
PUBLIC TRANSPORTATION



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Introduction

Public transportation is an integral component of the regional transportation network that provides a range of community benefits including decreased traffic congestion, improved air quality, financial savings for users, increased property values, and development incentives. Thousands of residents in the CHATS Planning Area rely on public transportation every day for access to essential destinations, and visitors use it as a convenient way to travel when visiting the Charleston area. As the region continues to grow, investment in public transportation should remain a high priority to improve upon the existing systems and provide a high quality, sustainable, and affordable mobility option for residents, businesses and visitors alike.

Relevance to Project Vision and Goals

The transit recommendations presented in this chapter support the CHATS LRTP Vision and Goals in the following ways:

<p>IMPROVE THE SAFETY OF THE TRANSPORTATION SYSTEM FOR ALL TRANSPORTATION USERS</p>	<p>IMPROVE TRAVEL MOBILITY FOR EVERY TRAVELER, REGARDLESS OF HOW THEY TRAVEL</p>	<p>PLAN AND DESIGN TRANSPORTATION PROJECTS THAT SUPPORT A RANGE OF BENEFITS TO THE COMMUNITY, ESPECIALLY TRADITIONALLY DISADVANTAGED POPULATIONS, OR SERVE PRIORITY JOB & ACTIVITY CENTERS</p>	<p>MODIFY EXISTING AND ADOPT NEW POLICIES AND PROGRAMS TO ENSURE THAT THE LRTP CONTEMPLATES LOCAL LAND USE PLANS, PARTNERS, AND BEST PRACTICES TO PRESERVE AND ENHANCE VALUABLE INFRASTRUCTURE</p>
<p>When coupled with investments in pedestrian, bicycle, and roadway infrastructure that promotes walkable communities, transit helps support a safe and equitable transportation system for all users.</p>	<p>Investment in transit benefits all travelers in the Charleston region. High quality public transportation benefits not only those who depend on it for daily travel, but also helps attract new riders. Building transit ridership also benefits auto commuters by taking cars off the road and thereby reducing congestion.</p>	<p>By linking residential communities to employment centers, shopping centers, and education and healthcare facilities, transit provides mobility alternatives to traditionally disadvantaged populations that otherwise may not have the means travel via other modes.</p>	<p>Closely coordinated transit and land use planning will help promote effective growth management policies and outcomes. Transit Oriented Development around future transit hubs will serve as a catalyst for attracting and retaining ridership and reducing congestion.</p>

Public and Stakeholder Input

Public and stakeholder input on transit service in the region has been continuously collected since the last LRTP update process through a variety of methods including public meetings, stakeholder discussions, and surveys associated with the number of transit planning initiatives.

The feedback received from regional stakeholders and the public is summarized below according to reoccurring topics and categories of transit needs.

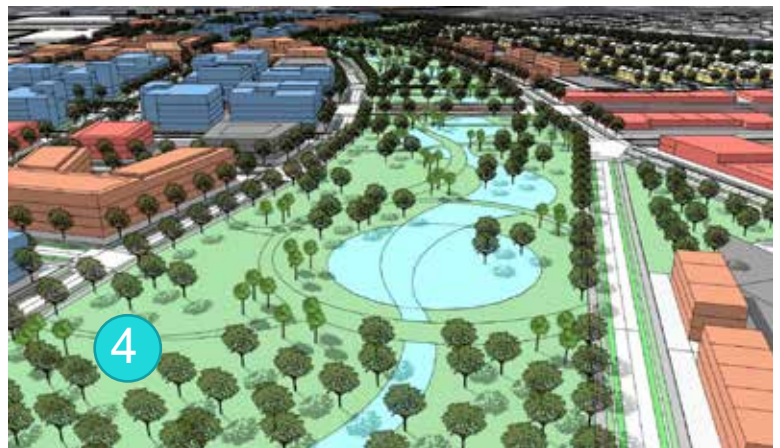
- **Regional Connections and Access to Employment Centers and Tourist Destinations:** Regional connections to major activity and employment centers were noted as a key need. Transit service to the beaches on Folly Island and Isle of Palms was also highlighted by stakeholders and the public as a need.
- **Expanded Park-and-Ride/Commuter Service:** Expanded commuter service from more park-and-ride lots was mentioned during several interviews as a need to connect the region's relatively low density residential areas with employment centers. This could also help alleviate parking challenges downtown.
- **Passenger Amenities:** The quality of bus stops was noted as a deficiency throughout the region, for both CARTA and TCL services. In particular, more bus shelters were noted by several interviewees as a key need given the region's climate.
- **Technology/ITS Improvements:** Long transit travel times and poor on-time performance were noted as a deficiency. Several interviewees proposed technology improvements such as signal priority/preemption and timing enhancements to help alleviate these issues.

- **Activity Center Circulators:** Circulator service, similar to the existing DASH service, was suggested to help address mobility needs within/between core urban areas and activity centers.
- **Capital Facilities:** Depending on expansion plans, CARTA will likely need another maintenance facility in the future and/or layover/storage yard(s) to reduce deadhead.
- **Regional Waterway Transit:** There is an interest in establishing ferry service geared towards the commuter market. Feasibility of regional waterway transit is currently being assessed and potential departure points are being identified.
- **Policy:** Several recommendations were made concerning policy and regional coordination issues, including updated zoning regulations to encourage increased density and transit-oriented development (TOD) surrounding planned transit nodes and corridors, enhanced coordination between land use and transportation planning initiatives, service coordination and consolidation between the region's transit providers, and increased public outreach and programs to incentivize transit use.

BCDCOG completed the Transit Oriented Development (TOD) Strategy Report and Policy Toolkit 2022 and is currently developing Phase II planning effort that focuses on equitable TOD implementation.



- 1 New employment-based uses with higher density buildings fronting Rivers Avenue
- 2 Establishment of a new Main Street with a mix of uses, structure parking and strong pedestrian-oriented streetscapes
- 3 New multifamily housing
- 4 Regional park, open space, stormwater mitigation park and green infrastructure drainage to Goose Creek Reservoir



Transit Planning Efforts

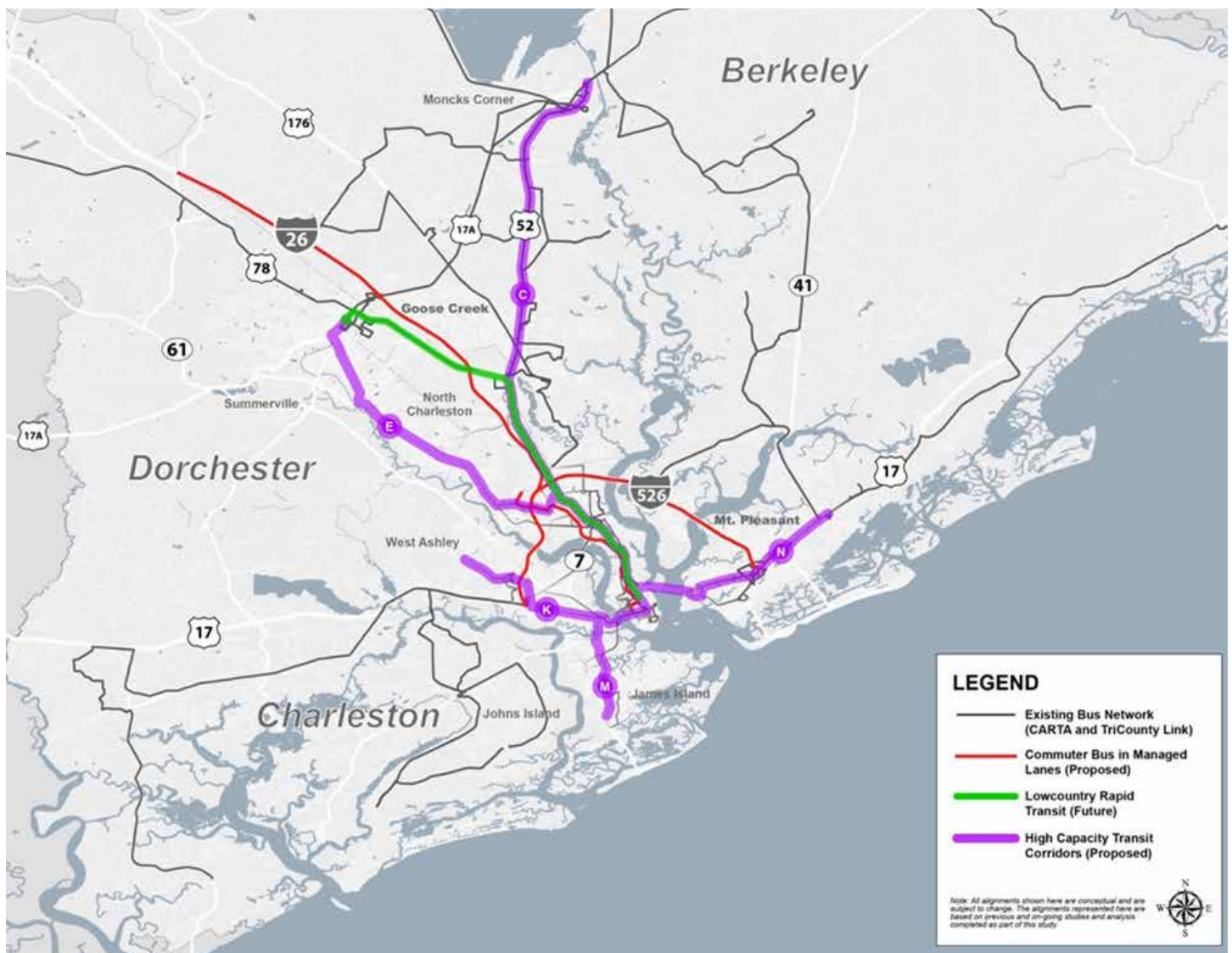
Several planning initiatives pertaining to transit have been undertaken in recent years by BCDCOG and other entities throughout the region. The transit needs and opportunities identified because of these efforts provide the foundation for regional long-range transit investments.

- Regional Transit Framework Plan
- Lowcountry Rapid Transit
- Mount Pleasant Transit Study
- Park & Ride Study
- Transit Oriented Development Study
- Transit Design Guidelines

- Shipwatch Square Transit Center
- Dorchester TSP Pilot Project
- Electric Bus Master Plan
- Human Services Coordination Plan
- Transit & Bus Stop Design Guidelines

Regional Transit Framework Plan (RTFP)

In September 2018, BCDCOG completed the Regional Transit Framework Plan (RTFP), which sets the foundation for future high-capacity transit investments in the region, as well as local transit needs through 2040. This plan was adopted as the transit vision for the LRTP and continues to serve as the Regional Transit Vision plan.



Lowcountry Rapid Transit (LCRT)

Lowcountry Rapid Transit (LCRT) is being planned as a world-class bus rapid transit (BRT) system that will connect the Ladson Fairgrounds, City of North Charleston and Charleston Peninsula. In 2016, Charleston County voters approved a Transportation Sales Tax Referendum that included the local funding match for LCRT construction and operations. The project has completed NEPA and Project Development and is advancing through the engineering phase of Federal Transit Administration's Capital Investment Grants (CIG) program as a New Starts project. The 21.3-mile corridor will operate in majority dedicated lanes with mixed traffic operations in the peninsula and on US 78 near the Fairgrounds terminus. Technology such as off-board payment and transit signal priority will allow travel times to be consistent and reliable. The 60' articulated buses will be powered by 60' battery electric buses. While the original project extended the BRT into the Town of Summerville and Dorchester County, funding constraints resulted in phasing the project to end in Ladson at the Exchange Park Fairgrounds, with a future extension to Summerville planned as ridership and funding support the extension.

Park & Ride Study

In September 2018, BCDCOG completed a Park & Ride study to assess Park & Ride sites throughout the region to make recommendations for improving and expanding those facilities. The \$50 million 20-year plan identified capital improvements needed to existing facilities as well as recommendations needed for new facilities in the short, mid, and long term.

Mount Pleasant Transit Study

The Town of Mount Pleasant commissioned the BCDCOG to produce a transit study to better understand the need for transit in the Town and propose strategies for implementing new transit services based on the identified gaps. Phase I of the Mount Pleasant Transit Study was published in October 2018 and maintains a focus on the public transportation needs and desires of residents and businesses in the Town. Phase II of the Mount Pleasant Transit Study was released in January 2020 and offers a Vision Plan for the Town that consists of different service scenarios and their financial implications.



Dorchester Road Transit Signal Priority (TSP) Pilot Project

BCDCOG completed Phase 1 of a study which laid out the framework for Transit Signal Priority (TSP) on Dorchester Road from Rivers Avenue to Old Trolley Road. The purpose of the project is to improve travel time and on time performance for CARTA Express and Fixed Routes serving the corridor. This corridor is also identified in the RTFP as a future BRT Corridor. Phase 2 of the project, anticipated to begin in 2024, will design the transit and traffic system needs in order to procure and implement TSP along this corridor.

Shipwatch Square Transit Center

The Shipwatch Square Transit Center & SC Works Trident Workforce Development Center is a planned bus transfer facility for the Charleston Area Regional Transportation Authority (CARTA) in North Charleston. The facility will include a two-story building with approximately 14,000-sf for a transit and workforce center with waiting areas, ticket vending, and training rooms for CARTA's workforce. The bus transfer facility includes a bus transfer hub with 10 bus bays, four (4) on route bus charging bays, dynamic bus bay assignments, and fare vending. The project is a joint development with SC Works Trident, with the second-floor accommodating office space for the regional workforce center.

US 52 BRT Corridor

The US 52 Corridor Study advanced planning for Bus Rapid Transit along US 52 from North Charleston to Goose Creek and Moncks Corner that would connect to the LCRT corridor. This project was identified in the Regional Transit Framework Plan and planning work continues to advance to identify transit improvements needed in the near term as well as BRT project development needs in the future.

CARTA Electric Bus Master Plan and ZEB Transition Plan

In 2022, CARTA developed a battery-electric bus (BEB) Master Plan that provides a strategic roadmap for CARTA's deployment of BEBs over the next 20 years. The plan includes an assessment of the existing conditions, performing predictive modeling of bus performance, determining the power, energy, and charging required to support the immediate and future BEB fleet, assessing route optimization and the fleet replacement plan as well as required infrastructure modifications



and other implementation considerations and then conducting financial analysis and creating an implementation and phasing plan. To comply with the Federal Transit Administration's (FTA) requirements for Low-No Emission Vehicle Program and Bus and Bus Facility Grant Applications, CARTA has also developed an FTA-compliant Zero Emission (ZE) Transition Plan. This document—the ZE Transition Plan—leverages analysis, information, and strategies more fully described in the Battery Electric Bus Master Plan and Roadmap (BEB Master Plan).

Human Services Coordination Plan

The BCDCOG maintains the Human Services Coordination Plan, which was updated and adopted in 2022. The plan outlines the tools and strategies to address the regional transportation needs of seniors, persons with disabilities, and low-income individuals.

Transit & Bus Stop Design Guidelines

In 2021, BCDCOG adopted its *Transit & Bus Stop Design Guidelines*. These guidelines help to facilitate uniform siting, design, and installation of bus stop amenities, along with their regular maintenance. Bus stop amenities are the elements available at a given bus stop, such as bus stop signs, maps, shelters, and benches. Well-designed bus stops enhance the transit experience, improve safety, decrease perceived wait times for transit services, and can contribute to increased ridership. The design guidelines prioritize bus stop infrastructure investments based on data driven criteria. The methodology for implementation is based on passenger activity, planned projects, funding sources, existing conditions, Environmental Justice populations, transfer points, proximity to medical, educational and grocery facilities.

Transit Needs and Recommendations

The following summarizes the needs identified for transit.

Transit Service Improvements: Transit service needs include improvements to local transit service span, frequency and coverage areas in both the near term as well as with the implementation of the LCRT project. CARTA specific near-term improvements needs include frequency improvements to Route 10, 11 and 12; expansion of DASH services as identified in the Downtown Charleston Transit Study, and service improvements identified in the Mount Pleasant Transit Study. The system is also due for a comprehensive operational analysis and route redesign as part of the integration of the Lowcountry Rapid Transit BRT. The Regional Transit Framework Plan outlines the Long-Range Regional Vision for Transit. Tricounty Link service improvements include improved service and connectivity to Summerville, Goose Creek and Moncks Corner. Additionally, there is a need to reinstate and expand the HOP service to support the hospitality workforce.

Commuter Express Routes/Bus on Shoulder improvements/Expansion: The Regional Transit Framework Plan (RTFP) identifies new commuter express routes/bus on shoulder transit operations on I-526 and I-26. Additional, mid-day CARTA express trips have been identified as a future need, particularly as it relates to connections to the medical facilities at Citadel Mall, Mount Pleasant, Trident Health, and future expansion of Roper to North Charleston to serve the workforce.

Microtransit Zones/CARTA On Demand: The RTFP calls out the need for microtransit zones in suburban areas of the region where fixed route transit may not be efficient including: Summerville, Mt Pleasant, James Island, West Ashley, and Goose Creek

Ferry Service: Planning work is needed to identify future ferry services for Daniel Island, Mt Pleasant, James Island, and the Peninsula.

Paratransit: Paratransit needs include service area expansion, expanded senior hours, and same day service alternatives.

Bus Rapid Transit Corridors: While the LCRT is a committed project, additional future BRT corridor needs as identified in the Regional Transit Framework Plan include:

- LCRT Expansion to Summerville via US 78;
- US 52 from North Charleston to Goose Creek and Moncks Corner;
- Dorchester Road from North Charleston to Summerville;
- US 17 from the Peninsula to Mount Pleasant;
- US 17 from the Peninsula to West Ashley/Glenn McConnell; and
- Folly Road

Transit Fleet Replacement and Expansion: Fleet Replacement and Expansion needs have been identified in the following plans: CARTA Electric Bus Master Plan/ZEB Transition Plan; CARTA/TCL Fleet Replacement Plan; RTFP Fleet Expansion; and LCRT Fleet Plan.

Transit Infrastructure: Capital projects needs for transit infrastructure are identified in several plans including the Regional Transit Framework Plan, Park & Ride Study, Downtown Charleston Transit Study and Mount Pleasant Transit Study.

- Park & Rides: The Park & Ride Study outlined park and ride needs over 20 years and include the following priority locations: Fairgrounds; Peninsula (HOP Lot), Peninsula (Medical District), Nexton, I-26 (Rest Area), Mount Pleasant at I-526/US 17; Citadel/West Ashley; Glenn McConnell; Ingleside; and Lincolnville
- Transit Bus Stop Infrastructure: The Transit Design Guidelines provide an outline of the transit infrastructure components and needs throughout the CARTA and TCL service area. A prioritization methodology was developed to identify those stops that need improvements. There is a need for CARTA and TCL to continue to implement bus stop improvements based on that methodology to add transit bus stop infrastructure including: Landing Pads, Bus Shelters & Benches; Digital Signage/Real

Time Information; Solar Lighting and other Safety Components; Bike Racks; and ADA/ Accessibility.

- Bus on Shoulder Transit Services: The Region is served by two interstates, I-26 and I-526. Both corridors were identified in the Regional Transit Framework Plan Vision for commuter services with priority access via Bus on Shoulder lanes.
- Battery Electric Bus Charging Infrastructure: CARTA's Zero-Emissions Bus (ZEB) Transition Plan has identified a need to implement depot charging and on-route fast charging to accommodate the full transition of the bus fleet to battery electric. Key locations for on-route charging were identified and include: LCRT Fairground Termini; Trident Medical Center; Shipwatch Square Transit Center; Charleston Peninsula (Visitors Center), Medical District (LCRT Termini), Citadel Mall Park & Ride and Mount Pleasant Park & Ride.
- Transit Technology: There is a need to continue to implement transit technology for CARTA and TCL, as well as to advance system integration with LCRT and the technology components related to that project. Key technology needs include:
 - Transit Signal Priority (TSP) along key transit corridors including Dorchester Road, Rivers Avenue, Mount Pleasant & Peninsula.
 - Contactless Fare Expansion/Integration: There is a need to continue to advance the development of a single fare payment app and systemwide fare as LCRT comes online.
 - Electric Bus Monitoring Software: There is a need for monitoring software to support CARTA's electric bus transition
 - Micro transit Software: As CARTA and TCL advance micro transit zones, there is a need to continue to adapt those projects with current technology trends
 - CAD/AVL upgrades/improvements: As LCRT comes online, there is a need to continue to upgrade and integrate the

CAD/AVL between the three transit systems: CARTA, TCL and LCRT.

- Major Transit Facilities: New and expanded facility needs include:
- Leeds Maintenance Facility Expansion as identified in the Electric Bus Master Plan to accommodate the existing and growing fleet of electric buses.
- Peninsula Transit Center Improvements: As the service continues to grow and BRT corridors come online, there is a need for improvements to the Visitors Center/ Transit Mall transfer facility as well as a more centralized transit hub in the Medical District/West Edge area near the LCRT terminus. Additionally, as the BRT program continues to expand, dedicated bus lanes, such as Business Access Transit (BAT) lanes during peak hours will be needed to support bus priority and capacity needs in Downtown Charleston.
- Durant Avenue BRT Station: With the development of an overpass at Durant Avenue in North Charleston, there is a need to add a BRT station once that project is complete.

Transit Revenue Sources

Funding for transit operations and capital investments in the BCD region comes from a combination of federal, state, and local revenue sources, as well as from fare revenues and other miscellaneous sources. A brief description of the primary funding sources is provided below.

Federal

FTA Section 5307/5304 Urbanized Area Formula Program:

This program provides grants to urbanized areas for transit capital, planning, job access and reverse commute projects. Preventative maintenance, state-of-good-repair, and fleet rehabilitation/replacement activities are eligible expenses under this program. In limited circumstances, these funds can be used for certain operating expenses. The federal share for these activities is 80%.

FTA Section 5309 Capital Investment Grant

Program: This discretionary grant program provides capital funding for fixed guideway

investments. Transit agencies compete for funding through four categories including New Starts, Small Stats, Core Capacity, and Programs of Interrelated Projects. The maximum federal share for these programs is 80%.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities: This program provides formula funding to states to assist private non-profit groups and public agencies in meeting the transportation needs of older adults and persons with disabilities. SCDOT manages this program on behalf of the state and distributes funding to local agencies. The maximum federal share for these programs is 80% for capital costs and 50% for operating assistance. Up to 10% of grant funds are eligible to fund program administrative costs.

FTA Section 5311 Formula Grants for Rural Areas: This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000. SCDOT manages this program on behalf of the state and distributes funding to local agencies. The maximum federal share for these programs is 80% for capital costs and 50% for operating assistance.

FTA Section 5339 Bus and Bus Facilities: This funding program provides both formula and competitive grant funding for bus acquisitions, replacement, and rehabilitation. This program also allows for the purchase of related equipment and construction of bus-related facilities including technological changes or innovations to modify low or no emissions vehicles or facilities. The federal share for these activities is 80%.

State

State Mass Transit Fund (SMTF): The South Carolina Department of Transportation (SCDOT) administers the distribution of a quarter cent per gallon fuel tax based on formula allocations to transit agencies across the state. Along with local funds, the SMTF grants provide the local match required for federal grant eligibility.

Local

Charleston County Transportation Sales Tax: Local transit funding is provided through a portion of the proceeds from the Charleston County half-cent transportation sales tax, which was originally instituted in 2004. A second half-cent sales tax was passed in 2016 which identified an additional \$600 million in funding for transit capital programs and operations. These sources provide the local match required for federal grant eligibility.

Other

In addition to fare revenues, various partners provide funding contributions to CARTA and TCL including the City of Charleston, College of Charleston, and the Medical University of South Carolina, and other local social service agencies that purchase contracted service.

Recommended Transit Vision Projects

Based on the needs and strategies described above, specific long-range transit vision projects for the region were identified, as defined in Table 5-1. These recommended capital investment projects fall into four categories:

High Capacity Rapid Transit: High capacity rapid transit projects entail fixed-guideway modes, such as BRT, operating in exclusive or semi-exclusive lanes with enhanced stations and extensive use of transit signal priority treatments. High capacity projects are envisioned to provide frequent, all-day service, seven days per week.

Medium Capacity Rapid Transit: Medium capacity rapid transit projects predominantly operate in shared lanes with general traffic, with “BRT-lite” treatments including limited transit signal priority, queue jump lanes at selected intersections, and enhanced station stops. Medium capacity projects are envisioned to provide frequent, all-day service, seven days per week.

Commuter Express Bus: Commuter express bus projects typically operate in general purpose or HOV/managed travel lanes on limited access highway facilities and provide service between park-and-ride lots and major employment and activity centers. Express service is typically geared towards the weekday peak period commuter market; however midday trips may be provided as demand warrants.

Commuter Ferry: Commuter ferry projects serve dock locations throughout the region using pedestrian-only vessels. Commuter ferry projects serve both the commuter and visitor markets and will include park-and-ride facilities at select dock locations.

The 12 recommended long-range transit vision projects are identified in Table 5-1, along with estimated capital costs and implementation horizon, and displayed in Map 5-2. Order-of-magnitude capital costs were estimated based on a methodology established for each project category. High and medium capacity rapid transit projects were estimated using a capital cost per mile based on previous BRT planning efforts and national peer data. Commuter express bus and commuter

ferry project costs were estimated by applying general unit costs to the quantity of estimated fleet vehicles/vessels and new park-and-ride lots and docks required to operate service on each route.

Of the 12 projects, the Lowcountry Rapid Transit BRT project has identified funding and is in the process of entering FTA's Capital Investment Grant program's project development and environmental review phase, and is thus included in the LRTP as a committed transit project. BCDCOG has conducted and completed a Regional Transit Framework Plan (2018) to study the remaining vision project corridors in detail. The result of this effort supplements this public transportation component and is incorporated as part of the CHATS 2040 LRTP update.

Table 5-1: Committed and Recommended Transit Vision Corridor Projects

Project	Mode	Estimated Capital Cost	Implementation Horizon	Source
COMMITTED				
Lowcountry Rapid Transit - Bus Rapid Transit on US78/US52	High-Capacity Rapid Transit (BRT)	625,000,000	2025-2030	CIG Capital Investment
Shipwatch Square Transit Center	Transit	21,000,000	2025-2030	FTA Lo-NO (5339)
HOP Park & Ride Lot	Transit	2,500,000	2025-2030	FTA Bus & Bus Facilities (5339)
Dorchester TSP	Transit	4,000,000	2025-2030	Guideshare
I-26/Rest Area Park & Ride	Park & Ride	3,000,000	2025-2030	Guideshare?
CARTA Fleet Replacement/State of Good Repair	Transit	125,000,000	2025-2045	FTA/Local
Total Capital		780,500,000		
PRIORITY RECOMMENDATIONS				
CARTA Maintenance Facility	Transit	68,000,000	2030-2035	Unfunded
Bus Facilities/Charging Stations	Transit	26,500,000	2025-2045	FTA/Local
Bus Stop Improvement Program	Transit	8,000,000	2025-2045	FTA Annual Apportionments
ITS/Surv/Security/Misc.	Transit	14,000,000	2025-2045	FTA Annual Apportionments
I-526 and I-26 Commuter/Bus on Shoulder Lanes	Transit	35,000,000	2035-2040	Unfunded
Future Durant BRT Station	LCRT/BRT	3,500,000	2030-2035	Unfunded
Downtown Charleston BAT Lanes	BRT expansion	5,000,000	2040-2045	Unfunded
LCRT Expansion to Summerville	BRT expansion	220,000,000	2035-2040	Unfunded
Dorchester Road BRT	BRT expansion	625,000,000	2035-2040	Unfunded
US 52 BRT	BRT expansion	525,000,000	2030-2035	Unfunded
US 17 BRT - West Ashley	BRT expansion	575,000,000	2040-2045	Unfunded
US 17 BRT - Mount Pleasant	BRT expansion	600,000,000	2040-2045	Unfunded
Folly Road BRT Lite	BRT expansion	275,000,000	2040-2045	Unfunded
Mount Pleasant/US 17/I-526 Park & Ride	Park & Ride	5,000,000	2030-2035	Unfunded
Citadel Mall Park & Ride	Park & Ride	1,000,000	2025-2030	Unfunded
I-26 Nexton Park & Ride	Park & Ride	2,000,000	2030-2035	Unfunded
North Mount Pleasant Park & Ride	Park & Ride	1,200,000	2030-2035	Unfunded
Transit Fleet Expansion	Transit	458,000,000	2030-2045	Unfunded
Mount Pleasant Transit Plan Capital Improvement	Transit	14,800,000	2030-2035	Unfunded
Total Capital		3,462,000,000		

Table 5-1: Committed and Recommended Transit Vision Corridor Projects

Project	Mode	Estimated Capital Cost	Implementation Horizon	Source
VISIONARY PROJECTS				
Medical District West Edge/Transit Hub/PNR	Transit	30,000,000	2040-2045	Unfunded
Future BRT Park & Rides/Garages	Park & Ride	50,000,000	2040-2045	Unfunded
Cooper River Ferry	Ferry	18,000,000	2040-2045	Unfunded
Ashley River Ferry	Ferry	18,000,000	2040-2045	Unfunded
Charleston Harbor Ferry	Ferry	13,000,000	2040-2045	Unfunded
Total Capital		129,000,000		
TRANSIT OPERATIONS (2025-2045) EXISTING SERVICE				
CARTA	Transit	975,000,000	2027-2045	LCRT Financial Plan extended to 2045
CARTA Expansion with LCRT	Transit	154,000,000	2027-2045	LCRT Financial Plan extended to 2045
LCRT Operations	Transit	290,000,000	2027-2045	LCRT Financial Plan extended to 2045
Total Operations		1,419,000,000	2027-2045	LCRT Financial Plan extended to 2046
UNFUNDED OPERATIONS				
Mount Pleasant Transit Plan				
Regional Transit Plan (Transit Vision)		688,000,000		
RTFP Future BRT Corridor Operations		500,000,000		
Park & Rides		6,000,000		
Total Unfunded Operation		1,194,000,000		

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