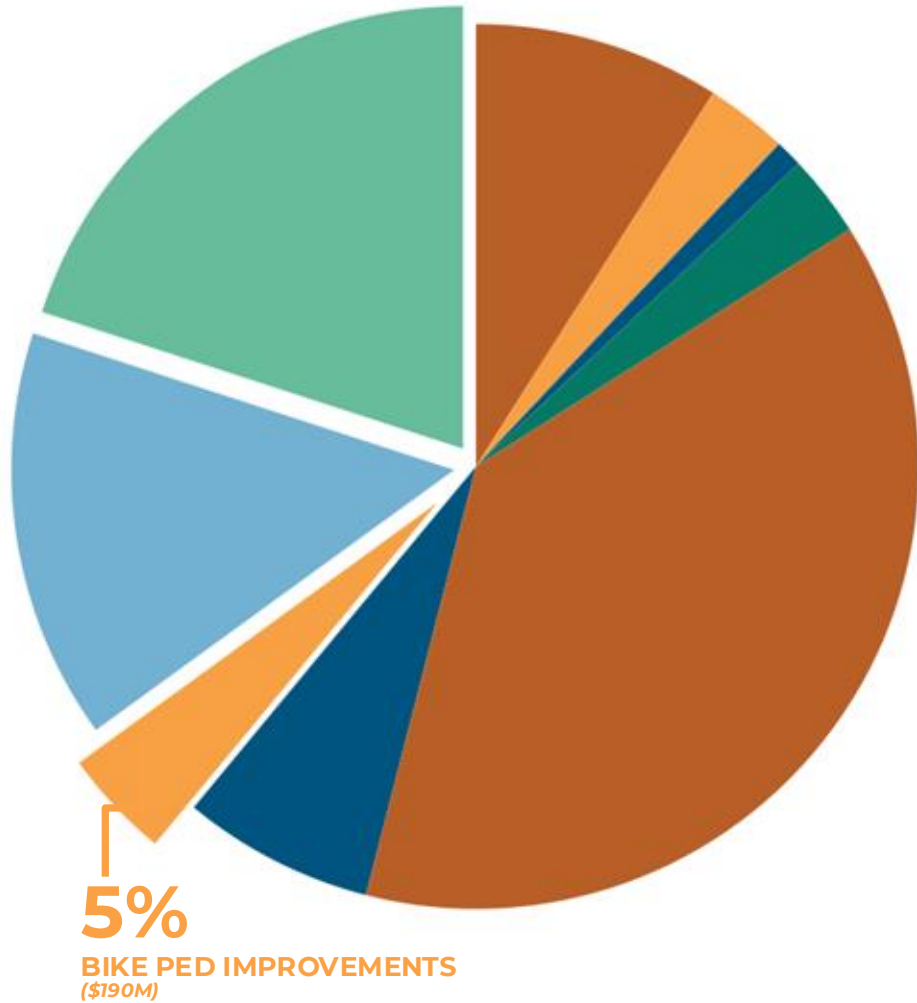
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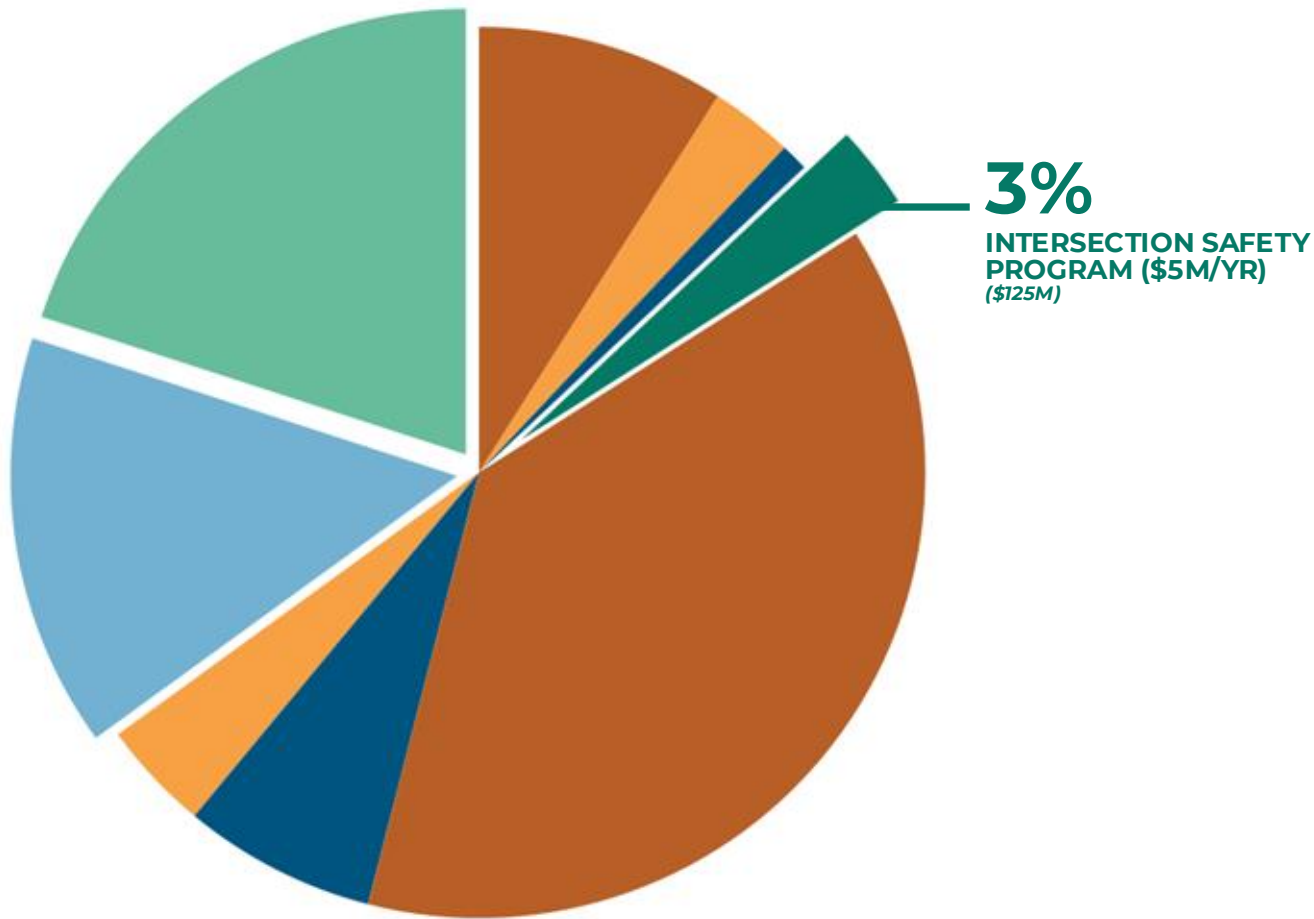
## Rural Corridor Safety





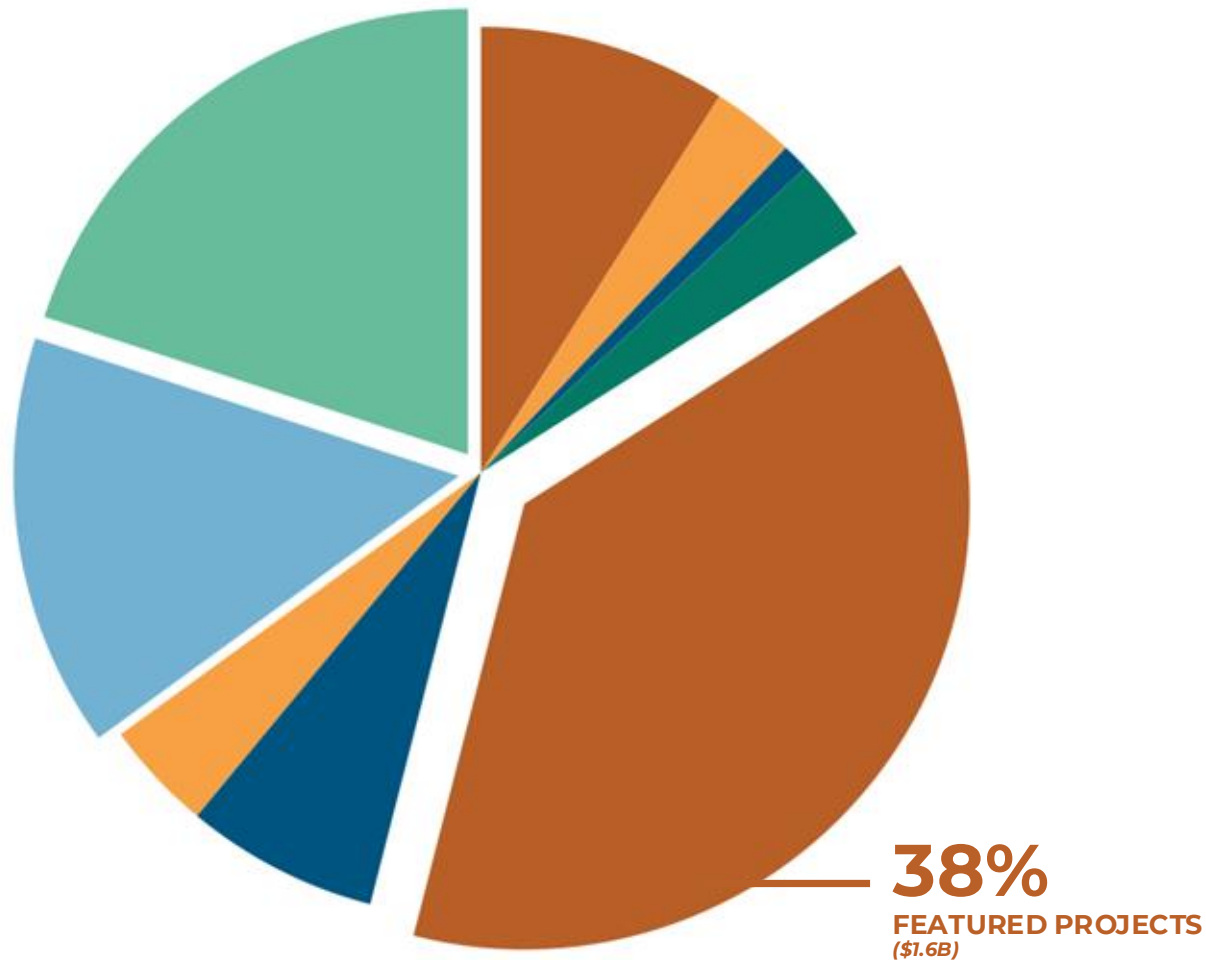
2026 TST Proposed Bike and Pedestrian	Funding
<b>City of North Charleston</b>	
Better North Bridge	\$90,000,000
Rivers Ave LCRT Last Mile (\$1mil/yr)	\$25,000,000
<b>City of Charleston</b>	
City of Charleston SS4A / Rethink Folly (\$1mil/yr)	\$25,000,000
<b>Unincorporated</b>	
Countywide Bike Ped Plan (\$1mil/yr)	\$25,000,000
<b>Town of Mount Pleasant</b>	
Mount Pleasant Way (\$1mil/yr)	\$25,000,000
<b>TOTAL</b>	<b>\$190,000,000</b>





Intersection Allocation (10yr plan)	Funding
<b>City of North Charleston</b>	
US 78 at Limehouse Ln	\$2,000,000
Ashley Phosphate Rd at Cross County Dr / Brandywine	\$3,500,000
<b>City of Charleston</b>	
Savannah Hwy at Ashley Town Center Dr	\$11,500,000
Maybank at Riverland Dr	\$6,000,000
<b>Unincorporated</b>	
Main Rd at Mary Ann Point Roundabout	\$5,000,000
SC-162 at Salters Hill Roundabout	\$3,000,000
SC-174 at SC-164 Roundabout	\$4,000,000
Doar Rd at Sewee Rd Roundabout	\$3,000,000
Hwy 45 at US 17 North	\$4,000,000
<b>Town of Mount Pleasant</b>	
Coleman Blvd at Chuck Dawley Blvd	\$8,000,000
<b>TOTAL</b>	<b>\$50,000,000</b>



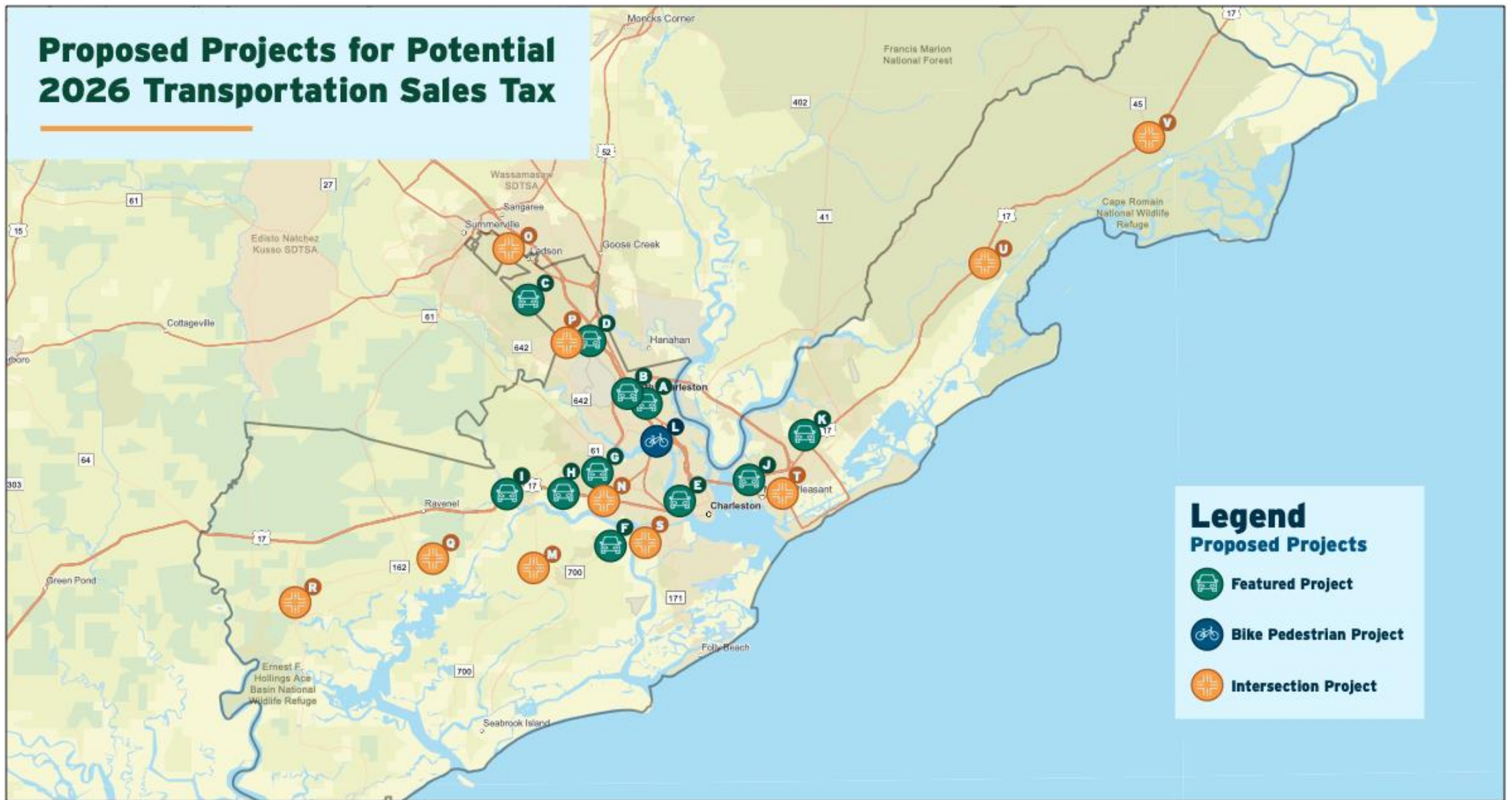


2026 TST Proposed Featured Projects	Funding
<b>City of North Charleston</b>	
Rivers Avenue Overpass @ Durant Avenue	\$175,900,000
Mall Drive (SC-790) Improvements	\$100,000,000
Patriot Blvd Widening	\$12,000,000
Stall Rd Improvements (Midland Park, Ashley Phosphate)	\$15,000,000
<b>City of Charleston</b>	
Battery Extension - Federal Army Corp Match Funding	\$300,000,000
Maybank Hwy Southern Pitchfork & Roundabout	\$65,000,000
Glenn McConnell Parkway at Magwood Road	\$100,000,000
US 17 South Widening (Dobbin to Main Rd)	\$225,000,000
<b>Unincorporated</b>	
US 17 South Widening (Main Rd to SC-162)	\$220,000,000
<b>Town of Mount Pleasant</b>	
Johnnie Dodds at Houston Northcutt / Wingo Way 1A, 1B	\$230,000,000
Long Point Road Resiliency (Boone Hall Creek and 2 lane	\$170,000,000
<b>TOTAL</b>	<b>\$1,612,900,000</b>





# Proposed Projects for Potential 2026 Transportation Sales Tax



## Legend Proposed Projects

-  Featured Project
-  Bike Pedestrian Project
-  Intersection Project

## 11 Featured Projects and 1 Bike/Pedestrian Project

- |  |   |
|--|---|
| A. Rivers Avenue Overpass at Durant Avenue     | G. Glenn McConnell Parkway at Magwood Road                          |
| B. Mall Drive (SC-790) Improvements            | H. US 17 South Widening (Dobbin to Main Rd)                         |
| C. Patriot Blvd Widening                       | I. US 17 South Widening (Main Rd to SC-162)                         |
| D. Stall Road Intersection Improvements        | J. Johnnie Dodds at Houston Northcutt                               |
| E. Battery Extension - Army Corp Match Funding | K. Long Point Road Resiliency (Boone Hall Creek and 2 lane section) |
| F. Maybank Hwy Pitchfork and Roundabout        | L. Better North Bridge (Bike/Pedestrian Bridge)                     |

## 10 Intersection Projects

- |   |                                      |
|---|--------------------------------------|
| M. Main Rd at Mary Ann Point Roundabout   | R. SC-174 at SC-164 Roundabout       |
| N. Savannah Hwy at Ashley Town Center Dr  | S. Maybank Rd at Riverland Dr        |
| O. US 78 at Limehouse Ln                  | T. Coleman Blvd at Chuck Dawley Blvd |
| P. Ashley Phosphate Rd at Cross County Dr | U. Doar Rd at Sewee Rd Roundabout    |
| Q. SC-162 at Salters Hill Roundabout      | V. Hwy 45 at US 17 North             |