



**Town of Hilton Head Island
Planning Commission Meeting
Wednesday, March 18, 2015
3:00p.m. Benjamin M. Racusin Council Chambers
REVISED AGENDA**

As a Courtesy to Others Please Turn Off All Cell Phones and Pagers during the Meeting.

1. **Call to Order**
2. **Pledge of Allegiance to the Flag**
3. **Roll Call**
4. **Freedom of Information Act Compliance**
Public notification of this meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
5. **Swearing in Ceremony for New Planning Commissioner – Mr. Lavon Stevens**
6. **Approval of Agenda**
7. **Approval of Minutes** – Regular Planning Commission Meeting – March 4, 2015
8. **Appearance by Citizens on Items Unrelated to Today’s Agenda**
9. **Unfinished Business**
10. **New Business**
 - a) Request for recommendation to Town Council for approval of the Hilton Head Island Consolidated Plan for the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Entitlement Program. The five year plan serves as the submission document for federal funds under the CDBG program, includes strategies to carry out the Town’s CDBG program, and lists projects to be performed with CDBG funds. *Presented By: Marcy Benson*
 - b) Annual Traffic Report *Presented by: Darrin Shoemaker*
11. **Commission Business**
12. **Chairman’s Report**
13. **Committee Report**

14. Staff Reports

15. Adjournment

Please note that a quorum of Town Council may result if four or more of their members attend this meeting.

TOWN OF HILTON HEAD ISLAND
Planning Commission Meeting
Wednesday, March 4, 2015 **DRAFT**
9:00a.m. – Benjamin M. Racusin Council Chambers

Commissioners Present: Chairman Alex Brown, Vice Chairman Peter Kristian, Jim Gant, Bryan Hughes, Todd Theodore and Caroline McVitty

Commissioners Absent: Judd Carstens and Barry Taylor

Town Council Present: None

Town Staff Present: Jayme Lopko, Sr. Planner & Planning Commission Coordinator
Suzanne Brown, Addressing Technician
Marcy Benson, Senior Grants Administrator
Sally Krebs, Sustainable Practices Coordinator
Shawn Colin, Deputy Director of Community Development
Teri Lewis, LMO Official
Brian Hulbert, Staff Attorney
Kathleen Carlin, Secretary

1. **Call to Order**
2. **Pledge of Allegiance to the Flag**
3. **Roll Call**
4. **Freedom of Information Act Compliance**
Public notification of this meeting has been published and posted in compliance with the Freedom of Information Act and Town of Hilton Head Island requirements.
5. **Approval of Agenda**
The Planning Commission **approved** the agenda as submitted by general consent.
6. **Approval of Minutes**
Commissioner Gant made a **motion** to **approve** the minutes of the special meeting held on February 10, 2015 as submitted. Vice Chairman Kristian **seconded** the motion and the motion **passed** with a vote of 6-0-0.

Vice Chairman Kristian made a **motion** to **approve** the minutes of the regular meeting held on February 18, 2015 as submitted. Commissioner Gant **seconded** the motion and the motion **passed** with a vote of 6-0-0.

7. Appearance by Citizens on Items Unrelated to Today's Agenda

None

8. Unfinished Business

None

9. New Business

Public Hearing

- a) **STDV-000199-2015** - Sonya Ford has applied for a modified vehicular access easement name for a portion of Oakview Road, which is located off Spanish Wells Road. The proposed name is Freddie's Way. The affected parcels are identified as Parcels 6, 6B, 6C, 7, 7A, 7B, 7D, 7F, 456 & 457 on Beaufort County Tax Map 10 and are addressed as 30, 32, 33, 34, 35, 36, 37, 38, 39, 41 and 43 Oakview Road. For owners of property with these addresses this application would change your address from Oakview Road to Freddie's Way. Chairman Brown introduced the application and opened the public hearing. Chairman Brown then requested that staff make their presentation.

Ms. Suzanne Brown made the presentation on behalf of staff. The staff recommended that the Planning Commission approve the Freddie's Way modified vehicular access easement name application based on the Findings of Fact and Conclusions of Law outlined in the Land Management Ordinance and enclosed in the staff's report.

Ms. Sonya Ford has proposed the modified vehicular access easement name of Freddie's Way. Currently, there are 9 homes and 2 vacant lots that will be affected. Elder Freddie Chisolm was one of the most well-known and respected natives of Hilton Head Island. He was born in 1912 and attended school on Hilton Head. His career consisted of being a shrimp fisherman and a master craftsman, mainly repairing boats and nets. He also built his home, farmed his land, raised his livestock, hunted and traded his goods at market. When he was 24, he married another native of Hilton Head and they had 4 daughters. Today, these ladies still live, own or have children on this same land. Freddie was a spiritual man who started out a deacon and ended up a pastor to several congregations. He provided leadership and guidance to his friends, family and neighbors. The grandchildren have now come together to name this access easement in honor of their late grandfather, Freddie Chisolm, who lived on this land and made it possible for them to call this their home. Fire Rescue has no concerns with the proposed name.

Following the staff's presentation, Chairman Brown requested public comments on the application and the following were received:

1. Mr. Steven Chisholm requested that approval of the application be withheld until the easement rights for his property have been secured.
2. Mr. Taiwan Scott presented statements in support of naming the 30-ft. access easement Leotha's Lane.

3. Ms. Rochelle Williams presented statements in support of the application for Freddie's Way.
4. Ms. Sonya Ford, the applicant for Freddie's Way, presented statements in support of her application.
5. Ms. Sandra Chisolm presented statements in support of naming the access easement Freddie Chisholm Way.

Following all public comments, Chairman Brown closed the public hearing and invited discussion by the Planning Commission. As part of their discussion, Vice Chairman Kristian asked the staff for their input regarding public concern with the location of the easement.

Brian Hulbert, staff attorney, presented a legal description of the easement. The location of the easement is not under jurisdiction of the Planning Commission. Mr. Hulbert stated that the Planning Commission is empowered to do one of the following: (1) approve the application as submitted; (2) approve the application with conditions; or (3) deny the application.

Mr. Hulbert presented statements regarding the Town's notification process for the Freddie's Way modified vehicular access easement name application. Vice Chairman Kristian asked the applicant if there has been ongoing discussion between the affected parties about the renaming of the road. Ms. Ford provided brief comments regarding discussions between family members.

Commissioner Gant stated that there are two topics involved in this discussion: (1) the use of a shared easement; and (2) the naming of an existing easement as brought forward by the applicant today. The Planning Commission stated that these are separate issues. Chairman Brown stated that the Planning Commission's role in deciding this application is based on the recorded easement issue only. Following final comments by the Planning Commission, Chairman Brown requested that a motion be made.

Vice Chairman Kristian made a **motion** that the Planning Commission **approve** application STDV-000199-2015 as presented by staff. Commissioner Gant **seconded** the motion and the motion **passed** with a vote of 6-0-0.

- b) **Hilton Head Island Green Blueprint** – Request for recommendation to Town Council for approval of the Hilton Head Island Green Blueprint. The final step in the Audubon International Sustainable Communities Program is to create a long-term sustainability plan. The Hilton Head Island Green Blueprint serves as this document and will guide sustainability efforts by the Town. Chairman Brown introduced the business item and requested that staff make their presentation.

Ms. Marcy Benson made the presentation on behalf of staff. The staff requested that the Planning Commission forward the Hilton Head Island Green Blueprint to Town Council with a recommendation of approval.

Ms. Benson presented an in-depth Power Point review of the Hilton Head Island Green Blueprint/Audubon Sustainable Communities Program.

Summary:

The final step of the Audubon International Sustainable Communities Program (hereafter referred to as the Program) Stage 2: Planning is to create a long-term sustainability plan. The attached plan, titled the Hilton Head Island Green Blueprint, meets this requirement. Audubon International states that the sustainability plan created during the Stage 2: Planning process will be a guiding document for Town of Hilton Head Island sustainability efforts. When the Hilton Head Island Green Blueprint receives approval by resolution from Town Council, Audubon International will present the Program Planning Award and the Town will be eligible to move to the Program's Stage 3: Implementation.

Background:

In 2010 Town Council directed staff to pursue the Audubon International Sustainable Communities Program certification. In September 2011 the Town of Hilton Head Island received the Audubon International Green Community designation. This designation indicates successful completion of all steps in the Program Stage 1: Assessment. After receiving the Green Community designation Town staff was directed by Town Council to move forward with Stage 2 of the Program. This stage was a multi-year sustainable planning process comprised of four action steps, which included (1) creating a policy statement; (2) completing a sustainability portfolio table; (3) conducting community meetings; and (4) creating a long-term sustainability plan. Completion of Stage 2 of the Program built upon the base established by obtaining the Green Community designation.

The Town's Green Community Steering Committee began work on Stage 2: Planning in August 2012. The steering committee developed a sustainable community policy which was adopted by Town Council in October 2012. Following adoption of the policy statement the sustainability portfolio table was completed and community meetings were held in January and February 2013. Development of the Hilton Head Island Green Blueprint began in the fall of 2013.

Community Development Department staff in collaboration with the steering committee, Audubon International staff and Town staff in various departments drafted the Hilton Head Island Green Blueprint which addresses the fifteen focus areas specified in the Program's long-term sustainability plan requirement. Each focus area of the Hilton Head Island Green Blueprint includes actions with identified purposes, measurable indicators, status updates and leads and partner designations which are unique to Hilton Head Island. The actions were developed with the aim to move the Town towards greater sustainability and future improvements.

If continuation with the Stage 3: Implementation of the Program commences, data gathering, and progress reports pertaining to the actions listed in the Hilton Head Island Green Blueprint will be submitted to Audubon International for review and follow-up. The information compiled will be used to develop case studies which would be available to other communities participating in the Program. Continued use of the Audubon International logo and the use of educational and outreach materials provided

by Audubon International are other components of participation in Stage 3: Implementation of the Program.

In addition to the Sustainable Communities Program, Audubon International administers the Cooperative Sanctuary Program for Golf Courses, which help golf courses protect the environment and preserve the natural heritage of the game of golf; and the Green Lodgings Program, which provides assurances that audited lodging facilities meet environmental best practice standards. Within the Town of Hilton Head Island there are four (4) Audubon International certified cooperative sanctuary golf courses; Harbour Town Golf Links, Heron Point Golf Course at Sea Pines Resort, Ocean Course at Sea Pines Resort, and Robert Trent Jones Course at Palmetto Dunes. The Arthur Hills Course in Palmetto Dunes is currently participating in the certification process. There are eight Marriott properties located in the Town of Hilton Head Island with the Audubon International certified green lodging designation.

Building on the completion of the Program Stage 1: Assessment, the pending completion of Stage 2: Planning and considering community businesses participating in Audubon International sustainability focused certification programs, Town staff requests a Planning Commission recommendation to Town Council for approval by resolution of the Hilton Head Island Green Blueprint. Following Ms. Benson's presentation, Ms. Sally Krebs discussed the Town's implementation of the Hilton Head Island Green Blueprint. Ms. Krebs presented details regarding the Town's sustainability goals including air and water quality, tree preservation, and land use.

The Planning Commission stated their appreciation to the staff for their efforts in developing the Hilton Head Island Green Blueprint/Audubon Sustainable Communities Program. Chairman Brown requested public comments on this business item and the following were received:

- 1) Mr. Randy Tardy presented statements in support of the program and complimented the staff on their efforts in its development.

Following final comments by the Planning Commission, Chairman Brown requested that a motion be made.

Vice Chairman Kristian made a **motion** to forward the Hilton Head Island Green Blueprint Program to Town Council with a recommendation of **approval** as presented by staff. Commissioner McVitty **seconded** the motion and the motion **passed** with a vote of 6-0-0.

10. Chairman's Report

None

11. Commission Business

None

12. Committee Reports

Commissioner Gant report that the Circle to Circle Committee held their first meeting on February 25, 2015. The committee will meet each Wednesday at 8:30a.m in Council Chambers. The next meeting will be held on Wednesday, March 11th.

a) **Staff Reports**

Mr. Shawn Colin presented a status update on the USCB and Pineland Mill Shops projects.

13. Adjournment

The meeting was adjourned at 10:05a.m.

Submitted By:

Approved By:

Kathleen Carlin
Secretary

Alex Brown
Chairman

DRAFT



TOWN OF HILTON HEAD ISLAND

Community Development Department

TO: Planning Commission
VIA: Shawn Colin, *Deputy Director of Community Development*
FROM: Marcy Benson, *Senior Grants Administrator*
DATE: March 2, 2015
SUBJECT: HUD/CDBG Entitlement Program Consolidated Plan

Recommendation:

Staff requests a Planning Commission recommendation to Town Council for approval by resolution of the attached Consolidated Plan for the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Entitlement Program.

Summary:

In June 2014 Town staff was notified by the South Carolina office of HUD of the Town's eligibility status to participate in the CDBG Entitlement Program for federal fiscal year 2015. Eligibility in the program is a result of an increase in Town population based on Census data. The Town will receive \$202,347 for fiscal year 2015 directly from HUD to benefit low-to-moderate income (LMI) households. There is no local match requirement and the annual allocation can fluctuate each year depending on HUD calculations. A full five-year consolidated plan and one-year action plan must be submitted by May 15, 2015 and accepted by HUD prior to execution of a CDBG Entitlement Program grant agreement. If approved, program funds would be available effective as early as July 1, 2015.

Background:

Projects eligible for CDBG funding include but are not limited to: acquisition; public facilities & improvements; clearance & remediation; and public services. The projects do not have to go through a competitive selection process but they must be listed in the program-required five year consolidated plan. Eligible projects must be located in areas with a minimum 51% of households meeting the LMI requirements established by HUD. Census data is used to determine whether there is a sufficiently large percentage of LMI households in an activity area.

To meet minimum HUD requirements the consolidated plan should address community resources and include a housing market analysis, a housing needs assessment, a homeless needs assessment, housing activities, non-housing community development activities, goals & objectives, a citizen participation plan and an annual action plan, which must list the projects intended to be constructed with CDBG funds. Requirements for development of the consolidated plan include:

- Conduct a needs assessment public hearing.
- Draft a five year consolidated plan identifying HUD eligible projects in LMI areas.
- Conduct a 30 day public comment period for the draft consolidated plan.

To meet these requirements the Town held a needs assessment public hearing on November 13, 2014, results of which included many potential eligible activities. The draft plan was completed using the required format in the HUD developed eCon Planning Suite software program, with a recommendation to focus on dirt road paving projects. The 30 day public comment period began February 16, 2015 and comments will be accepted through March 18, 2015.

At the end of the public comment period staff will review comments received for common and recurring themes and address comments in the final draft of the consolidated plan. Additional review of the consolidated plan is anticipated at upcoming Public Facilities Committee and Town Council meetings to move the plan forward to meet the May 15, 2015 HUD submittal deadline.

Upon submission of the consolidated plan HUD has 45 days to review the plan. HUD may accept or recommend revisions to the plan. When the plan is ultimately accepted a grant agreement between HUD and the Town will be executed and funds would be available effective as early as July 1, 2015.

Town of Hilton Head Island

2015 – 2019

Consolidated Plan

For the
U.S. Department of Housing and Urban Development
Community Development Block Grant Program



~DRAFT~

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Executive Summary

ES-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

1. Introduction

The purpose of the Town of Hilton Head Island's Five Year 2015 – 2019 Consolidated Plan is to preserve and revitalize primarily low and moderate income neighborhoods to enhance quality of life for Hilton Head Island residents and address priority community public services, community development, economic development, and redevelopment needs within applicable local, state, and federal statutes and regulations. The plan outlines the priorities by which the Town of Hilton Head Island's Community Development Block Grant (CDBG) program funds will be invested over the next five years to achieve specific U.S. Department of Housing and Urban Development (HUD) objectives.

2. Summary of the objectives and outcomes identified in the Plan Needs Assessment Overview

The Town's goals for the 2015-2019 period will focus on neighborhood revitalization efforts, providing upgrades to existing unpaved roads.

3. Evaluation of past performance

Fiscal year 2015 is the first year the Town of Hilton Head Island will participate in the HUD CDBG Entitlement Program, therefore no past experience is available for evaluation. However, the Town of Hilton Head Island received and administered two South Carolina Department of Commerce CDBG program grants in 2000 and 2006, respectively. These grants were closed-out in accordance with all program requirements. It is intended each year the Town of Hilton Head Island will report its progress in meeting the five-year and annual goals in the Consolidated Annual Performance Evaluation Report (CAPER). The CAPER will be submitted in compliance with program deadlines.

4. Summary of citizen participation process and consultation process

The Town of Hilton Head Island conducted a needs assessment public hearing on November 13, 2014 to solicit input from the community. Four public notices were published in the local newspaper, The Island Packet, during the two weeks preceding the public hearing. In addition to the published notices public hearing notices were posted at Hilton Head Island Town Hall and on the Town of Hilton Head website. Personal letters of invitation to the needs assessment

public hearing were mailed to 24 community leaders and organizations which assist low and moderate income clientele two weeks prior to the hearing. This meeting is summarized in the Citizen Participation Section of this plan.

A draft Consolidated Plan is scheduled to be released to the public on February 16, 2015 for a 30 day public comment period. During this public comment period the Town of Hilton Head Island anticipates scheduling a minimum of one public hearing where comments on the draft Consolidated Plan will be accepted. A final public hearing is anticipated to be scheduled at the April 21, 2015 Town Council meeting.

5. Summary of public comments

During the November 13, 2014 Needs Assessment Public meeting the following Community needs were identified & ranked in order of community importance:

1. Affordable Housing
2. Ward 1 Water & Sewer connection loan program
3. Facility for legal assistance with heirs property
4. Water infrastructure
5. Paving local neighborhood roads
6. Sewer infrastructure and connections
7. Coordination with Project SAFE for water & sewer connections
8. Housing rehabilitation
9. Drainage improvements
10. Chaplin community center

6. Summary of comments or views not accepted and the reasons for not accepting them

All comments are taken into consideration in preparing the Consolidated Plan. The Town of Hilton Head Island reviews all comments for common and recurring themes to help establish priorities and goals.

7. Summary

The Town of Hilton Head Island Five-Year Consolidated Plan identifies needs for a suitable living environment for primarily low and moderate income persons and outlines a comprehensive and coordinated strategy for implementation of programs. The Town will use CDBG program funds to leverage other public investment to address the Town's priority goals.

The Process

PR-05 Lead & Responsible Agencies 24 CFR 91.200(b)

1. Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role	Name	Department/Agency
CDBG Administrator	Town of Hilton Head Island, SC	Community Development Department

Table 1 – Responsible Agencies

Narrative

The Town of Hilton Head Island incorporated as a municipality in 1983 and has a Council-Manager form of government. The Town of Hilton Head Island is comprised of an administrative/legal division, administrative services, community development, executive, finance, fire & rescue, human resources, municipal court, and public projects & facilities departments.

The Town of Hilton Head Island community development department will be the lead department for the preparation, submission, and administration of this Consolidated Plan. Town staff has been an integral part of development of the Consolidated Plan by assessing the Community Development Block Grant Program, reviewing materials, regulations and documentation on the Consolidated Plan process. The Town Manager, Town Director of Community Development and Town Director of Public Projects and Facilities will oversee the preparation and administration of the Consolidated Plan.

Consolidated Plan Public Contact Information

Town of Hilton Head Island Community Development Department
1 Town Center Court
Hilton Head Island, SC 29928
Telephone: (843) 341-4689
FAX: (843) 842-8908
Email: marcyb@hiltonheadislandsc.gov

PR-10 Consultation - 91.100, 91.200(b), 91.215(I)

1. Introduction

The Town of Hilton Head Island conducted consultation with citizens, non-profit agencies, the Beaufort public housing agency, governmental agencies and the Lowcountry Homeless Coalition which serves as the area Continuum of Care.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(I)).

The Beaufort Housing Authority services all of Beaufort County, South Carolina, including the Town of Hilton Head Island. Within the jurisdiction of the Town of Hilton Head Island the Beaufort Housing Authority operates one public housing apartment facility containing 80 units which provide housing to 190 family members.

The Town of Hilton Head Island participates in the Lowcountry Affordable Housing Coalition, which is under the auspices of Together for Beaufort County and the Beaufort County Human Services Alliance. This coalition consists of governmental entities, non-profit and private organizations striving to make housing more affordable in the Beaufort County area. The coalition has a focus on assisting residents of Beaufort County and serves as a forum for member organizations to share ideas, coordinate projects and foster interagency cooperation. With support from the Beaufort County Human Services Alliance resources are pooled and community needs are addressed in the areas of economy, education, poverty, and health/environmental issues.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town. The next point-in-time count is scheduled for late January 2015 and attempts will be made to gather homeless data for the Town of Hilton Head Island.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS

The Town of Hilton Head Island Consolidated Plan intends to use U.S. Department of Housing and Urban Development (HUD) resources to fund only Community Development Block Grant program projects and will not fund Emergency Solutions Grants (ESG) program projects; therefore no consultation related to the allocation of ESG funds was conducted.

2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities

Agency/Group/Organization Name	Agency/Group/Organization Type	Consolidated Plan Section Consulted	How Consulted?
Pete Nardi	Hilton Head Public Service District	All	Needs Assessment Public Hearing
John Geisler	Hilton Head Public Service District	All	Needs Assessment Public Hearing
Dorothy Law	Chaplin, Marshland, Gardner Property Owners Association	All	Needs Assessment Public Hearing
Thomas C. Barnwell, Jr.	Citizen	All	Needs Assessment Public Hearing
James Fisher	Citizen	All	Needs Assessment Public Hearing
Ronald Stewart	Citizen	All	Needs Assessment Public Hearing
Pat Wirth	Hilton Head Regional Habitat for Humanity	All	Needs Assessment Public Hearing
Geralyn Keating	Hilton Head Regional Habitat for Humanity	All	Needs Assessment Public Hearing
Herbert Fort	Citizen	All	Needs Assessment Public Hearing
Betsy Doughtie	Deep Well Project	All	Needs Assessment Public Hearing
Jessie Ramirez	Citizen	All	Needs Assessment Public Hearing
Allyn Schneider	Citizen	All	Needs Assessment Public Hearing
George Paletta	Citizen	All	Needs Assessment Public Hearing
Larry M. Sanders	Hilton Head Regional Habitat for Humanity	All	Needs Assessment Public Hearing
C. Grant Cully	Citizen	All	Needs Assessment Public Hearing
Francine Baer	Citizen	All	Needs Assessment Public Hearing
Susan Murphy	Citizen	All	Needs Assessment Public Hearing
Don Kirkman	Town of Hilton Head Island Economic Development Corp.	All	Needs Assessment Public Hearing
Lynn Nordenbeg	Citizen	All	Needs Assessment Public Hearing
Ruby Machi	Citizen	All	Needs Assessment Public Hearing
Veronica Miller	Stoney, Squire Pope Property Owners Association	All	Needs Assessment Public Hearing

Louis Rivers	Baygall Property Owners Association	All	Needs Assessment Public Hearing
Lester Dotson	Citizen	All	Needs Assessment Public Hearing
Chester Williams	Citizen	All	Needs Assessment Public Hearing
Anthony Haro	LowCountry Homeless Coalition	Homeless Needs	Telephone and Email Correspondence
Fred Leyda	Beaufort County Human Services Alliance	Housing Needs	Telephone and Email Correspondence
Angela Childers	Beaufort Housing Authority	Housing Needs	Telephone and Email Correspondence
Ginnie Kozak	Lowcountry Council of Governments	All	Telephone and Email Correspondence
Judy Hinman	Family Promise of Beaufort County	Homeless Needs	Telephone and Email Correspondence

Table 2 – Agencies, groups, organizations who participated

Identify any Agency Types not consulted and provide rationale for not consulting

Efforts were made to consult as broadly as possible with community stakeholders. No particular agency types were excluded from participation. Those that did not participate did so of their own volition.

Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Town of Hilton Head Island Comprehensive Plan	Town of Hilton Head Island	Developed Consolidated Plan goals in conjunction with elements of the Town of Hilton Head Island Comprehensive Plan

Table 3 – Other local / regional / federal planning efforts

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(l))

Narrative (optional):

When necessary the Town of Hilton Head Island will establish collaborative efforts and partnerships with state and local government entities such as Beaufort County, the Lowcountry Council of Governments and various State of South Carolina offices to ensure complete implementation of the Consolidated Plan.

PR-15 Citizen Participation

1. Summary of citizen participation process/Efforts made to broaden citizen participation Summarize citizen participation process and how it impacted goal-setting

The Town of Hilton Head Island conducted a needs assessment public hearing on November 13, 2014 to solicit input from the community on housing, homeless and community development needs. Four public notices were published in the local newspaper, The Island Packet, during the two weeks preceding the public hearing. In addition to the published notices public hearing notices were posted at Hilton Head Island Town Hall and on the Town of Hilton Head website. Personal letters of invitation to the needs assessment public hearing were mailed to 24 community leaders and organizations which assist low and moderate income clientele two weeks prior to the hearing. A presentation was given including the purpose of the community needs assessment and a description of the Community Development Block Grant program was explained. Public comments were taken and attendees were asked to list community needs. Each meeting attendee selected the needs identified by the group which they believe most important to the community.

A draft Consolidated Plan was released to the public on February 16, 2015 for a 30 day public comment period. During this public comment period the Town of Hilton Head Island held a public hearing on February 16, 2015 to accept public comments on the draft Consolidated Plan. A final public hearing is scheduled to be held at the April 21, 2015 Town Council meeting.

Citizen Participation Outreach						
Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Public Meeting	Non-targeted	24 Meeting Attendees	Community needs identified & ranked in order of community importance: 1. Affordable Housing 2. Ward 1 Water & Sewer connection loan program 3. Facility for legal assistance with heirs property 4. Water infrastructure 5. Paving local neighborhood roads 6. Sewer infrastructure and connections 7. Coordination with Project SAFE for water & sewer connections 8. Housing rehabilitation 9. Drainage improvements 10. Chaplin community center	All Comments Accepted	

Table 4 – Citizen Participation Outreach

Needs Assessment

NA-05 Overview

Needs Assessment Overview

The Town of Hilton Head Island used the 2010 Census, the American Community default needs assessment data, comments received during the public hearings and the consultation process to determine the priority needs for the 2015-2019 Consolidated Plan. The assessment utilized HUD's eCon Planning Suite within the Integrated Disbursement and Information System (IDIS). The eCon Planning Suite pre-populates the most current housing and economic data available to assist jurisdictions in identifying funding priorities in the Consolidated Plan and Annual Action Plan.

NA-10 Housing Needs Assessment - 24 CFR 91.205 (a,b,c)

Summary of Housing Needs

The population estimates in the following table reflect the population, households, and median income for the residents of the Town of Hilton Head Island. According to the 2010 Census the Town of Hilton Head Island included 37,099 residents and 16,535 households. The data reflects an increase in population, households and median income.

Demographics	Base Year: 2000	Most Recent Year: 2010	% Change
Population	33,863	37,099	9.5%
Households	14,408	16,535	14.8%
Median Income	\$60,438	\$69,772	15.4%

Table 5 - Housing Needs Assessment Demographics

Data Source: 2000 Census (Base Year), 2010 Census, and 2009-2013 American Community Survey

Number of Households Table

	0-30% HAMFI	>30-50% HAMFI	>50-80% HAMFI	>80-100% HAMFI	>100% HAMFI
Total Households *	1,070	1,335	2,355	1,120	11,225
Small Family Households *	230	330	515	210	3,725
Large Family Households *	50	110	140	60	425
Household contains at least one person 62-74 years of age	280	260	560	305	3,725
Household contains at least one person age 75 or older	185	280	580	285	2,205
Households with one or more children 6 years old or younger *	95	75	280	75	670
* the highest income category for these family types is >80% HAMFI					

Table 6 - Total Households Table

Data Source: 2007-2011 CHAS

Housing Needs Summary Tables

1. Housing Problems (Households with one of the listed needs)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Substandard Housing - Lacking complete plumbing or kitchen facilities	20	30	80	45	175	0	0	0	15	15
Severely Overcrowded - With >1.51 people per room (and complete kitchen and plumbing)	0	0	55	0	55	0	0	0	0	0
Overcrowded - With 1.01-1.5 people per room (and none of the above problems)	0	35	25	20	80	0	4	15	20	39
Housing cost burden greater than 50% of income (and none of the above problems)	250	210	145	65	670	485	450	510	145	1,590
Housing cost burden greater than 30% of income (and none of the above problems)	25	225	360	75	685	75	170	290	205	740

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
Zero/negative Income (and none of the above problems)	80	0	0	0	80	95	0	0	0	95

Table 7 – Housing Problems Table

Data 2007-2011 CHAS
Source:

2. Housing Problems 2 (Households with one or more Severe Housing Problems: Lacks kitchen or complete plumbing, severe overcrowding, severe cost burden)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Having 1 or more of four housing problems	270	275	310	130	985	485	460	525	175	1,645
Having none of four housing problems	65	255	575	255	1,150	75	345	945	560	1,925
Household has negative income, but none of the other housing problems	80	0	0	0	80	95	0	0	0	95

Table 8 – Housing Problems 2

Data 2007-2011 CHAS
Source:

3. Cost Burden > 30%

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	105	135	185	425	95	165	145	405
Large Related	40	45	0	85	10	70	39	119
Elderly	49	145	164	358	365	245	565	1,175
Other	100	180	265	545	90	155	55	300
Total need by income	294	505	614	1,413	560	635	804	1,999

Table 9 – Cost Burden > 30%

Data 2007-2011 CHAS
Source:

4. Cost Burden > 50%

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	85	65	50	200	50	135	105	290
Large Related	40	15	0	55	10	50	4	64
Elderly	45	130	85	260	335	165	350	850
Other	100	50	45	195	90	115	55	260
Total need by income	270	260	180	710	485	465	514	1,464

Table 10 – Cost Burden > 50%

Data 2007-2011 CHAS
Source:

5. Crowding (More than one person per room)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Single family households	20	35	25	20	100	0	4	15	10	29
Multiple, unrelated family households	0	0	15	0	15	0	0	0	10	10
Other, non-family households	0	0	40	0	40	0	0	0	0	0
Total need by income	20	35	80	20	155	0	4	15	20	39

Table 11 – Crowding Information – 1/2

Data 2007-2011 CHAS
Source:

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
Households with Children Present								

Table 12 – Crowding Information – 2/2

Describe the number and type of single person households in need of housing assistance.

The 2010 Census data for Hilton Head Island indicates there are a total of 5,835 non-family households. Non-family households are defined as households consisting of people living alone and households which do not have any members related to the householder. Of the total number of non-family households 1,724 are listed with a male householder living alone and 2,957 are listed with a female householder living alone. A source of data estimating the need for assistance from single-family households is not available for the Town of Hilton Head Island.

Estimate the number and type of families in need of housing assistance who are disabled or victims of domestic violence, dating violence, sexual assault and stalking.

According to the 2011-2013 American Community Survey there is an estimated 1,816 persons having disabled status, this figure represents 8.9% of the total population. The Town of Hilton Head Island does not have data available to estimate the number of persons or households of

victims of domestic violence, dating violence, sexual assault and stalking who may need housing assistance.

What are the most common housing problems?

The most common housing problem in the Town of Hilton Head Island is cost burden. Data indicates the highest number of renter and owner households earning between 50% and 80% of the area median income pay more than 30% of their incomes in housing costs. According to 2007 – 2011 CHAS data 614 renter households and 804 owner households in the 50% to 80% area median income range pay more than 30% of their income in housing costs. The same data reflects 270 renter households in the zero to 30% area median income range pay more than 50% of their incomes in housing costs and 514 owner households in the 50% to 80% area median income range pay more than 50% of their incomes in housing costs.

Are any populations/household types more affected than others by these problems?

According to 2007 – 2011 CHAS data the owner households in the 50% to 80% area median income range are likely to have the greatest cost of burden housing problem.

Describe the characteristics and needs of Low-income individuals and families with children (especially extremely low-income) who are currently housed but are at imminent risk of either residing in shelters or becoming unsheltered 91.205(c)/91.305(c)). Also discuss the needs of formerly homeless families and individuals who are receiving rapid re-housing assistance and are nearing the termination of that assistance

Persons with the imminent risk of residing in shelters or becoming unsheltered characteristically have a combination of financial factors which create the risk, such as lack of a living wage job, rent in excess of 30% of their income, and high child care, medical or transportation costs. Coupled with these factors additional issues may include family conflicts, domestic violence, doubled-up living arrangements with family members, recent crisis, housing with code or safety violations, family members with disabilities, criminal histories, history of mental health or chemical dependency, difficulty navigating access to public benefits or community based services and prior experience with homelessness.

There are no homeless shelters located within the jurisdiction of the Town of Hilton Head Island and no homeless population count data available from the Lowcountry Homeless Coalition, the regional Continuum of Care servicing the Town. There is the non-profit organization, Family Promise of Beaufort County located in neighboring Bluffton, South Carolina, which is a coalition of Beaufort County churches assisting homeless families through a 60-90 day program. The program provides evening accommodations for program participants at host churches and daytime transportation to school for children and educational programs for parents.

The Town of Hilton Head Island does not participate in rapid re-housing assistance programs and consequently data pertaining to this need is not available.

If a jurisdiction provides estimates of the at-risk population(s), it should also include a description of the operational definition of the at-risk group and the methodology used to generate the estimates:

The Town of Hilton Head Island does not have a methodology to create estimates of at-risk populations.

Specify particular housing characteristics that have been linked with instability and an increased risk of homelessness

A characteristic linked with instability and increased risk of homelessness is a lack of affordable housing for lower income households. The typical measure of housing affordability is if households are paying more than 30% of their gross income on rent. According to the 2009 – 2013 American Community Survey data, 50% of renters paid more than 30% of their income on housing. The affordable housing matter is also illustrated with the 2009 – 2013 American Community Survey data showing 12% of rental housing payments are less than \$750 per month.

NA-15 Disproportionately Greater Need: Housing Problems – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

A disproportionately greater number of housing problems is defined when a member of a racial or ethnic group at a given income level experiences housing problems at a rate greater than 10% of the income level as a whole. The data summarizes each minority group experiencing any of four housing problems which include lacking complete kitchen facilities, lacking complete plumbing facilities, more than one person per room, and cost burden greater than 30%.

According to the 2010 U.S. Census the total population of the Town of Hilton Head Island is 37,099. The population composition is as follows: 30,751 persons (82.9%) are White, 2,766 persons (7.5%) are Black or African American, 57 persons (0.2%) are American Indian and Alaska Native, 339 persons (0.9%) are Asian, 22 persons (0.1%) are Native Hawaiian and Other Pacific Islander, 2,713 persons (7.3%) are Some Other Race and 451 persons (1.2%) are Two or More Races.

0%-30% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	985	30	145
White	715	15	75
Black / African American	170	15	70
Asian	0	0	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	100	0	0

Table 13 - Disproportionally Greater Need 0 - 30% AMI

Data Source: 2007-2011 CHAS

*The four housing problems are:

1. Lacks complete kitchen facilities,
2. Lacks complete plumbing facilities,
3. More than one person per room,
4. Cost Burden greater than 30%

30%-50% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,080	300	0
White	660	180	0
Black / African American	200	85	0
Asian	25	0	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	170	35	0

Table 14 - Disproportionally Greater Need 30 - 50% AMI

Data Source: 2007-2011 CHAS

*The four housing problems are:

1. Lacks complete kitchen facilities,
2. Lacks complete plumbing facilities,
3. More than one person per room,
4. Cost Burden greater than 30%

50%-80% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,350	890	0
White	1,075	580	0
Black / African American	125	180	0
Asian	10	10	0
American Indian, Alaska Native	0	10	0
Pacific Islander	0	0	0
Hispanic	120	105	0

Table 15 - Disproportionally Greater Need 50 - 80% AMI

Data Source: 2007-2011 CHAS

*The four housing problems are:

1. Lacks complete kitchen facilities,
2. Lacks complete plumbing facilities,
3. More than one person per room,
4. Cost Burden greater than 30%

80%-100% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	625	460	0
White	505	280	0
Black / African American	35	30	0
Asian	0	35	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	85	120	0

Table 16 - Disproportionally Greater Need 80 - 100% AMI

Data Source: 2007-2011 CHAS

*The four housing problems are:

1. Lacks complete kitchen facilities,
2. Lacks complete plumbing facilities,
3. More than one person per room,
4. Cost Burden greater than 30%

Discussion:

The disparate impact analysis for housing problems determined White and Black/African American populations had percentages at least equal to or greater than 10% higher than the jurisdiction as a whole. Low income households had the highest frequency of housing problems across all racial groups.

The housing assessment determined the cost burdens at 30% and 50% of housing costs were the overwhelming problem among the four housing problems. At the 50% to 80% area median income range cost burden greater than 30% and cost burden greater than 50% were the most significant problem among household owners. At the 50% to 80% area median income range the cost burden greater than 30% was most significant for household renters.

NA-20 Disproportionately Greater Need: Severe Housing Problems – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

A disproportionate greater number of severe housing problems is defined when a member of a racial or ethnic group at an income level experiences housing problems at a rate greater than 10% of the income level as a whole. According to the 2010 U.S. Census the total population of the Town of Hilton Head Island is 37,099. The population composition is as follows: 30,751 persons (82.9%) are White, 2,766 persons (7.5%) are Black or African American, 57 persons (0.2%) are American Indian and Alaska Native, 339 persons (0.9%) are Asian, 22 persons (0.1%) are Native Hawaiian and Other Pacific Islander, 2,713 persons (7.3%) are Some Other Race and 451 persons (1.2%) are Two or More Races. The total Hispanic population of the Town of Hilton Head Island is comprised of 5,861 persons, which is 15.8% of the total Town population. It should be noted in Census data Hispanic is considered an ethnicity and not a race, for example, the race of a person may be White and their ethnicity Hispanic, or their race may be Black or African American and their ethnicity Hispanic.

Severe housing problems indicate the physical condition or lack of necessary living standards per household. The Comprehensive Housing Affordability Strategy (CHAS) data summarizes each minority group experiencing any of four severe housing problems which include lacking complete kitchen facilities, lacking complete plumbing facilities, more than one person per room, and cost burden greater than 50%.

0%-30% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	890	130	145
White	685	45	75
Black / African American	105	75	70
Asian	0	0	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	100	0	0

Table 17 – Severe Housing Problems 0 - 30% AMI

Data Source: 2007-2011 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

30%-50% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	605	770	0
White	450	390	0
Black / African American	25	260	0
Asian	25	0	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	110	100	0

Table 18 – Severe Housing Problems 30 - 50% AMI

Data Source: 2007-2011 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

50%-80% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	805	1,435	0
White	650	1,005	0
Black / African American	65	245	0
Asian	10	10	0
American Indian, Alaska Native	0	10	0
Pacific Islander	0	0	0
Hispanic	65	165	0

Table 19 – Severe Housing Problems 50 - 80% AMI

Data Source: 2007-2011 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

80%-100% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	245	840	0
White	160	620	0
Black / African American	0	65	0
Asian	0	35	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	85	120	0

Table 20 – Severe Housing Problems 80 - 100% AMI

Data Source: 2007-2011 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

Discussion:

Although severe housing problems were less prevalent than non-severe housing problems, the distribution of problems correlated with income levels. Extremely low-income households had the highest frequency of severe housing problems across all racial groups.

NA-25 Disproportionately Greater Need: Housing Cost Burdens – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction:

A disproportionate greater number of housing cost burdens is defined when a member of a racial or ethnic group at an income level experiences housing problems at a rate greater than 10% of the income level as a whole. According to the 2010 U.S. Census the total population of the Town of Hilton Head Island is 37,099. The population composition is as follows: 30,751 persons (82.9%) are White, 2,766 persons (7.5%) are Black or African American, 57 persons (0.2%) are American Indian and Alaska Native, 339 persons (0.9%) are Asian, 22 persons (0.1%) are Native Hawaiian and Other Pacific Islander, 2,713 persons (7.3%) are Some Other Race and 451 persons (1.2%) are Two or More Races. The total Hispanic population of the Town of Hilton Head Island is comprised of 5,861 persons, which is 15.8% of the total Town population. It should be noted in Census data Hispanic is considered an ethnicity and not a race, for example, the race of a person may be White and their ethnicity Hispanic, or their race may be Black or African American and their ethnicity Hispanic.

The disproportionately greater need of racial or ethnic groups is based on the level of cost burden defined as monthly housing costs exceeding 30% of monthly income. The data below is separated into groups paying under 30% of income for housing, between 30% and 50%, and over 50%. The column labeled “no/negative income” represents households with no income or negative due to self-employment, dividends, and net income rental, these households cannot have an actual cost burden, but may need housing assistance and therefore are counted separately.

Housing Cost Burden

Housing Cost Burden	<=30%	30-50%	>50%	No / negative income (not computed)
Jurisdiction as a whole	9,025	3,235	2,565	145
White	7,640	2,675	2,165	75
Black / African American	525	375	180	70
Asian	95	0	35	0
American Indian, Alaska Native	10	0	0	0
Pacific Islander	0	0	0	0
Hispanic	700	165	185	0

Table 21 – Greater Need: Housing Cost Burdens AMI

Data Source: 2007-2011 CHAS

Discussion:

The Town of Hilton Head Island has a total of 16,535 households; overall 35.9% of these households experience a housing cost burden, where 30% or more of their income is spent on housing costs. Based on analysis of the 2007 – 2011 CHAS data 19.4% of households are paying between 30% to 50% of their income on housing costs and 15.5% of households are paying more than 50% of their income on housing costs.

NA-30 Disproportionately Greater Need: Discussion – 91.205(b)(2)

Are there any Income categories in which a racial or ethnic group has disproportionately greater need than the needs of that income category as a whole?

The disproportionately greater need analysis does not necessarily reflect the number of households in need. The analysis does indicate whether a specific racial or ethnic group has a need which is disproportionately greater than all the households in that particular income group. A disproportionately greater need exists when the percentage of households in a category of need who are members of a particular racial or ethnic group is 10% higher than the percentage of households in the category as a whole.

Based on data analysis there is not a disproportionate greater need for any racial or ethnic group in any income level.

If they have needs not identified above, what are those needs?

Households experiencing disproportionately greater need may be faced with other needs such as safe affordable rentals located in areas which provide opportunity for employment and access to support services such as transportation, medical care, recreation and child care.

Are any of those racial or ethnic groups located in specific areas or neighborhoods in your community?

To determine the location of minority groups, low and moderate-income areas were identified by Census tracts comprised of a minimum of 51% of low and moderate-income households. According to 2010 Census data, there are three Census tracts in the Town Hilton Head Island with low and moderate-income percentages above 51%. Those Census tracts are: Census tract 105 with a low and moderate-income status of 54.04%; Census tract 108 with a low and moderate-income status of 71.81%; and Census tract 110 with a low and moderate-income status of 59.50%.

Areas of minority concentration have populations of racial or ethnic groups at least 10% greater than the Town as a whole. The highest concentration and number of Hispanic households is in Census tract 108 and the highest concentration and number of Black or African American households is in Census tract 105.

NA-35 Public Housing – 91.205(b)

Introduction

The Beaufort Housing Authority services all of Beaufort County, South Carolina, including the Town of Hilton Head Island. Within the jurisdiction of the Town of Hilton Head Island the Beaufort Housing Authority operates one public housing apartment facility containing 80 units which provide housing to 190 family members.

Totals in Use

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers			Special Purpose Voucher		
				Total	Project-based	Tenant-based	Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units vouchers in use	0	0	80	16	0	11	0	0	5

Table 22 - Public Housing by Program Type

*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

Data Source: Beaufort Housing Authority

Characteristics of Residents

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers			Special Purpose Voucher		
				Total	Project-based	Tenant-based	Veterans Affairs Supportive Housing	Family Unification Program	
Average Annual Income	0	0	14,116	13,620	0	13,908	0	0	
Average length of stay	0	0	3.7	5	0	3.8	0	0	
Average Household size	0	0	2.39	2	0	3.1	0	0	
# Homeless at admission	0	0	0	0	0	0	0	0	

Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers				
				Total	Project-based	Tenant-based	Special Purpose Voucher	
							Veterans Affairs Supportive Housing	Family Unification Program
# of Elderly Program Participants (>62)	0	0	16	5	0	3	0	0
# of Disabled Families	0	0	20	7	0	2	0	0
# of Families requesting accessibility features	0	0	52	8	0	3	0	0
# of HIV/AIDS program participants	0	0	0	0	0	0	0	0
# of DV victims	0	0	0	0	0	0	0	0

Table 23 – Characteristics of Public Housing Residents by Program Type

Data Source: Beaufort Housing Authority

Race of Residents

Program Type									
Race	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project-based	Tenant-based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
White	0	0	27	1	0	1	0	0	3
Black/African American	0	0	53	15	0	10	0	0	8
Asian	0	0	0	0	0	0	0	0	0
American Indian/Alaska Native	0	0	0	0	0	0	0	0	0
Pacific Islander	0	0	0	0	0	0	0	0	0

Program Type									
Race	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project-based	Tenant-based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
Other	0	0	0	0	0	0	0	0	0

*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

Table 24 – Race of Public Housing Residents by Program Type

Data Source: Beaufort Housing Authority

Ethnicity of Residents

Program Type									
Ethnicity	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project-based	Tenant-based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
Hispanic	0	0	10	0	0	0	0	0	0
Not Hispanic	0	0	70	0	0	0	0	0	0

*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

Table 25 – Ethnicity of Public Housing Residents by Program Type

Data Source: Beaufort Housing Authority

Section 504 Needs Assessment: Describe the needs of public housing tenants and applicants on the waiting list for accessible units:

The Town of Hilton Head Island does not own or operate any public housing developments or units. The Beaufort Housing Authority is the agency providing public housing to approximately 750 residents in Beaufort County, South Carolina and there are 295 units of housing located throughout the county. In the Town of Hilton Head Island the Beaufort Housing Authority operates 80 public housing units at the Sandalwood Terrace Apartments.

The Housing Choice Voucher Program, commonly known as Section 8 housing is subsidized by the Federal government and provides Federal assistance to families and individuals in the private rental market. The Beaufort Housing Authority program is tenant-based therefore eligible families receive assistance based on income for housing units meeting general program requirements. There are currently eleven units within the Town of Hilton Head Island participating in the voucher program which are scattered throughout the Town. Tenants identify and choose their own units and the landlord agrees to participate in the housing choice voucher program.

The Beaufort Housing Authority has over 900 families in all of Beaufort County on the Public Housing and Section 8 waiting lists and is currently not accepting Section 8 applications. The waiting lists are moving documents and the numbers change on a daily basis. The waiting lists include over 2,105 family members with 1,069 of those being children. The average age of these children is eight. Of the families on the waiting list, 55% are working, 22% are elderly and 9% are disabled. Twenty percent of the families on the waiting list have a disabled family member and 28% of the families have an elderly family member who is not the head of household. Many of the families assisted by the Beaufort Housing Authority care for a disabled family member so that person does not have to be institutionalized. More than 58% of families assisted by the Beaufort Housing Authority request accessibility features.

The Beaufort Housing Authority works with resident services at each of the public housing developments and through this collaboration promote programs and activities for residents. Some of the programs offered include: the Family Self-Sufficiency Program which is a five year homeownership education program, Sandalwood Terrace Resident Council, free budgeting classes, and community garden clubs.

Most immediate needs of residents of Public Housing and Housing Choice voucher holders

The ability to provide a suitable living environment to residents is linked to the ability to provide access to essential services. According to in-house discussion at the Beaufort Housing Authority, the most immediate needs of public housing and Section 8 residents is access to community services, in particular services for the elderly and disabled, including supportive

services for caregivers of disabled individuals. The services are available within the community; however access to these services is not readily available for low-income residents. Obstacles to access of these services include a lack of public transportation and a lack of knowledge of services available to residents.

Affordability is also a need for housing choice voucher residents. In some cases, particularly for very-low and extremely low-income, elderly and disabled persons, even housing assistance may not be sufficient. Elderly residents may be on fixed incomes and some disabled residents may be unable to work or receive minimal income. Housing and utility costs often require substantial deposits fees. Receiving assistance through public housing or the housing choice voucher programs make the cost of living more affordable, yet many families continue to struggle to make ends meet.

How do these needs compare to the housing needs of the population at large

Connecting residents of subsidized housing with supportive services is a challenge for public housing authorities throughout the nation. Many housing authorities or housing agencies struggle to deliver or provide access to services and face the challenge of limited funding to provide services for residents.

NA-40 Homeless Needs Assessment – 91.205(c)

Introduction:

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town.

In the January 2014 point-in-time count the number of homeless counted in Beaufort County was 40 persons, however this figure does not reflect any homeless in the Town of Hilton Head Island. The next point-in-time count is scheduled for late January 2015. According to the Lowcountry Homeless Coalition attempts will be made to gather homeless data for the Town of Hilton Head Island.

If data is not available for the categories "number of persons becoming and exiting homelessness each year," and "number of days that persons experience homelessness," describe these categories for each homeless population type (including chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth):

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town.

Nature and Extent of Homelessness: (Optional)

Race:	Sheltered:	Unsheltered (optional)
Ethnicity:	Sheltered:	Unsheltered (optional)

Estimate the number and type of families in need of housing assistance for families with children and the families of veterans.

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South

Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town.

Describe the Nature and Extent of Homelessness by Racial and Ethnic Group.

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town.

Describe the Nature and Extent of Unsheltered and Sheltered Homelessness.

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town.

NA-45 Non-Homeless Special Needs Assessment - 91.205 (b,d)

Introduction:

This section will discuss the characteristics and needs of persons in various subpopulations who are not homeless but may require supportive services, including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with HIV/AIDS and their families, persons with alcohol or drug addiction, victims of domestic violence, and persons with a criminal record and their families.

Describe the characteristics of special needs populations in your community:

Based on American Community Survey 2009-2013 estimates the Town of Hilton Head Island elderly population, 65 years of age or more is 11,988 which is 31.5% of the total population. According to the American Community Survey 2009-2013 estimates 10.8% of the total population are individuals with any disability and 22.3% of the population 65 years and over are individuals with any disability. Data indicates 89.7% of the elderly population is housed in owner-occupied housing units and 10.3% of the elderly population is housed in renter-occupied units. Housing estimates show 57.1% of elderly renters pay 30% or more of their monthly income on housing related expenses, an amount which exceeds HUD's cost burden threshold. Of elderly homeowners, 39% pay more than 30% of their monthly income on housing related expenses.

According to the 2009-2013 American Community Survey data for economic characteristics 17.4% of the total population of the Town of Hilton Head Island has no health insurance coverage and 8.5% of the total population had incomes in the past 12 months below the poverty level. To help address this issue the Volunteers in Medicine organization was established in 1993 to understand and serve the health and wellness needs of the most medically underserved populations and their households living and working in the Town of Hilton Head Island. The Volunteers in Medicine Clinic is staffed with approximately 600 retired volunteer physicians, nurses, dentists, chiropractors, social workers, interpreters, and lay persons. On average the staff at the clinic services approximately 30,000 patients per year. This clinic is the only free medical clinic also offering dental and mental healthcare in southern Beaufort County.

What are the housing and supportive service needs of these populations and how are these needs determined?

The housing and supportive service needs of these populations may include lack of affordable housing and lack of earning a living wage. Some elderly populations may have disability issues and fixed incomes which contributed to the inability to maintain homes which in turn creates

depreciating home values and property decline. Considering these situations these populations may have difficulty meeting additional basic needs such as food, clothing, child care, and transportation and health care costs

Discuss the size and characteristics of the population with HIV/AIDS and their families within the Eligible Metropolitan Statistical Area:

According to 2013 SC-DHEC HIV/AIDS Data Surveillance Report from January 1 through December 31, 2013 there were 11 new cases of HIV/AIDS diagnosed in Beaufort County. That same report states through December 31, 2013 there are 195 persons living with HIV/AIDS in Beaufort County.

The Access Network was founded in 1987 in response to the growing HIV/AIDS epidemic to serve Beaufort, Colleton, Hampton, and Jasper counties. In the mid1990's the focus of the client services changed from addressing end of life issues to helping those affected by HIV/AIDS live with the disease. The Access Network offers assistance with long term medical care, free confidential HIV testing and counseling, group and individual support programs, education and prevention, and nutrition programs.

NA-50 Non-Housing Community Development Needs – 91.215 (f)

Describe the jurisdiction's need for Public Facilities:

Public facility needs in the Town of Hilton Head Island include but are not limited to parks and recreational facilities, neighborhood or community facilities, and facilities for persons with special needs. Community Development Block Grant funds may be used for such facilities when they are located in areas of eligible populations.

How were these needs determined?

Public facility needs were prioritized based on input obtained through a needs assessment hearing conducted November 13, 2014 by the Town of Hilton Head Island. Four public notices were published in the local newspaper, The Island Packet, during the two weeks preceding the public hearing. In addition to the published notices public hearing notices were posted at Hilton Head Island Town Hall and on the Town of Hilton Head website. Personal letters of invitation to the needs assessment public hearing were mailed to 24 community leaders and organizations which assist low and moderate income clientele two weeks prior to the hearing.

Describe the jurisdiction's need for Public Improvements:

Public improvement needs in the Town of Hilton Head Island include but are not limited to water and sewer installations or improvements, housing rehabilitation, flood drainage improvements, and street improvements which may include sidewalks or pathways, curbs, gutters, signage, tree plantings, lighting, landscaping, and paving dirt roads. Community Development Block Grant funds may be used for such improvements when done in areas of eligible populations.

How were these needs determined?

Public improvement needs were determined through comments received during the needs assessment hearing conducted November 13, 2014 by the Town of Hilton Head Island. In addition to public comments received a staff review of the Capital Improvement Program was conducted in association with the prioritized needs determined at the needs assessment hearing.

Describe the jurisdiction's need for Public Services:

Public service needs in the Town of Hilton Head Island include but are not limited to water and sewer connection loan program, coordination with Project SAFE for water and sewer connections, and legal services pertaining to heirs property.

How were these needs determined?

Public service needs were discussed and comments received at the needs assessment hearing conducted November 13, 2014 by the Town of Hilton Head Island. Needs were prioritized based on participant input at the needs assessment hearing.

Housing Market Analysis

MA-05 Overview

Housing Market Analysis Overview:

While housing opportunities can be limited by household income and purchasing power, the lack of affordable housing options may result in a significant hardship for low-income households, preventing other basic needs to be met. Low-income residents often have fewer financial resources available to them for making monthly rent or mortgage payments. Low-income residents who do purchase homes must keep a significant amount of funds available for taxes, insurance, property owners association fees, and home maintenance and repairs. Since home ownership requires substantial investment for many residents, low and moderate-income households tend to rent homes as opposed to purchasing one. Most residential property leases call for less responsibility and less investment from the home occupant than if they were to purchase a home. According to the 2009 – 2013 American Community Survey of the 16,781 occupied housing units in the Town of Hilton Head Island 74.1% are owner occupied and the other 25.9% of housing units are occupied by renters.

The types and function of housing units in the Town of Hilton Head Island is important to understand the unique nature of housing development in the Town. There are various forms or types of housing units on the Island, including detached single family homes and attached duplexes, multi-family structures and mobile homes. There are also various types of housing in terms of function, including traditional apartment complexes, condominiums, both long and short term home rentals, seasonal homes and timeshares also known as interval occupancy units.

The data shown in the table below, Housing Unit by Structure Type, refers to housing units as defined by the U.S. Census Bureau. This table shows the number of housing units by structure type in each category has increased since 1990; the number of mobile homes has more than doubled between 1990 and 2010, increasing from 419 to 974. The information shown in this table also indicates in 1990 there were 601 fewer multi-family units than there were single family units. This trend continues as the gap increases in 2000, with 4,506 fewer multi-family units than single family units. In 2007 the gap narrowed to 3,660 fewer multi-family units than single family units. In 2010, the gap continued to narrow to only 2,693 fewer multi-family units than single family units. Overall this indicates a declining trend in the development of multi-family units on the Island.

Housing Units by Structure Type

	1990	2000	2007*	2010**	% Change 1990 - 2000	% Change 2000 - 2010
Single Family	10,775	14,157	15,627	17,432	24%	19%
Multi-Family	10,174	9,651	11,967	14,739	-%5	35%
Mobile Homes	419	806	963	974	48%	17%
TOTAL	21,368	24,614	28,557	33,145	13%	26%

Source: U.S. Census Bureau – 1990 & 2000 Census; *2005-2007 American Community Survey Estimates; ** 2008-2010 American Community Survey Estimates

Due to the unique character of Hilton Head Island as a resort destination there are a significant number of housing units used on a seasonal basis. The U.S. Census Bureau defines seasonal use as housing units used or intended for use only in certain seasons, for weekends, or other occasional use throughout the year. Hilton Head Island is a destination for visitors and second home owners. Figures from the 2010 U.S. Census indicate there were 9,767 seasonal housing units located on the Island. An inventory of interval occupancy developments was prepared for the 2010 Town of Hilton Head Island Comprehensive Plan and shows in 2007 there were 3,537 interval occupancy units, it is important to note during the building permit process interval occupancy developments are categorized as multi-family structures.

MA-10 Number of Housing Units – 91.210(a)&(b)(2)

Introduction

The following section describes the number, type, tenure and size of housing in the Town of Hilton Head Island.

According to 2007 – 2011 American Community Survey data the Town of Hilton Head Island housing stock is comprised of 33,353 units, of which 15,835 or 47% are one unit detached structures, 16,443 or 49% are located in multi-unit structures and 1,075 units or 3% are categorized as mobile home, boat, RV, van, etc. The majority of residential units, 7,050 or 21% are in the 20 unit or more category. This is likely due to the significant number of interval occupancy units located within the Town of Hilton Head Island.

All residential properties by number of units

Property Type	Number	%
1-unit detached structure	15,835	47%
1-unit, attached structure	1,762	5%
2-4 units	2,963	9%
5-19 units	4,668	14%
20 or more units	7,050	21%
Mobile Home, boat, RV, van, etc	1,075	3%
Total	33,353	100%

Table 26 – Residential Properties by Unit Number

Data Source: 2007-2011 ACS

Unit Size by Tenure

	Owners		Renters	
	Number	%	Number	%
No bedroom	24		214	5%
1 bedroom	255	2%	847	21%
2 bedrooms	2,515	19%	1,479	37%
3 or more bedrooms	10,274	79%	1,498	37%
Total	13,068	100%	4,038	100%

Table 27 – Unit Size by Tenure

Data Source: 2007-2011 ACS

Describe the number and targeting (income level/type of family served) of units assisted with federal, state, and local programs.

The Town of Hilton Head Island does not own or operate any public housing developments or units. The Beaufort Housing Authority is the public agency providing affordable housing to approximately 750 residents in Beaufort County, South Carolina and there are 295 units of housing located throughout the county. In the Town of Hilton Head Island the Beaufort Housing Authority operates 80 public housing units at the Sandalwood Terrace Apartments.

The Housing Choice Voucher Program, commonly known as Section 8 housing is subsidized by the Federal government and provides Federal assistance to families and individuals in the private rental market. The Beaufort Housing Authority program is tenant-based therefore eligible families receive assistance based on income for housing units meeting general program requirements. There are currently eleven units participating in the voucher program which are scattered throughout the Town of Hilton Head Island. Tenants identify and choose their own units and the landlord agrees to participate in the housing choice voucher program.

Provide an assessment of units expected to be lost from the affordable housing inventory for any reason, such as expiration of Section 8 contracts.

The Town of Hilton Head Island and the Beaufort Housing Authority do not expect to lose any affordable housing units from the inventory during this Consolidated Plan period.

Does the availability of housing units meet the needs of the population?

Assessing existing and future housing demand can be difficult. Demand can include the unmet demand of the existing population, the changing needs of the existing population and the needs of future residents. Census data was used to assess the ability of current housing stock to meet the needs of the population. The assessment indicates the existing housing stock does not fully meet the needs of the existing population showing 53.2% of renters expending more than 30% of monthly income on housing costs. HUD considers a housing unit affordable if the occupant expends no more than 30% of its income on housing costs. If the household spends more than 30% of its income on housing costs, the household is considered cost-burdened. Cost-burdened households have less financial resources to meet other basic needs such as food, clothing, transportation, medical costs, child care costs and fewer resources to properly maintain a housing structure and are at greater risk for foreclosure or eviction.

Describe the need for specific types of housing:

Anecdotal evidence indicates households in the market for moderate-to high-priced rentals, or owner-occupied homes have a variety of housing options. Renters who may be disabled,

elderly with fixed incomes or those earning low-incomes are likely to find more limited housing options. According to the 2010 – 2013 American Community Survey three year estimates indicate 53.2% of renters expend more than 30% of monthly income on housing costs.

MA-15 Housing Market Analysis: Cost of Housing - 91.210(a)

Introduction

Based on data from 2007 – 2011 CHAS provided by HUD’s eCon software program, American Community Survey data and Census data the following tables reflect the cost of owner and renter-occupied housing in the Town of Hilton Head Island. There may have been significant changes in housing prices in recent years which may not be fully captured in this data.

Cost of Housing

	Base Year: 2000	Most Recent Year: 2013	% Change
Median Home Value	319,800	421,000	31.6%
Median Contract Rent	750	914	21.8%

Table 28 – Cost of Housing

Data Source: 2000 Census (Base Year), 2009-2013 American Community Survey (Most Recent Year)

Rent Paid	Number	%
Less than \$500	314	7.8%
\$500-999	2,007	49.7%
\$1,000-1,499	903	22.4%
\$1,500-1,999	503	12.5%
\$2,000 or more	311	7.7%
Total	4,038	100.0%

Table 29 - Rent Paid

Data Source: 2007-2011 ACS

Housing Affordability

% Units affordable to Households earning	Renter	Owner
30% HAMFI	125	No Data
50% HAMFI	450	320
80% HAMFI	2,280	904
100% HAMFI	No Data	1,114
Total	2,855	2,338

Table 30 – Housing Affordability

Data Source: 2007-2011 CHAS

Monthly Rent

Monthly Rent (\$)	Efficiency (no bedroom)	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Fair Market Rent	653	793	940	1,192	1,440
High HOME Rent	638	773	883	1,120	1,259
Low HOME Rent	611	655	786	907	1,012

Table 31 – Monthly Rent – For Beaufort County

Data Source: HUD FMR and HOME Rents

Is there sufficient housing for households at all income levels?

(Optional)

How is affordability of housing likely to change considering changes to home values and/or rents?

(Optional)

How do HOME rents / Fair Market Rent compare to Area Median Rent? How might this impact your strategy to produce or preserve affordable housing?

(Optional)

MA-20 Housing Market Analysis: Condition of Housing – 91.210(a)

Introduction

The majority of housing units in the Town of Hilton Head Island were built between 1980 and 1999 and as the units age they become more likely to need repairs. Conditions of units may be associated with lack of complete kitchen or plumbing facilities, more than one person per room, or having a cost burden greater than 30% of the household income. According to the Condition of Units chart below 37% of owner-occupied units and 48% of renter-occupied units have at least one of the selected conditions.

Definitions

Standard condition may be defined as housing which meets all local building, fire, health and safety codes and HUD’s minimum Housing Quality Standards. Substandard condition may be defined as housing that does not meet local building, fire, health and safety codes or HUD’s minimum Housing Quality Standards.

Condition of Units

Condition of Units	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
With one selected Condition	4,870	37%	1,951	48%
With two selected Conditions	38	0%	264	7%
With three selected Conditions	0	0%	0	0%
With four selected Conditions	0	0%	21	0%
No selected Conditions	8,160	62%	1,802	45%
Total	13,068	99%	4,038	100%

Table 32 - Condition of Units

Data Source: 2007-2011 ACS

Year Unit Built

Year Unit Built	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
2000 or later	2,260	17%	471	12%
1980-1999	8,483	65%	2,222	55%
1950-1979	2,235	17%	1,255	31%
Before 1950	90	1%	90	2%
Total	13,068	100%	4,038	100%

Table 33 – Year Unit Built

Data Source: 2007-2011 CHAS

Risk of Lead-Based Paint Hazard

Risk of Lead-Based Paint Hazard	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
Total Number of Units Built Before 1980	2,325	18%	1,345	33%
Housing Units build before 1980 with children present	585	4%	450	11%

Table 34 – Risk of Lead-Based Paint

Data Source: 2007-2011 ACS (Total Units) 2007-2011 CHAS (Units with Children present)

Vacant Units

	Suitable for Rehabilitation	Not Suitable for Rehabilitation	Total
Vacant Units	16,552	0	16,552
Abandoned Vacant Units	0	0	0
REO Properties	0	0	0
Abandoned REO Properties	00	0	0

Table 35 - Vacant Units

Data Source: 2009 -2013 American Community Survey

Need for Owner and Rental Rehabilitation

The age of housing stock in the Town of Hilton Head Island will continue to have a significant impact on general housing conditions. While only 3,670 (21.45%) of units were built before 1980, as housing ages maintenance costs rise, which can present a significant cost for low and moderate-income households. This poses a threat to low and moderate-income tenants who may not be able to maintain close communication with landlords or property managers when repairs are needed.

Estimated Number of Housing Units Occupied by Low or Moderate Income Families with LBP Hazards

Exposure to lead-based paint represents a substantial environmental threat and housing conditions may significantly affect public health. HUD regulations regarding lead-based paint apply to all federally assisted housing. The main source of lead exposure comes from lead-contaminated dust found in deteriorating buildings. Many residential properties built before 1978 contain lead-based paint. Unfortunately, measuring the exact number of housing units with lead-based paint hazards is difficult. Lead is a highly toxic metal which may cause a range of health problems for adults and especially with children.

Low-income households earning 0-50% of Median Family Income are usually the least able to afford well maintained housing and therefore, are often at greater risk of lead poisoning.

According to American Community Survey data there are 2,325 (18%) owner-occupied households and 1,345 (33%) of renter-occupied households built before 1980. There are 585 owner-occupied households with children present and 450 renter-occupied households with children present built before 1980. These households may be risk of lead hazard problems.

MA-25 Public and Assisted Housing – 91.210(b)

Introduction

The Town of Hilton Head Island does not own or operate any public housing developments or units. The Beaufort Housing Authority is the public agency providing affordable housing to residents in all of Beaufort County, South Carolina, including the Town of Hilton Head Island. In the Town of Hilton Head Island the Beaufort Housing Authority operates 80 public housing units at the Sandalwood Terrace Apartments.

Totals Number of Units

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
				Veterans Affairs Supportive Housing	Family Unification Program	Disabled *			
# of units vouchers available			80	16		11	0	0	5
# of accessible units									
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 36 – Total Number of Units by Program Type

Data Source: Beaufort Housing Authority

Describe the supply of public housing developments:

The Town of Hilton Head Island does not own or operate any public housing developments or units. The Beaufort Housing Authority is the public agency providing affordable housing to approximately 750 residents in Beaufort County, South Carolina and there are 295 units of housing located throughout the county. In the Town of Hilton Head Island the Beaufort Housing Authority operates 80 public housing units at the Sandalwood Terrace Apartments.

The Housing Choice Voucher Program, commonly known as Section 8 housing is subsidized by the Federal government and provides Federal assistance to families and individuals in the private rental market. The Beaufort Housing Authority program is tenant-based therefore eligible families receive assistance based on income for housing units meeting general program requirements. There are currently eleven units participating in the voucher program which are scattered throughout the Town of Hilton Head Island. Tenants identify and choose their own units and the landlord agrees to participate in the housing choice voucher program.

Describe the number and physical condition of public housing units in the jurisdiction, including those that are participating in an approved Public Housing Agency Plan:

The Town of Hilton Head Island does not own or operate any public housing developments or units. The Beaufort Housing Authority is the public agency providing affordable housing to residents in all of Beaufort County, South Carolina, including the Town of Hilton Head Island. In the Town of Hilton Head Island the Beaufort Housing Authority operates 80 public housing units at the Sandalwood Terrace Apartments.

Public Housing Condition

Public Housing Development	Average Inspection Score
Beaufort Housing Authority	80

Table 37 - Public Housing Condition

Describe the restoration and revitalization needs of public housing units in the jurisdiction: (Optional)

Describe the public housing agency's strategy for improving the living environment of low- and moderate-income families residing in public housing: (Optional)

MA-30 Homeless Facilities and Services – 91.210(c)

Introduction

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town.

In the January 2014 point-in-time count the number of homeless counted in Beaufort County was 40 persons, however this figure does not reflect any homeless in the Town of Hilton Head Island. The next point-in-time count is scheduled for late January 2015. According to the Lowcountry Homeless Coalition attempts will be made to gather homeless data for the Town of Hilton Head Island.

Facilities and Housing Targeted to Homeless Households

	Emergency Shelter Beds		Transitional Housing Beds	Permanent Supportive Housing Beds	
	Year Round Beds (Current & New)	Voucher / Seasonal / Overflow Beds	Current & New	Current & New	Under Development
Households with Adult(s) and Child(ren)	0	0	0	0	0
Households with Only Adults	0	0	0	0	0
Chronically Homeless Households	0	0	0	0	0
Veterans	0	0	0	0	0
Unaccompanied Youth	0	0	0	0	0

Table 38 - Facilities and Housing Targeted to Homeless Households

Describe mainstream services, such as health, mental health, and employment services to the extent those services are used to complement services targeted to homeless persons

Mainstream services are handled through organizations which provide services to those experiencing homelessness. The Beaufort County Human Services Alliance collaborates with area agencies to promote and sustain activities which improve the quality of life for all Beaufort County residents. Various agency resources are pooled together to address community needs in the areas of economy, education, poverty, health and the environment.

List and describe services and facilities that meet the needs of homeless persons, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth. If the services and facilities are listed on screen SP-40 Institutional Delivery Structure or screen MA-35 Special Needs Facilities and Services, describe how these facilities and services specifically address the needs of these populations.

There are no homeless shelters located within the Town of Hilton Head Island. Family Promise of Beaufort County is a non-profit organization located in Bluffton, South Carolina, adjacent to the Town of Hilton Head Island, which provides assistance to homeless families. During one program cycle four families go through the 60-90 day program. Family Promise partners with host churches throughout Beaufort County, where families sleep for a one week period then move to the next host church. Support churches provide food to the families. Churches provide overnight chaperons. Children attend school during the day and the parent attends educational classes at the Family Promise Center located in Bluffton. The education component of the program consists of a variety of classes, some which include resume writing and budgeting. Upon program completion participants must have a place to live, a job and transportation. The case workers at Family Promise follow-up with program graduates for 12-18 months after completing the program.

MA-35 Special Needs Facilities and Services – 91.210(d)

Introduction

The Town of Hilton Head Island does not own or operate any special needs facilities. As a member of the Beaufort County Human Services Alliance, the Town encourages collaboration with area agencies to promote and sustain activities which improve the quality of life for Beaufort County residents, including in the Town of Hilton Head Island.

**Including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with alcohol or other drug addictions, persons with HIV/AIDS and their families, public housing residents and any other categories the jurisdiction may specify, and describe their supportive housing needs
(Optional)**

**Describe programs for ensuring that persons returning from mental and physical health institutions receive appropriate supportive housing
(Optional)**

**Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. 91.315(e)
(Optional)**

For entitlement/consortia grantees: Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. (91.220(2))

Not Applicable

MA-40 Barriers to Affordable Housing – 91.210(e)

Negative Effects of Public Policies on Affordable Housing and Residential Investment

The following items relate to barriers to affordable housing; however, many other circumstances may exist which prevent the market from providing affordable housing. This list should not be considered exhaustive, but it does provide an outline for some potential barriers to affordable housing in the Town of Hilton Head Island.

- Land costs are a limiting factor in the construction of affordable housing units. The increasing cost of land is related to the high demand for water-front property and convenient access to the beach which is provided by other properties within the Town. As available land decreases, costs for land increases often creating larger scale developments that have potential to deliver higher profits to offset the cost of land, ultimately decreasing the affordability of housing units.
- Land supply is a finite resource as the Town approaches build-out. There is less land available for housing and the land available is very expensive. Remaining vacant land in the Town of Hilton Head Island is not only limited but often challenged with costs associated with providing utilities and access.
- Construction costs which continue to increase are a factor in the development of affordable housing. Building codes, flood plain requirements, and costs associated with building in an area susceptible to hurricanes can significantly impact the affordability of housing. Fees required by government agencies also increase the cost of affordable housing, such as impact fees, building permit fees, licensing fees, utility service fees and other outside agency approvals.
- Much of the housing located in the Town of Hilton Head Island and land available for housing is subject to floodplain insurance requirements as well as other insurance requirements, such as wind and hail. Many residential developments operate under organized home owners associations, which also require payment of fees to cover costs associated with common open space, amenities and infrastructure.
- Marketability and potential profit is a factor for developers because of the challenges faced with construction in a coastal area. Developers often strive for the “highest and best use”, which typically results in housing units that cannot meet HUD’s definition of affordable.
- The “NIMBY” syndrome, “Not in My Backyard”, is a common sentiment toward affordable housing within the Town of Hilton Head Island. This is a typical response to affordable housing in some communities. Many make assumptions affordable housing increases crime and are aesthetically displeasing homes and buildings. This is not

necessarily true; however, turning around the NIMBY syndrome is a challenge developers of affordable housing face in this community.

- Developers strive for the highest profit margin, which may be determined by various factors. The cost of developing housing in the Town of Hilton Head Island is high. The lack of development incentives, such as increased density, decreased parking, or increased height standards, which would allow developers to build more than otherwise allowed by Town regulations and requirements do not exist in current codes and may, when coupled with other barriers become another barrier to the construction or availability of affordable housing.

MA-45 Non-Housing Community Development Assets – 91.215 (f)

Introduction

This section identifies economic sectors in the Town of Hilton Head Island where job opportunities exist and identifies employment sector positions. According to the 2007 – 2011 American Community Survey data the unemployment rate was 6.49%, however in the 2011 - 2013 American Community Survey data the unemployment rate in the Town of Hilton Head Island decreased to 4.5%, which is below the national average of 5.6%.

Economic Development Market Analysis

In 2013 the Hilton Head Island Economic Development Corporation (EDC) was formed to encourage, develop and enhance local economic development and redevelopment needed to sustain the quality of life in the Town of Hilton Head Island over the long term. The mission of the EDC is to create a climate to attract and retain business investment potential and broaden and deepen the economy by coordinating economic regeneration under a singularly focused business entity which operates independently of the Town of Hilton Head Island government.

The goals and expectations of the EDC include but are not limited to, providing short and long-term strategic business plan development concepts, developing performance measures of economic success, maintaining current working knowledge of various properties for development or redevelopment and developing concepts for the Town Council of the Town of Hilton Head Island. The EDC serves as the primary contact for economic and business development and links economic resources to opportunities for business growth, attraction or investment. The EDC handles coordination of activities with other economic development partners for recruitment retention and regeneration and developing programs or actions which support retention and growth of businesses located in the Town of Hilton Head Island. The EDC identifies potential targeted businesses for the Town of Hilton Head Island which is consistent with the Island's image, brand and culture, and provides advice to the Town Council of the Town of Hilton Head Island and staff in possible actions to create a positive environment for business investment while attracting businesses or in supporting growth of existing businesses.

Business Activity

Business by Sector	Number of Workers	Number of Jobs	Share of Workers %	Share of Jobs %	Jobs less workers %
Agriculture, Mining, Oil & Gas Extraction	45	48	0	0	0
Arts, Entertainment, Accommodations	3,222	6,325	27	29	2
Construction	518	947	4	4	0
Education and Health Care Services	1,351	2,597	11	12	1
Finance, Insurance, and Real Estate	1,125	2,009	10	9	0
Information	265	588	2	3	0
Manufacturing	230	236	2	1	-1
Other Services	579	951	5	4	-1
Professional, Scientific, Management Services	928	1,613	8	8	0
Public Administration	0	0	0	0	0
Retail Trade	1,765	3,259	15	15	0
Transportation and Warehousing	199	207	2	1	-1
Wholesale Trade	248	353	2	2	0
Total	10,475	19,133	--	--	--

Table 39 - Business Activity

Data 2007-2011 ACS (Workers), 2011 Longitudinal Employer-Household Dynamics (Jobs)

Source:

Labor Force

Total Population in the Civilian Labor Force	17,901
Civilian Employed Population 16 years and over	16,740
Unemployment Rate	6.49
Unemployment Rate for Ages 16-24	26.40
Unemployment Rate for Ages 25-65	4.18

Table 40 - Labor Force

Data Source: 2007-2011 ACS

Occupations by Sector	Number of People
Management, business and financial	4,479
Farming, fisheries and forestry occupations	383
Service	1,523
Sales and office	4,554
Construction, extraction, maintenance and repair	1,591
Production, transportation and material moving	516

Table 41 – Occupations by Sector

Data Source: 2007-2011 ACS

Travel Time

Travel Time	Number	Percentage
< 30 Minutes	13,111	86%
30-59 Minutes	1,658	11%
60 or More Minutes	499	3%
Total	15,268	100%

Table 42 - Travel Time

Data Source: 2007-2011 ACS

Education:

Educational Attainment by Employment Status (Population 16 and Older)

Educational Attainment	In Labor Force		Not in Labor Force
	Civilian Employed	Unemployed	
Less than high school graduate	1,257	134	406
High school graduate (includes equivalency)	2,677	151	700
Some college or Associate's degree	3,129	269	1,056

Educational Attainment	In Labor Force		Not in Labor Force
	Civilian Employed	Unemployed	
Bachelor's degree or higher	6,350	205	1,785

Table 43 - Educational Attainment by Employment Status

Data Source: 2007-2011 ACS

Educational Attainment by Age

	Age				
	18–24 yrs	25–34 yrs	35–44 yrs	45–65 yrs	65+ yrs
Less than 9th grade	207	147	275	264	289
9th to 12th grade, no diploma	463	462	342	307	343
High school graduate, GED, or alternative	867	803	895	1,840	1,649
Some college, no degree	446	565	561	1,927	2,168
Associate's degree	57	126	283	1,004	298
Bachelor's degree	225	916	1,405	3,567	3,786
Graduate or professional degree	0	269	443	1,740	2,674

Table 44 - Educational Attainment by Age

Data Source: 2007-2011 ACS

Educational Attainment – Median Earnings in the Past 12 Months

Educational Attainment	Median Earnings in the Past 12 Months
Less than high school graduate	18,172
High school graduate (includes equivalency)	20,356
Some college or Associate's degree	30,664
Bachelor's degree	42,874
Graduate or professional degree	57,382

Table 45 – Median Earnings in the Past 12 Months

Data Source: 2007-2011 ACS

Based on the Business Activity table above, what are the major employment sectors within your jurisdiction?

The largest percentage of the Town of Hilton Head Island’s labor force is employed in the Arts, Entertainment, Accommodations sector which consists of 27% of the labor force. The next largest percentage of the labor force is employed in the Retail Trade sector, which consists of 15% followed by the Education and Health Care Services sector consisting of 11% of the labor force.

Describe the workforce and infrastructure needs of the business community:

The Town of Hilton Head Island’s workforce may continue to depend on a large pool of residents possessing higher levels of education. Over 50% of the labor force holds positions in management, business, financial, service, sales and office sectors which may necessitate some secondary education. Workforce needs encompassing each sector may include but are not limited to well educated, motivated, healthy, and skilled employees. Infrastructure needs may include but are not limited to access to a reliable transportation system including streets, and pathways, access to water and sewer services, recreational facilities and internet services.

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support or infrastructure these changes may create.

In 2013 the Hilton Head Island Economic Development Corporation (EDC) was formed to encourage, develop and enhance local economic development and redevelopment needed to sustain the quality of life in the Town of Hilton Head Island over the long term. The mission of the EDC is to create a climate to attract and retain business investment potential and broaden and deepen the economy by coordinating economic regeneration under a singularly focused business entity which operates independently of the Town of Hilton Head Island government. During this Consolidated Plan period (2015 – 2019) the EDC will foster economic development and redevelopment projects and business growth opportunities

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

Forty-five percent of the civilian labor force in the Town of Hilton Head Island possesses a bachelor’s degree or higher level of educational attainment. This corresponds with the Occupation by Sector table indicating the Management, business and financial sector and Sales and Office sector reflecting the highest number of employees, comprising 50% of the labor force. It can be presumed these two sectors have a higher percentage of employees with secondary educations.

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges and other organizations. Describe how these efforts will support the jurisdiction's Consolidated Plan.

(Optional)

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)?

No

If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

Not Applicable

MA-50 Needs and Market Analysis Discussion

Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

After analysis of data in the HUD Office of Community Planning and Development (CPD) maps software program it was established Census Tract 108 contains a significant percentage of housing units with any of the four severe housing problems, which include housing cost burden greater than 30%, housing cost burden greater than 50%, overcrowding or substandard housing.

Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration")

To determine the location of minority groups low and moderate-income areas were identified by Census tracts comprised of a minimum of 51% of low and moderate-income households. According to 2010 Census data, there are three Census tracts in the Town Hilton Head Island with low and moderate-income percentages above 51%. Those Census tracts are: Census tract 105 with a low and moderate-income status of 54.04%; Census tract 108 with a low and moderate-income status of 71.81%; and Census tract 110 with a low and moderate-income status of 59.50%.

Areas of minority concentration have populations of racial or ethnic groups at least 10% greater than the Town as a whole. The highest concentration and number of Hispanic households is in Census tract 108 and the highest concentration and number of Black or African American households is in Census tract 105.

What are the characteristics of the market in these areas/neighborhoods?

Areas with concentrations of housing problems and low-income populations may be referred to as distressed areas or neighborhoods. Distressed neighborhoods typically have older housing stock, higher rates of vacancy, and lower quality of life in addition to segments of minorities and low-income households. Property values may tend to be lower in these areas than the surrounding areas.

Are there any community assets in these areas/neighborhoods?

Census Tracts 105, 108 and 110 have a variety of Town of Hilton Head Island-owned parks, public and private recreation facilities and religious institutions available to residents of the Town of Hilton Head Island. Census Tract 105 contains the Hilton Head Island public school campus including elementary, middle and high schools, which are accessible to children residing in the Town of Hilton Head Island.

Are there other strategic opportunities in any of these areas?

The Town of Hilton Head Island has identified areas with the highest concentration of low-income households for CDBG funding. Anticipated use of CDBG funds include but are not limited to water and sewer installations or improvements, housing rehabilitation, flood drainage improvements, and street improvements which may include sidewalks or pathways, curbs, gutters, signage, tree plantings, lighting, landscaping, and paving dirt roads.

Strategic Plan

SP-05 Overview

Strategic Plan Overview

The Strategic Plan outlined in the following section provides a guide for the Town of Hilton Head Island's allocation of Community Development Block Grant (CDBG) Program funding for the 2015 – 2019 planning period. The goals focus on priority needs and targets available resources designed to meet those needs. The needs include public improvements and facilities for low and moderate-income persons. The primary emphasis of the goals is the continuance of maintaining and improving the quality of life of low and moderate-income residents. Projects selected for CDBG funding in this five year period will be managed efficiently and in compliance with program requirements.

SP-10 Geographic Priorities – 91.215 (a)(1)

Geographic Area

Community Development Block Grant funds will be used to address the needs of low and moderate-income areas. The areas are determined using Census Tracts which have a low and moderate-income population of at least 51%.

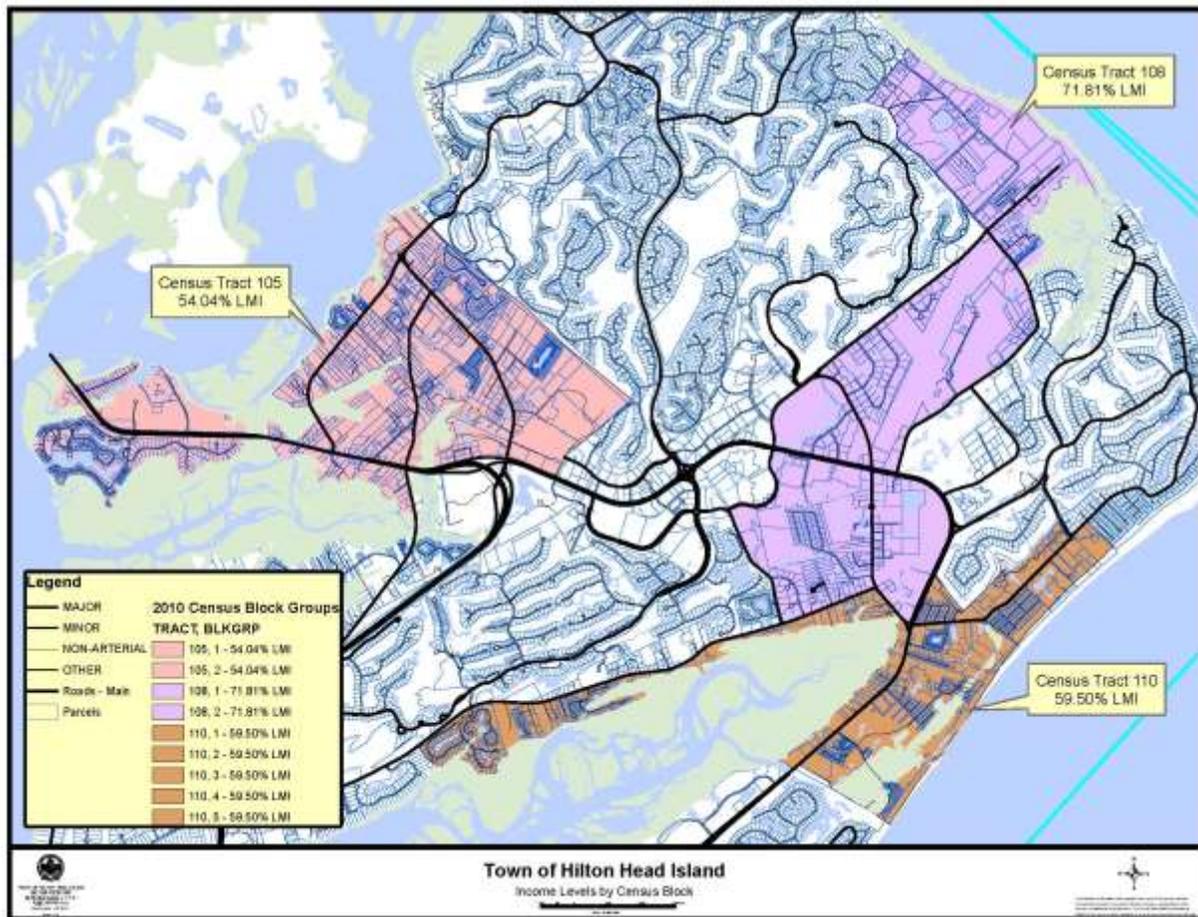


Table 46 - Geographic Priority Areas

General Allocation Priorities

Describe the basis for allocating investments geographically within the jurisdiction (or within the EMSA for HOPWA)

Community Development Block Grant funds will be designated for use on projects located in the low and moderate-income Census Tracts 105, 108 and 110 within the Town of Hilton Head Island, illustrated in the above map.

SP-25 Priority Needs - 91.215(a)(2)

Priority Needs

1	Priority Need Name	Non- Housing Community Development – Public Improvements
	Priority Need Level	High
	Population	Low and Moderate-Income
	Geographic Area Affected	Census Tract 105, 108 and 110
	Associated Goals	Create suitable living environment through Public Improvements
	Description	Water and sewer installations or improvements, flood drainage improvements, and street improvements which may include sidewalks or pathways, curbs, gutters, signage, tree plantings, lighting, landscaping, and paving dirt roads
	Basis for Relative Priority	Needs Assessment Public Hearing attendee comments
2	Priority Need Name	Non-Housing Community Development – Public Facilities
	Priority Need Level	Low
	Population	Low and Moderate-Income
	Geographic Area Affected	Census Tract 105, 108 and 110
	Associated Goals	Create suitable living environment through Public Facilities
	Description	Parks and recreational facilities, neighborhood or community facilities, and facilities for persons with special needs
	Basis for Relative Priority	Needs Assessment Public Hearing attendee comments

3	Priority Need Name	Non-Housing Community Development – Public Services
	Priority Need Level	Low
	Population	Low and Moderate-Income
	Geographic Area Affected	Census Tract 105, 108 and 110
	Associated Goals	Create suitable living environment through Public Services
	Description	Water and sewer connection loan program, coordination with Project SAFE for water and sewer connections, and legal services pertaining to heirs property
	Basis for Relative Priority	Needs Assessment Public Hearing attendee comments

Table 47 – Priority Needs Summary

Narrative (Optional)

Priority needs were identified through the Needs Assessment Public Hearing held on November 13, 2014. Twenty-four citizens attended the hearing and gave comments related to community needs.

Public improvement needs in the Town of Hilton Head Island include but are not limited to water and sewer installations or improvements, housing rehabilitation, flood drainage improvements, and street improvements which may include sidewalks or pathways, curbs, gutters, signage, tree plantings, lighting, landscaping, and paving dirt roads. Community Development Block Grant funds may be used for such improvements when done in areas of eligible populations.

Public facility needs in the Town of Hilton Head Island include but are not limited to parks and recreational facilities, neighborhood or community facilities, and facilities for persons with special needs. Community Development Block Grant funds may be used for such facilities when they are located in areas of eligible populations.

Public service needs in the Town of Hilton Head Island include but are not limited to water and sewer connection loan program, coordination with Project SAFE for water and sewer connections, and legal services pertaining to heirs property.

SP-30 Influence of Market Conditions – 91.215 (b)

Influence of Market Conditions

Affordable Housing Type	Market Characteristics that will influence the use of funds available for housing type
Tenant Based Rental Assistance (TBRA)	High levels of cost burden among many low-income households; waiting lists at existing public housing
TBRA for Non-Homeless Special Needs	High levels of cost burden among many low-income households including non-homeless special needs populations; waiting lists at existing public housing
New Unit Production	Costs of land, infrastructure and development impact fees; the age of existing housing stock
Rehabilitation	Age of housing stock
Acquisition, including preservation	Age of structures, costs of land and infrastructure improvements

Table 48 – Influence of Market Conditions

SP-35 Anticipated Resources - 91.215(a)(4), 91.220(c)(1,2)

Introduction

The following table outlines the anticipated resources from the HUD Community Development Block Grant(CDBG) program the Town of Hilton Head Island anticipates having available during the 2015 – 2019 period covered by this Consolidated Plan.

Anticipated Resources								
Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Reminder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	Public – Federal	- Acquisition - Administrative and Planning - Public Improvements	\$202,347	\$0.00	\$0.00	\$202,347	\$809,388	2015 is the first year of program participation therefore; no historic data is available to assist with projecting the amount of CDBG funds expected for the 2015-2019 Consolidated Plan period. The HUD provided 2015 estimated allocation amount was multiplied by 4 to derive the expected amount available for the remaining 2-4 years of the Consolidated Plan.

Table 49 - Anticipated Resources

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

It is anticipated the federal funding listed above will be received annually to support activities outlined in the Consolidated Plan. While the Community Development Block Grant program does not require leveraging, other Town of Hilton Head Island resources will be used in combination with these funds to complete projects listed in this Consolidated Plan.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

The Town of Hilton Head Island owns several dirt roads located in census tracts designated as low and-moderate income. These roads may be selected for paving projects which will enhance the quality of life for citizens residing in these areas.

SP-40 Institutional Delivery Structure – 91.215(k)

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

Responsible Entity	Responsible Entity Type	Role	Geographic Area Served
Town of Hilton Head Island	Government Agency	Community Development	Jurisdiction

Table 50 - Institutional Delivery Structure

Assess of Strengths and Gaps in the Institutional Delivery System

Fiscal year 2015 is the first year the Town of Hilton Head Island will participate in the HUD Community Development Block Grant program, therefore no past experience is available for assessment. However, the Town of Hilton Head Island received and administered two South Carolina Department of Commerce CDBG program grants in 2000 and 2006, respectively. These grants were closed-out in accordance with all program requirements. It is intended each year the Town of Hilton Head Island will report its progress in meeting the five-year and annual goals in the Consolidated Annual Performance Evaluation Report (CAPER). The CAPER will be submitted in compliance with program deadlines.

Availability of services targeted to homeless persons and persons with HIV and mainstream services

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
Homelessness Prevention Services			
Counseling/Advocacy	X		
Legal Assistance	X		
Mortgage Assistance			
Rental Assistance			
Utilities Assistance	X		
Street Outreach Services			
Law Enforcement			
Mobile Clinics			
Other Street Outreach Services			

Supportive Services			
Alcohol & Drug Abuse	X		
Child Care	X	X	
Education	X	X	
Employment and Employment Training	X	X	
Healthcare	X		
HIV/AIDS			
Life Skills			
Mental Health Counseling	X		
Transportation	X		
Other			
Other			

Table 51 - Homeless Prevention Services Summary

Describe how the service delivery system including, but not limited to, the services listed above meet the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth)

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness, including, but not limited to, the services listed above

There are no homeless shelters located within the Town of Hilton Head Island. Family Promise of Beaufort County is a non-profit organization located in Bluffton, South Carolina, adjacent to the Town of Hilton Head Island, which provides assistance to homeless families. During one program cycle four families go through the 60-90 day program. Family Promise partners with host churches throughout Beaufort County, where families sleep for a one week period then move to the next host church. Support churches provide food to the families. Churches provide overnight chaperones. Children attend school during the day and the parent attends educational classes at the Family Promise Center located in Bluffton. The education component of the program consists of a variety of classes, some which include resume writing and budgeting. Upon program completion participants must have a place to live, a job and transportation. The case workers at Family Promise follow-up with program graduates for 12-18 months after completing the program.

Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs

Strategies for overcoming gaps and capacity issues in the service delivery system may require more findings or changes in public policy. The Town of Hilton Head Island will continue to coordinate efforts and partnerships with state and local government entities such as Beaufort County, the Lowcountry Council of Governments and various State of South Carolina offices when necessary to carry out the priority needs listed in this Consolidated Plan.

SP-45 Goals Summary – 91.215(a)(4)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Public Improvements & Facilities	2015	2019	Non-housing Community Development	Census Tracts 105,108, 110	Community Development – Public Improvements & Facilities	CDBG- \$161,878	Public facility or infrastructure activities other than low/moderate-income housing benefit
2	Administrative & Planning	2015	2019	Administrative & Planning	Town-wide	Administrative & Planning	CDBG - \$40,469	Other

Table 52 – Goals Summary

Goal Descriptions

1	Goal Name	Public Improvements & Facilities
	Goal Description	Provide funding for improvements to low and moderate-income neighborhoods
2	Goal Name	Administrative & Planning
	Goal Description	Provide overall administration for the CDBG program and development of the Consolidated Plan and annual reports.

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2)

At this time the Town of Hilton Head Island does not have the capacity to provide affordable housing units, to extremely low-income, low-income and moderate-income households. However, public improvements in census tracts with 51% or higher low to moderate-income household may be accomplished with Community Development Block Grant funds.

SP-50 Public Housing Accessibility and Involvement – 91.215(c)

Need to Increase the Number of Accessible Units (if Required by a Section 504 Voluntary Compliance Agreement)

The Town of Hilton Head Island does not own or operate any public housing developments or units. The Beaufort Housing Authority is the agency providing public housing to approximately 750 residents in Beaufort County, South Carolina and there are 295 units of housing located throughout the county. In the Town of Hilton Head Island the Beaufort Housing Authority operates 80 public housing units at the Sandalwood Terrace Apartments.

The Housing Choice Voucher Program, commonly known as Section 8 housing is subsidized by the Federal government and provides Federal assistance to families and individuals in the private rental market. The Beaufort Housing Authority program is tenant-based therefore eligible families receive assistance based on income for housing units meeting general program requirements. There are currently eleven units within the Town of Hilton Head Island participating in the voucher program which are scattered throughout the Town. Tenants identify and choose their own units and the landlord agrees to participate in the housing choice voucher program.

The Beaufort Housing Authority has over 900 families in all of Beaufort County on the Public Housing and Section 8 waiting lists and is currently not accepting Section 8 applications. The waiting lists are moving documents and the numbers change on a daily basis. The waiting lists include over 2,105 family members with 1,069 of those being children. The average age of these children is eight. Of the families on the waiting list, 55% are working, 22% are elderly and 9% are disabled. Twenty percent of the families on the waiting list have a disabled family member and 28% of the families have an elderly family member who is not the head of household. Many of the families assisted by the Beaufort Housing Authority care for a disabled family member so that person does not have to be institutionalized. More than 58% of families assisted by the Beaufort Housing Authority request accessibility features.

The Town of Hilton Head Island is not required to increase the number of accessible units through a Section 504 Voluntary Compliance Agreement.

Activities to Increase Resident Involvements

The Beaufort Housing Authority works with resident services at each of the public housing developments and through this collaboration promote programs and activities for residents. Some of the programs offered include: the Family Self-Sufficiency Program which is a five year homeownership education program, Sandalwood Terrace Resident Council, free budgeting classes, and community garden clubs.

Is the public housing agency designated as troubled under 24 CFR part 902?

The Beaufort Housing Authority is not designated as troubled.

Plan to remove the 'troubled' designation

The Beaufort Housing Authority is not designated as troubled.

SP-55 Barriers to affordable housing – 91.215(h)

Barriers to Affordable Housing

The following items relate to barriers to affordable housing; however, many other circumstances may exist which prevent the market from providing affordable housing. This list should not be considered exhaustive, but it does provide an outline for some potential barriers to affordable housing in the Town of Hilton Head Island.

- Land costs are a limiting factor in the construction of affordable housing units. The increasing cost of land is related to the high demand for water-front property and convenient access to the beach which is provided by other properties within the Town. As available land decreases, costs for land increases often creating larger scale developments that have potential to deliver higher profits to offset the cost of land, ultimately decreasing the affordability of housing units.
- Land supply is a finite resource as the Town approaches build-out. There is less land available for housing and the land available is very expensive. Remaining vacant land in the Town of Hilton Head Island is not only limited but often challenged with costs associated with providing utilities and access.
- Construction costs which continue to increase are a factor in the development of affordable housing. Building codes, flood plain requirements, and costs associated with building in an area susceptible to hurricanes can significantly impact the affordability of housing. Fees required by government agencies also increase the cost of affordable housing, such as impact fees, building permit fees, licensing fees, utility service fees and other outside agency approvals.
- Much of the housing located in the Town of Hilton Head Island and land available for housing is subject to floodplain insurance requirements as well as other insurance requirements, such as wind and hail. Many residential developments operate under organized home owners associations, which also require payment of fees to cover costs associated with common open space, amenities and infrastructure.
- Marketability and potential profit is a factor for developers because of the challenges faced with construction in a coastal area. Developers often strive for the “highest and best use”, which typically results in housing units that cannot meet HUD’s definition of affordable.
- The “NIMBY” syndrome, “Not in My Backyard”, is a common sentiment toward affordable housing within the Town of Hilton Head Island. This is a typical response to affordable housing in some communities. Many make assumptions affordable housing increases crime and are aesthetically displeasing homes and buildings. This is not

necessarily true; however, turning around the NIMBY syndrome is a challenge developers of affordable housing face in this community.

- Developers strive for the highest profit margin, which may be determined by various factors. The cost of developing housing in the Town of Hilton Head Island is high. The lack of development incentives, such as increased density, decreased parking, or increased height standards, which would allow developers to build more than otherwise allowed by Town regulations and requirements do not exist in current codes and may, when coupled with other barriers become another barrier to the construction or availability of affordable housing.

Strategy to Remove or Ameliorate the Barriers to Affordable Housing

The Town of Hilton Head Island anticipates continued participation in the Lowcountry Affordable Housing Coalition, which is under the auspices of Together for Beaufort County and the Beaufort County Human Services Alliance. This coalition consists of governmental entities, non-profit and private organizations striving to make housing more affordable in the Beaufort County area. The coalition has a focus on assisting residents of Beaufort County and serves as a forum for member organizations to share ideas, coordinate projects and foster interagency cooperation. With support from the Beaufort County Human Services Alliance resources are pooled and community needs are addressed in the areas of economy, education, poverty, and health/environmental issues.

In addition to participation in the Lowcountry Affordable Housing Coalition, monitoring relevant public policies for changes which may constitute barriers to affordable housing may be conducted.

SP-60 Homelessness Strategy – 91.215(d)

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town.

In the January 2014 point-in-time count the number of homeless counted in Beaufort County was 40 persons, however this figure does not reflect any homeless specifically in the Town of Hilton Head Island. The next point-in-time count is scheduled for late January 2015. According to the Lowcountry Homeless Coalition attempts will be made to gather homeless data for the Town of Hilton Head Island.

Addressing the emergency and transitional housing needs of homeless persons

Currently there are no emergency and transitional housing shelters operating in the Town of Hilton Head Island.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

There are no homeless shelters located within the jurisdiction of the Town of Hilton Head Island and no homeless population count data available from the Lowcountry Homeless Coalition, the regional Continuum of Care servicing the Town. There is the non-profit organization, Family Promise of Beaufort County located in neighboring Bluffton, South Carolina, which is a coalition of Beaufort County churches assisting homeless families through a 60-90 day program. The program provides evening accommodations for program participants at host churches and daytime transportation to school for children and educational programs for parents.

Help low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families who are likely to become homeless after being discharged from a publicly funded institution or system of care, or who are receiving

assistance from public and private agencies that address housing, health, social services, employment, education or youth needs

The Town of Hilton Head Island anticipates continued participation in the Lowcountry Affordable Housing Coalition. This coalition consists of governmental entities, non-profit and private organizations striving to make housing more affordable in the Beaufort County area. The coalition has a focus on assisting residents of Beaufort County and serves as a forum for member organizations to share ideas, coordinate projects and foster interagency cooperation. With support from the Beaufort County Human Services Alliance resources are pooled and community needs are addressed in the areas of economy, education, poverty, and health/environmental issues.

SP-65 Lead based paint Hazards – 91.215(i)

Actions to address LBP hazards and increase access to housing without LBP hazards

Data for lead-based paint hazards in the Town of Hilton Head Island is unavailable. The number of units built before 1980 may be used to represent a baseline for the number of units which may pose a lead-based paint threat. At this time actions to address lead-based paint hazards have not been identified.

How are the actions listed above related to the extent of lead poisoning and hazards?

Currently actions to address lead-based paint hazards have not been identified.

How are the actions listed above integrated into housing policies and procedures?

Currently actions to address lead-based paint hazards have not been identified.

SP-70 Anti-Poverty Strategy – 91.215(j)

Jurisdiction Goals, Programs and Policies for reducing the number of Poverty-Level Families

The Beaufort Housing Authority operates a Family Self Sufficiency Program which promotes independence for it's residents. Participants in the program work toward setting and obtaining future life and career goals by accomplishing activities and objectives.

How are the Jurisdiction poverty reducing goals, programs, and policies coordinated with this affordable housing plan

The Town of Hilton Head Island anticipates continued participation in the Lowcountry Affordable Housing Coalition. This coalition consists of governmental entities, non-profit and private organizations striving to make housing more affordable in the Beaufort County area. The coalition has a focus on assisting residents of Beaufort County and serves as a forum for member organizations to share ideas, coordinate projects and foster interagency cooperation. With support from the Beaufort County Human Services Alliance resources are pooled and community needs are addressed in the areas of economy, education, poverty, and health/environmental issues.

SP-80 Monitoring – 91.230

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

The Town of Hilton Head Island Community Development Department staff is responsible for ensuring Community Development Block Grant funds are managed and allocated in compliance with federal regulations and guidelines. Town of Hilton Head Island staff will use various administrative mechanisms, which may include but are not limited to desk reviews and on-site monitoring, to track and oversee progress of CDBG funded projects and ensure projects are completed in a timely manner.

Expected Resources

AP-15 Expected Resources – 91.220(c)(1,2)

Introduction

The following table outlines the anticipated resources for the Community Development Block Grant Program the Town of Hilton Head Island anticipates during the 2015 Action Plan year.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Reminder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	Public - Federal	- Acquisition - Administrative and Planning - Public Improvements	\$202,347	\$0	\$0	\$202,347	\$809,388	2015 is the first year of program participation therefore; no historic data is available to assist with projecting the amount of CDBG funds expected for the 2015-2019 Consolidated Plan period. The HUD provided 2015 estimated allocation amount was multiplied by 4 to derive the expected amount available for the remaining 2-4 years of the Consolidated Plan.

Table 53 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied.

Federal funding listed above is expected to be received annually to support activities outlined in this Consolidated Plan. Leveraging is a way to increase project efficiencies which often come with combining sources of funding. Funds may be considered leveraged if financial commitments to the cost of a project from a source other than Community Development Block Grant funds are documented. Town staff may identify and explore additional leveraging opportunities such as other federal, state and local resources.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan.

The Town of Hilton Head Island currently owns nine dirt roads located in Census Tracts 105, 108 and 110. Each of these census tracts has a low and moderate-income household percentage above 51%. One of the community needs identified at the November 13, 2014 Public Needs Assessment Hearing was paving of dirt roads. In an effort to meet this community need, Town-owned dirt roads may be paved in these areas.

Annual Goals and Objectives

AP-20 Annual Goals and Objectives

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Public Improvements & Facilities	2015	2016	Non-Housing Community Development	Census Tracts 105, 108, 110	Community Development – Public Improvements & Facilities	CDBG - \$161,878	Public facility or infrastructure activities other than low/moderate-income housing benefit
2	Administrative & Planning	2015	2016	Administrative & Planning	Town-wide	Administrative & Planning	\$40,469	Other

Table 54 – Goals Summary

Goal Descriptions

1	Goal Name	Public Improvements & Facilities
	Goal Description	Provide funding for improvements to low and moderate-income neighborhoods
2	Goal Name	Administrative & Planning
	Goal Description	Provide overall administration for the CDBG program and development of the Consolidated Plan and annual reports.

Projects

AP-35 Projects – 91.220(d)

Introduction

Projects

#	Program Year	Project Name	Project Description	Estimated Amount	Annual Goals Supported	Target Area	Priority Need Addressed	Goal Outcome Indicator
1	2015	Blazing Star Lane Paving	Paving Dirt Road	\$71,250	Public Improvements & Facilities	Census Tract 105	Non- Housing Community Development – Public Improvements	Public facility or infrastructure activities other than low/moderate-income housing benefit
2	2015	Development of Five Year Consolidated Plan (2015 – 2019)	Drafting Five Year Consolidated Plan	\$36,240	Administrative & Planning	Town-wide	Other	Other
3	2016	Rhiner Drive Paving	Paving Dirt Road	\$94,406	Public Improvements & Facilities	Census Tract 105	Non- Housing Community Development – Public Improvements	Public facility or infrastructure activities other than low/moderate-income housing benefit
4	2017	Wiley Road Paving	Paving Dirt Road	\$77,188	Public Improvements & Facilities	Census Tract 108	Non- Housing Community Development – Public Improvements	Public facility or infrastructure activities other than low/moderate-income housing benefit
5	2018	Murray Avenue Paving	Paving Dirt Road	\$120,769	Public Improvements & Facilities	Census Tract 105	Non- Housing Community Development – Public Improvements	Public facility or infrastructure activities other than low/moderate-income housing benefit
6	2019	Cobia Court	Paving Dirt Road	\$120,769	Public Improvements & Facilities	Census Tract 105	Non- Housing Community Development – Public Improvements	Public facility or infrastructure activities other than low/moderate-income housing benefit

Table 55 – Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

The primary objective of Community Development Block Grant funds received by the Town of Hilton Head Island is to preserve and revitalize neighborhoods, enhance quality of life for residents and address priority community public services, community development, economic development, and redevelopment needs within applicable local, state and federal statutes and regulations. For fiscal year 2015, CDBG funds were allocated based on project readiness in census tracts with low and moderate-income household comprising 51% or more of the population.

AP-38 Project Summary

Project Summary Information

Project Name	Target Area	Goals Supported	Needs Addressed	Funding
Development of Five Year Consolidated Plan (2015 – 2019)	Town-wide	Administrative & Planning	Other	CDBG - \$40,469
Blazing Star Lane Paving	Census Tract 105	Public Improvements & Facilities	Community Development – Public Improvements & Facilities	CDBG - \$161,878

AP-50 Geographic Distribution – 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

The geographic areas within the Town of Hilton Head Island where assistance will be directed are Census Tracts 105, 108, and 110. Community development activities may include infrastructure improvements, new or improved public facilities, economic development or enhanced public services.

Geographic Distribution (Table is optional)

Target Area	Percentage of Funds

Table 56 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

Community Development Block Grant funds will be used to address the needs of low and moderate-income areas. These areas are determined using Census Tracts which have a low and moderate-income population of at least 51%. CDBG funds will be designated for use on projects located in the low and moderate-income Census Tracts 105, 108 and 110 within the Town of Hilton Head Island.

Affordable Housing

AP-55 Affordable Housing – 91.220(g)

Introduction

The Housing Choice Voucher Program, commonly known as Section 8 housing is subsidized by the Federal government and provides Federal assistance to families and individuals in the private rental market. The Beaufort Housing Authority program is tenant-based therefore eligible families receive assistance based on income for housing units meeting general program requirements. There are currently eleven units within the Town of Hilton Head Island participating in the voucher program which are scattered throughout the Town. Tenants identify and choose their own units and the landlord agrees to participate in the housing choice voucher program.

One Year Goals for the Number of Households to be Supported	
Homeless	0
Non-Homeless	11
Special-Needs	0
Total	11

Table 57 - One Year Goals for Affordable Housing by Support Requirement

One Year Goals for the Number of Households Supported Through	
Rental Assistance	11
The Production of New Units	0
Rehab of Existing Units	0
Acquisition of Existing Units	0
Total	11

Table 58 - One Year Goals for Affordable Housing by Support Type

AP-60 Public Housing – 91.220(h)

Introduction

Actions planned during the next year to address the needs to public housing

The Town of Hilton Head Island does not own or operate any public housing developments or units and there is no future plan to own or operate public housing units. The Beaufort Housing Authority is the agency providing public housing to approximately 750 residents in Beaufort County, South Carolina and there are 295 units of housing located throughout the county. In the Town of Hilton Head Island the Beaufort Housing Authority operates 80 public housing units at the Sandalwood Terrace Apartments.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

The Beaufort Housing Authority works with resident services at each of the public housing developments and through this collaboration promote programs and activities for residents. Some of the programs offered include: the Family Self-Sufficiency Program which is a five year homeownership education program, Sandalwood Terrace Resident Council, free budgeting classes, and community garden clubs.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

Not Applicable

AP-65 Homeless and Other Special Needs Activities – 91.220(i)

Introduction

The Lowcountry Homeless Coalition, based in Charleston, South Carolina is the Continuum of Care working to address the needs of the homeless in a seven county region of the South Carolina lowcountry. Annual point-in-time counts are conducted in the area; however, due to no homeless shelters operating in the Town of Hilton Head Island, there is no homeless data for the Town.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

In the January 2014 point-in-time count the number of homeless counted in Beaufort County was 40 persons, however this figure does not reflect any homeless specifically in the Town of Hilton Head Island. The next point-in-time count is scheduled for late January 2015. According to the Lowcountry Homeless Coalition attempts will be made to gather homeless data for the Town of Hilton Head Island.

Addressing the emergency shelter and transitional housing needs of homeless persons

Currently there are no emergency and transitional housing shelters operating in the Town of Hilton Head Island. At this time there is no future plan to own or operate emergency shelters or transitional housing in the Town of Hilton Head Island.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

There are no homeless shelters located within the jurisdiction of the Town of Hilton Head Island and no homeless population count data available from the Lowcountry Homeless Coalition, the regional Continuum of Care servicing the Town. There is the non-profit organization, Family Promise of Beaufort County located in neighboring Bluffton, South Carolina, which is a coalition of Beaufort County churches assisting homeless families through a 60-90 day program. The program provides evening accommodations for program participants at host churches and daytime transportation to school for children and educational programs for parents.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

The Town of Hilton Head Island anticipates continued participation in the Lowcountry Affordable Housing Coalition. This coalition consists of governmental entities, non-profit and private organizations striving to make housing more affordable in the Beaufort County area. The coalition has a focus on assisting residents of Beaufort County and serves as a forum for member organizations to share ideas, coordinate projects and foster interagency cooperation. With support from the Beaufort County Human Services Alliance resources are pooled and community needs are addressed in the areas of economy, education, poverty, and health/environmental issues.

AP-75 Barriers to affordable housing – 91.220(j)

Introduction:

A variety of barriers exist which make increasing affordable housing stock in the Town of Hilton Head Island difficult. The following list highlights some affordable housing issues, however, this list should not be considered exhaustive. Many other circumstances may occur which prevent the market from providing affordable housing.

- Land costs are a limiting factor in the construction of affordable housing units.
- Land supply is a finite resource as the Town approaches build-out.
- Construction costs which continue to increase are a factor in the development of affordable housing.
- Much of the housing located in the Town of Hilton Head Island and land available for housing is subject to floodplain insurance requirements as well as other insurance requirements, such as wind and hail.
- Marketability and potential profit is a factor for developers because of the challenges faced with construction in a coastal area.
- The “NIMBY” syndrome, “Not in My Backyard”, is a common sentiment toward affordable housing within the Town of Hilton Head Island.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment.

The Town of Hilton Head Island anticipates continued participation in the Lowcountry Affordable Housing Coalition, which is under the auspices of Together for Beaufort County and the Beaufort County Human Services Alliance. This coalition consists of governmental entities, non-profit and private organizations striving to make housing more affordable in the Beaufort County area. The coalition has a focus on assisting residents of Beaufort County and serves as a forum for member organizations to share ideas, coordinate projects and foster interagency cooperation. With support from the Beaufort County Human Services Alliance resources are pooled and community needs are addressed in the areas of economy, education, poverty, and health/environmental issues.

In addition to participation in the Lowcountry Affordable Housing Coalition, monitoring relevant public policies for changes which may constitute barriers to affordable housing may be conducted.

AP-85 Other Actions – 91.220(k)

Introduction:

The Town of Hilton Head Island anticipates taking the following actions throughout the 2015 – 2019 consolidated planning cycle to address the challenges listed below.

Actions planned to address obstacles to meeting underserved needs

As part of the consolidated planning cycle for 2015 – 2019, the Town of Hilton Head Island will determine where underserved populations are located through results from the Analysis of Impediments to Fair Housing. To reduce the number of obstacles in meeting the needs of the underserved populations Town staff may assist with facilitating collaborations with area service organizations which spearhead community-wide solutions to local needs.

Actions planned to foster and maintain affordable housing

The Town of Hilton Head Island will continue to participate in the Lowcountry Affordable Housing Coalition, which is under the auspices of Together for Beaufort County and the Beaufort County Human Services Alliance. This coalition consists of governmental entities, non-profit and private organizations striving to make housing more affordable in the Beaufort County area. The coalition has a focus on assisting residents of Beaufort County and serves as a forum for member organizations to share ideas, coordinate projects and foster interagency cooperation. With support from the Beaufort County Human Services Alliance resources are pooled and community needs are addressed in the areas of economy, education, poverty, and health/environmental issues.

Actions planned to reduce lead-based paint hazards

Data for lead-based paint hazards in the Town of Hilton Head Island is unavailable. The number of units built before 1980 may be used to represent a baseline for the number of units which may pose a lead-based paint threat. At this time actions to address lead-based paint hazards have not been identified.

Actions planned to reduce the number of poverty-level families

The Beaufort Housing Authority operates a Family Self Sufficiency Program which promotes independence for its residents. Participants in the program work toward setting and obtaining future life and career goals by accomplishing activities and objectives.

The Town of Hilton Head Island anticipates continued participation in the Lowcountry Affordable Housing Coalition. This coalition consists of governmental entities, non-profit and private organizations striving to make housing more affordable in the Beaufort County area.

The coalition has a focus on assisting residents of Beaufort County and serves as a forum for member organizations to share ideas, coordinate projects and foster interagency cooperation. With support from the Beaufort County Human Services Alliance resources are pooled and community needs are addressed in the areas of economy, education, poverty, and health/environmental issues.

Actions planned to develop institutional structure

Fiscal year 2015 is the first year the Town of Hilton Head Island will participate in the HUD Community Development Block Grant program, therefore no past experience is available for assessment. It is intended each year the Town of Hilton Head Island will report its progress in meeting the five-year and annual goals in the Consolidated Annual Performance Evaluation Report (CAPER). The CAPER will be submitted in compliance with program deadlines.

Strategies for overcoming gaps and capacity issues in the service delivery system may require more findings or changes in public policy. The Town of Hilton Head Island will continue to coordinate efforts and partnerships with state and local government entities such as Beaufort County, the Lowcountry Council of Governments and various State of South Carolina offices when necessary to carry out the priority needs listed in this Consolidated Plan.

Actions planned to enhance coordination between public and private housing and social service agencies

The Town of Hilton Head Island anticipates continued participation in the Lowcountry Affordable Housing Coalition, which is under the auspices of Together for Beaufort County and the Beaufort County Human Services Alliance. This coalition consists of governmental entities, non-profit and private organizations striving to make housing more affordable in the Beaufort County area. The coalition has a focus on assisting residents of Beaufort County and serves as a forum for member organizations to share ideas, coordinate projects and foster interagency cooperation. With support from the Beaufort County Human Services Alliance resources are pooled and community needs are addressed in the areas of economy, education, poverty, and health/environmental issues.

AP-90 Program Specific Requirements – 91.220(I)(1,2,4)

Introduction:

Community Development Block Grant Program (CDBG) Reference 24 CFR 91.220(I)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	\$0
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan	\$0
3. The amount of surplus funds from urban renewal settlements	\$0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan.	\$0
5. The amount of income from float-funded activities	\$0
Total Program Income	\$0

Other CDBG Requirements

1. The amount of urgent need activities	\$0
2. Estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate-income	80%

Appendix - Alternate/Local Data Sources

Attachments:

5 Year Dirt Road Paving Project Location Map

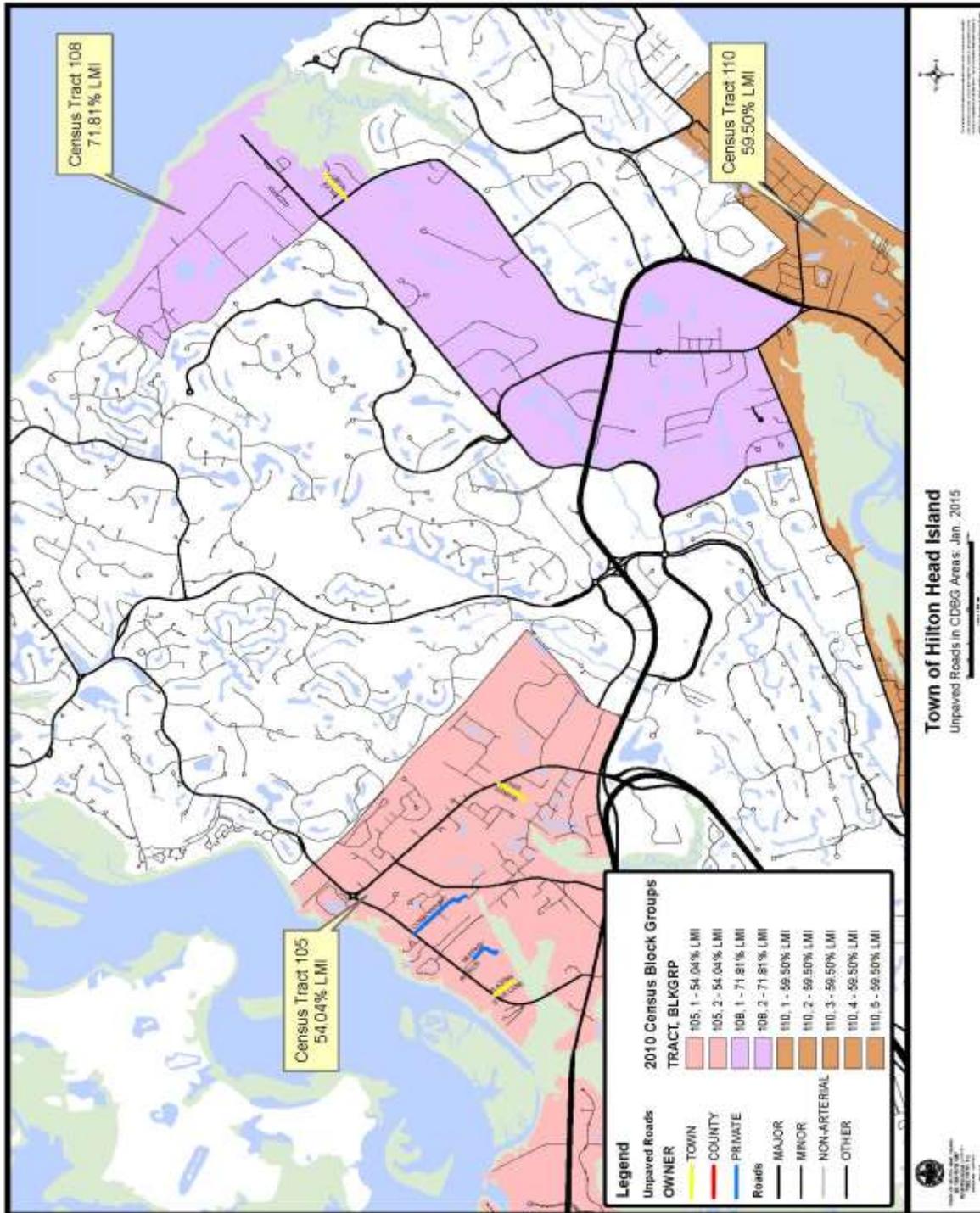
Needs Assessment Public Hearing Notice

Needs Assessment Public Hearing Attendance Sheet

Needs Assessment Public Hearing Minutes

30 Day Comment Period Public Hearing Notice

Citizen Participation Plan



**NOTICE OF PUBLIC HEARING
- COMMUNITY NEEDS ASSESSMENT-**

Notice is hereby given that on **Thursday, November 13, 2014 at 6:00 p.m.**, at the Benjamin M. Racusin Council Chambers of the Town Hall, at 1 Town Center Court, the Town of Hilton Head Island will hold a public hearing to solicit public input on community needs and priorities for housing, public facilities and economic development. As required by the U.S. Department of Housing and Urban Development (HUD), the Town of Hilton Head Island is in the development stages of a five-year Consolidated Plan for the period of 2015-2019. The Consolidated Plan outlines goals and priorities the Town of Hilton Head Island will follow over the next five years for the use of Community Development Block Grant (CDBG) funds. This process includes a Housing and Community Development Needs Assessment. At this public hearing the Town of Hilton Head Island will provide the activities that might be undertaken to meet identified needs, including the estimated amounts proposed to be used for activities that will benefit persons of low and moderate income.

The public hearing and the matters to be discussed are subject to the provisions of the Town of Hilton Head Island's Citizen Participation Plan, developed in anticipation of participation in the HUD CDBG Program, providing for the participation of the citizens of the town in the planning and implementation of community and economic development projects involving CDBG funds. The Citizen Participation Plan is available for review at Hilton Head Island Town Hall, 1 Town Center Court, Hilton Head Island, SC 29928, 8:00am – 4:30pm, Monday – Friday. Persons with questions or comments concerning the public hearing or Citizen Participation Plan may contact Marcy Benson, Senior Grants Administrator at 1 Town Center Court, Hilton Head Island, SC 29928. Or by phone at (843) 341-4689 or at TDD phone number (843) 341-4720 or by e-mail at marcyb@hiltonheadislandsc.gov

The Town of Hilton Head Island does not discriminate on the basis of age, color, religion, sex, national origin, familial status or disability in the admission or access to, or treatment or employment in its federally assisted programs or activities. Marcy Benson, Senior Grants Administrator, 1 Town Center Court, Hilton Head Island, S.C. 29928 has been designated to coordinate compliance with the nondiscrimination requirements contained in the U.S. Department of Housing and Urban Development's regulations. She may be reached by phone at (843) 341-4689 or at TDD phone number (843) 341-4720 or by e-mail at marcyb@hiltonheadislandsc.gov

PLEASE SIGN IN:

NAME	MAILING ADDRESS	EMAIL ADDRESS
John Geister	10 Sherman Place HHI SC 29928	JGeister.HHI@AOL.com
Dot Lane	9 Brady Beach Rd HHI SC 29928	
Thomas C. Bawell Jr	P.O. Box 21057 Hilton Head SC 29925	
James Fisher	4 Shadowood Ct HHI 29926	JCFOLF@Foothill.com
Ronald Stewart Sr.	14 Bligen Ln. Hilton Head 29926	
Prt Wirtn	6 Nut Hatch Rd, HHI 29926	stprlv@aol.com
HERBERT FORB	19 MARSH RD HHI, S.C. 29926	herbforb@ATTMAIL.COM
Petay Doughtie	47 Stony Creek, HHI SC 29928	DWProject@Hargray.com
Jessie Ramsey	11 Southwood Park # 29928 29926	Silvethy@live.com
ALAN SILVERSTEIN	78 PENINSULA DRIVE HHI 29926-1119	ASilverstein@AOL.COM
George Paletta	110 Club Course DR HHI 29928	
LARRY M. SANDERS	15 Indigo Plantation Rd Okatie 29909	Sanders.larry@aol.com

COMMUNITY NEEDS ASSESSMENT PUBLIC HEARING 2014

Thursday, November 13, 2014

PLEASE SIGN IN:

NAME	MAILING ADDRESS	EMAIL ADDRESS
C. Grant Cully	8 Greenfield Rd HHI, SC 29928	gcully@hhisolutions.com
Analyn Keating	45 Queens Folly Rd #787 29928	
Lanette Breen	2 Low Water 29928	
Susan Murphy	1 Low Water 29928	
Pete Nardi	P.O. Box 21264, HHI, SC 29925	pnardi@hhpsd.com
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Veronica Muller	P.O. Box 21864 HHI SC 29925	mullervee99@aol.com
Louiz Rivier	20. Box 23941 HHI S.C. 29925	Brighter look @ Hargray.com
LESTER DORSON	16 MANATEE WAY	LESTER DORSON 848@Yahoo.com
Chester Williams	PO Box 6028 29938	

COMMUNITY NEEDS ASSESSMENT PUBLIC HEARING 2014

Thursday, November 13, 2014

Public Hearing Minutes
Public Hearing to Discuss the Citizen Participation Plan and Seek Input for the
Community Needs Assessment for the Community Development Block Grant (CDBG)
Entitlement Program

**Thursday, November 13, 2014 6:00pm, Town Council Chambers, Town of Hilton Head
Island**

Present: See attached sign-in sheet.

Marcy Benson, Senior Town Grants Administrator began the public hearing at 6:05pm. A power point presentation was given describing the Citizen Participation Plan and the elements that are included in the plan. The purpose of the Community Needs Assessment and a description of the CDBG Entitlement Program were explained. The amount of CDBG funding available from HUD and types of eligible projects were discussed.

Public comments were taken and attendees were asked to list community needs. Each attendee was allotted three votes (via dot stickers) to select the needs identified which they believe most important in the community. Voting instructions noted attendees could use all three votes for one need if they believed that to be of the greatest importance to the community, or they could distribute their votes among three different needs identified during the hearing. The following needs were identified and ranked in order of community importance:

- Affordable housing (and infrastructure)
- Ward 1 water and sewer connection loan program
- Facility for legal assistance with heirs property
- Water infrastructure and connections
- Paving of local neighborhood roads
- Sewer infrastructure and connections
- Coordination with Project SAFE for water and sewer connections
- Housing rehabilitation
- Draining improvements
- Chaplin community center

Attendees were thanked for their participation and the public hearing adjourned at 7:07pm.

NOTICE OF PUBLIC HEARING -CONSOLIDATED PLAN 30 DAY PUBLIC COMMENT PERIOD-

Notice is hereby given that the Town of Hilton Head Island has prepared a draft of its 2015 - 2019 Consolidated Plan required by HUD to receive CDBG Entitlement Program funding. The Plan will be available for review and comment for 30 days beginning Monday, February 16, 2015. A public hearing to obtain input on the 2015-2019 Consolidated Plan will be held on **February 16, 2015 at 6:00pm** at the Hilton Head Island Town Hall, Benjamin M. Racusin Council Chambers, 1 Town Center Court, Hilton Head Island, South Carolina. Copies of the Plan will be available for review at the hearing and Monday – Friday 8:00am – 4:30pm at the Town of Hilton Head Island Town Hall, or may be accessed via the Town of Hilton Head Island website at: <http://www.hiltonheadislandsc.gov/> beginning February 16, 2015. Written comments on the Plan are encouraged and may be submitted by mail to Marcy Benson, Senior Grants Administrator, Town of Hilton Head Island Community Development Department, 1 Town Center Court, Hilton Head Island, SC 29928 or email to marcyb@hiltonheadislandsc.gov . Comments will be accepted until March 18, 2015.

The public hearing and the matters to be discussed are subject to the provisions of the Town of Hilton Head Island’s Citizen Participation Plan, developed in anticipation of participation in the HUD CDBG Program, providing for the participation of the citizens of the Town in the planning and implementation of community and economic development projects involving CDBG funds. The Citizen Participation Plan is available for review at Hilton Head Island Town Hall, at the times and address listed above.

The Town of Hilton Head Island does not discriminate on the basis of age, color, religion, sex, national origin, familial status or disability in the admission or access to, or treatment or employment in its federally assisted programs or activities. Marcy Benson, Senior Grants Administrator has been designated to coordinate compliance with the nondiscrimination requirements contained in the U.S. Department of Housing and Urban Development’s regulations. She may be reached at the email address listed above or by phone at (843) 341-4689.



CITIZEN PARTICIPATION PLAN

2014

Town of Hilton Head Island
1 Town Center Court
Hilton Head Island, S.C. 29928
www.hiltonheadislandsc.gov
(843) 341-4600

STATEMENT OF PURPOSE:

Pursuant to Section 91.105 (Citizen participation plan; local governments) of Title 24 of the Housing and Community Development Act of 1974, a jurisdiction participating in the Community Development Block Grant (CDBG) Entitlement Program is required to adopt a citizen participation plan that sets forth policies and procedures for citizen contribution in the development of any consolidated plan, subsequent amendment to the consolidated plan, and the performance report.

The CDBG Entitlement Program is a federally funded program provided by the U.S. Department of Housing and Urban Development (HUD) to the Town of Hilton Head Island to primarily benefit low-and-moderate income (LMI) citizens within the Town. The citizen participation plan must encourage participation by LMI residents particularly those living in slum and blighted areas, persons with disabilities, non-English speaking persons, and advocates for senior, disabled, illiterate, homeless and other low-income populations in areas where CDBG funds are proposed to be used. This participation is used in the Town's development of its five year Consolidated Plan and Annual Action Plan for use of CDBG funds.

The CDBG program provides funding to carry out a wide-range of eligible community development activities directed toward housing, economic development, and the provision of community facilities and improvements. All grant-funded activities must meet one of three broad National Objectives:

- 1) Benefit low-and-moderate income persons;
- 2) Aid in the prevention or elimination of slums or blight; or
- 3) Meet a need having a particular urgency.

Since it is the primary intent of this program to benefit persons of low-and-moderate income this plan has been designed to encourage and promote community involvement, particularly by persons of low-and-moderate income. The following provisions shall be adopted and implemented to encourage citizen participation.

ELEMENTS OF PLAN

The Citizen Participation Plan (CP) shall be a written document developed by the Town of Hilton Head Island to promote and encourage citizen input in the CDBG Entitlement Program. The CP shall be reviewed annually in conjunction with the community's need assessment hearing which is an annual requirement for CDBG Entitlement Program eligibility. The review shall be conducted during a public hearing, held in accordance with the public hearing provisions of this plan and CDBG Entitlement Program requirements. The CP shall be available at the Town of Hilton Head Island Town Hall during normal business hours and written comments will be given consideration at the time of the annual CP review. Additionally, public testimony and comment shall be accepted during the public hearing.

Public Hearings

At least two public hearings will be held during the CDBG Entitlement Program Consolidated Plan and Annual Action Plan development period and annually after that. One hearing will be held to identify the Town's community development and housing needs. During one or both public hearings the range of eligible project types funded through the CDBG Entitlement Program and the amount of funding available will be addressed. A public hearing for review and comment on the

final draft of the CDBG Entitlement Program Consolidated and Annual Action Plans will be held with a minimum thirty day public comment period. The Town shall consider all comments received and attach a comment summary to the final draft of the CDBG Entitlement Program Consolidated and Annual Action Plans.

In the case of substantial amendments to the Consolidated or Annual Action Plans, where activities are to be added, deleted, or substantially changed in terms of purpose, scope, location or beneficiaries, the Town will provide citizens with an opportunity for comment on such changes through a public hearing. A minimum of thirty days will be made available to receive public comments regarding any substantial amendments to the Plans, and a comment summary will be included with amended Plans.

All public meetings or hearings concerning the Town's CDBG Entitlement Program shall be held at times and locations convenient to the Town's citizens, particularly those who are potential or actual beneficiaries. No public hearing shall be held before 6:00 p.m. on weekdays or 2 p.m. on Sundays, or be scheduled to begin after 8:30 p.m. The only exception to these time constraints shall be for regularly scheduled Town Council meetings. These meetings are generally held on the first and third Tuesday of every month; starting at 4:00 p.m. The location of public meetings shall be held in handicap accessible locations or assistance shall be provided to accommodate the special needs of the handicapped. In the event a public meeting will be held in a non-handicapped accessible location, special assistance shall be provided and notice of the availability of assistance shall be included in the public notice.

Where an estimated 10% or more of public hearing participants are expected to be non-English speaking residents, the Town will take reasonable measures to accommodate their needs. Official U.S. Census Bureau data for the proposed project area and for the Town as a whole will be analyzed to determine if this provision applies in a particular instance. In the event that such a determination is made, provisions shall be made to translate public documents and comments at all relevant public hearings into the native language of the majority of non-English speaking residents affected. Appropriate action will also be taken to accommodate the needs of persons with mobility, visual, or hearing impairments who wish to participate in the public comment process.

Consultations with non-profit organizations, public agencies, and other community organizations serving intended CDBG Entitlement Program beneficiaries shall be conducted during development of the Consolidated and Annual Action Plans. One or more meetings shall be conducted with such organizations to determine housing and community development needs, gaps in service, missing services, or services provided by organizations where Town participation will benefit low-and-moderate income citizens.

Public Notice

The Town of Hilton Head Island shall notify its citizens of public meetings or hearings with regard to the CDBG Entitlement Program through a minimum of two of the following methods:

1. Publishing notice in the Island Packet, a general circulation newspaper, at least seven days prior to all CDBG Entitlement Program public hearings or meetings. Such notices may be prominently advertised in an appropriate, non-legal or non-classified, section of the newspaper.

2. Public notices identical in content may be posted at Town Hall, in several conspicuous locations open to the public.
3. Public notices identical in content may be posted on the Town of Hilton Head Island website.
4. Notice of any public hearings or meetings may also be mailed to local community leaders and organizations, such as churches, and Property Owner's Associations.

The Town will maintain documentation of how public notices have been published and distributed.

Technical Assistance

The Town of Hilton Head Island shall provide technical assistance to individuals or groups representative of low-and-moderate income persons interested in submitting written proposals for consideration during the annual project review cycle. Assistance shall be provided in the form of education of groups or individuals as to the CDBG Entitlement Program, eligibility guidelines, and the range of activities that may be undertaken with such funds particularly in relation to identified community needs. The Town of Hilton Head Island will consider for funding any proposals developed by representatives of low-and-moderate income persons who follow all of the requirements for public participation. It shall be the sole prerogative of the Mayor and Town Council to determine which, if any, CDBG Entitlement Program proposals are funded.

Minimizing Displacement

In the expenditure of CDBG Entitlement Program funds, the Town of Hilton Head Island shall take measures to minimize displacement of low-and-moderate income families that may result from its activities. When this is unavoidable on a temporary or permanent basis, federal law (the “Uniform Act”) shall be followed. This may include payments to the displaced families to assist with relocation expenses.

Performance Reports

The Town is required to submit to HUD an annual performance report within ninety days of the completion of a program year. The Consolidated Annual Performance and Evaluation Report (CAPER) is due annually on September 30th. A minimum comment period of fifteen days will be provided to citizens prior to submission of the annual CAPER. The Town shall consider all comments received and attach a comment summary to the CAPER submittal.

Plan and Program Access

The citizens of the Town of Hilton Head Island shall be afforded reasonable access to this Citizen’s Participation Plan and records that concern projects undertaken with CDBG Entitlement Program funds. Appointments to review these documents may be set up through the Town Manager’s Office during normal working hours, Monday – Friday from 8:00am through 4:30pm. Every effort shall be

made to conveniently accommodate all citizens' requests for public information; however, the Town reserves the right to schedule appointments based upon workload of the Town Manager and his staff.

Complaints or grievances concerning the Citizen Participation Plan, the CDBG Entitlement Program Consolidated Plan or the CDBG Annual Action Plan shall be submitted to the Town Manager at the following address:

Town of Hilton Head Island
Office of the Town Manager
1 Town Center Court
Hilton Head Island, SC 29928

The Town shall prepare a written answer to all written complaints or grievances within 15 days where practical.



Memo

To: Planning Commission
From: Darrin Shoemaker, Traffic and Transportation Engineer (Voice (843)341-4774)
DS (Cell (843)384-5021)
Via: Teri Lewis, LMO Official
cc: Town Council
Date: 02/25/2015
Re: 2014 Traffic Monitoring & Evaluation Report

Recommendation: It is recommended that the Commission review and consider the subject annual report, elicit comment at a public meeting, and formally endorse the report. After the meeting, it is recommended that the Planning Commission provide its comments on the report and any supplemental recommendations to Town Council.

Summary: This report and recommendation are prepared and respectfully submitted to the Commission in accordance with the requirements outlined in Section 16-2-103(J)10 of the Town's Land Management Ordinance (LMO).

Background: Section 16-2-103(J)10 of the LMO provides that this report will be prepared and submitted annually by the LMO Official to the Planning Commission for their review, consideration, and discussion at a public meeting. The report is based on traffic counts that are collected annually by the Engineering Division each June on a typical weekday intended to approximate the 45th-highest traffic volume day of the calendar year for subsequent design purposes. The traffic counts collected annually and summarized herein are also employed by the Town to serve as the official background data set for traffic impact analysis plan studies submitted to the Town in accordance with Section 16-2-103(J) of the LMO as well as other traffic studies conducted to address specific needs. The traffic impact analysis plan submission requirements outlined in the LMO and the submission of this annual report are intended to ensure that the Town's roadway network operates within the goals established in Section 16-5-106 of the LMO.

To: Hilton Head Island Planning Commission

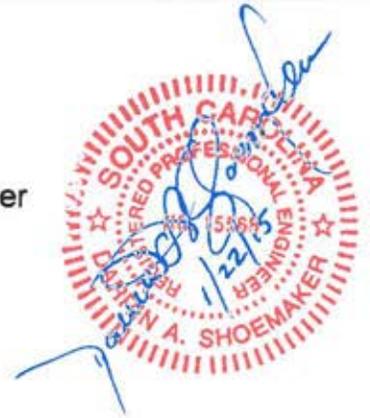
From: Darrin A. Shoemaker, Traffic and Transportation Engineer

Via: Teri Lewis, LMO Official

Cc: Town Council
Steve Riley, Town Manager
Charles Cousins, Director of Community Development
Scott Liggett, Director of Public Projects & Facilities/Chief Engineer
Jeff Buckalew, Town Engineer
Shawn Colin, Deputy Director of Community Development

Date: January 22nd, 2015

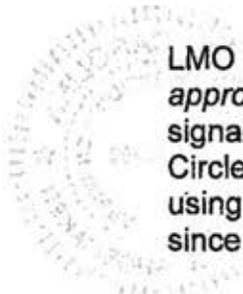
Re: 2014 TRAFFIC MONITORING AND EVALUATION REPORT



PART ONE – INTRODUCTION

As required by Section 16-2-103(J)10 of the Town's Land Management Ordinance (LMO), this report will summarize 2014 traffic volume demand on the Town's primary roadway network and recommend improvements to mitigate any operating conditions identified as being out of compliance with the Town's adopted operational goals outlined in Section 16-5-106(C) of the LMO. The minimum requirements of the report are also outlined in Section 16-2-103(J)10 of the LMO, and are outlined as follow: 1) Summary of June 2014 weekday morning and afternoon peak hour turning movement counts for all signalized intersections within the Town 2) Summary of twenty-four hour volume demand on the Town's major arterials 3) Historical trends during the previous five years for twenty-four hour traffic demand on the Town's major arterials 4) Description of existing operating conditions as compared with the adopted traffic goals by utilizing the methodology outlined in the current (2010) edition of the Transportation Research Board's *Highway Capacity Manual*, and how these conditions have changed since the preparation of the 2013 Traffic Monitoring and Evaluation Report, and 5) Recommendations on improvements to mitigate any existing conditions found to be non-compliant with the Town's goals.

The Town's adopted traffic goals may be summarized as requiring a volume-to-capacity ratio of 0.9 or lower and an average total delay-per-vehicle of 55 seconds or less at each signalized intersection during both the morning and afternoon peak hours of an average June weekday. The Town's LMO requires that each signalized intersection be analyzed annually, and that Sea Pines Circle be analyzed in years that are evenly divisible by five. The current roundabout operational goal is identified by the



LMO as an average delay not exceeding 150 seconds per vehicle on any individual *approach* to Sea Pines Circle, a figure that approximates the longest duration red traffic signal displayed at any time at any signalized intersection within the Town. Sea Pines Circle will be reevaluated again in the 2015 Traffic Monitoring and Evaluation report using *Highway Capacity Manual* methodologies that have been updated and improved since its previous assessment in 2010.

This report will examine both morning and afternoon weekday peak hour demand at signalized intersections within the Town in accordance with the definition of "peak hour" offered in Section 16-10-105 of the LMO. The LMO requires that this report be based on data collected on a typical June weekday in order to avoid identifying deficiencies based on atypically high traffic volume days such as major summer holiday weekends or events such as the RBC Heritage Presented by Boeing golf tournament or Concours D'Elegance automobile show. The Town traditionally hires a traffic counting consultant to collect the data during the first and/or second full weeks of June. Counts are only conducted on Tuesdays, Wednesdays, or Thursdays to ensure that the requirement that the counts are conducted on a typical weekday. All of the morning and afternoon peak hour turning movement count data summarized in Appendix A was counted on either Tuesday, June 3rd, or Wednesday, June 4th, 2014. The 24-hour count data summarized in Table One of this report was collected by pneumatic tube mechanical counters on Tuesday, June 3rd, Wednesday, June 4th, and Thursday, June 5th, and represents an average of 24-hour counts tallied on each of these three days. Therefore, the turning movement counts summarized herein were all conducted on a single date while the 24-hour counts for major arterial segments are a three-day average. The Town's Engineering Division monitored traffic conditions on these dates to ensure that the data collected accurately reflected the typical June weekday conditions required by the LMO that were not unduly influenced by factors such as adverse weather, vehicle collisions or road construction. As required by the LMO, this report includes historical data for the 24-hour counts that enable the reader to draw conclusions based on five-year volume trends in addition to the spot morning and afternoon peak hour data collected each June. All of the traffic counts collected in June 2014 were judged by staff to be consistent with expectations based on previous counts, and none of the collected data was found to be aberrant or unsuitable for analysis purposes.

The operational goals for all signalized intersections as outlined in Section 16-5-106(C) of the LMO are based on the volume-to-capacity (v/c) ratio and the average total delay experienced by motorists based on operating conditions during the weekday morning and afternoon peak traffic volume hour. The volume-to-capacity ratio is essentially a percentage of the intersection's capacity to discharge traffic that is being demanded by motorized and non-motorized traffic. See the bottom of page three of this report for a more detailed discussion on the development and relevance of the intersection's volume-to-capacity ratio. The denominator in this ratio ("c"), the

signalized intersection's capacity, is dependent to a large extent on the lanes available at the intersection and their width, the manner in which they are assigned to specific movements of traffic ("lane-use"), and the manner in which the signal is operated, or "timed." Other factors affecting capacity are more subtle, such as the physical widths of lanes and the radial dimensions of turning movement paths. The numerator in the ratio ("v") is the intersection's hourly vehicular demand adjusted to account for a variety of factors such as variability in the flow over the course of the peak hour, heavy vehicle percentage estimates, and pedestrian and bicycle crossing demands.

The operational goals are a v/c ratio that does not exceed 0.9 during these peak hours, or ninety percent of the intersection's theoretical hourly capacity based on the signal's current timing plan, and an average total delay of 55 seconds or less experienced by motorists when passing through the intersection during peak volume hours. The 55-second delay figure is the maximum average delay at the overall intersection that corresponds with Level-of-Service "D," a measure of operational effectiveness frequently cited by professional traffic engineers as a practical operational goal for peak volume ("rush") hours. Total delay experienced by a motorist at a traffic signal is greater than the actual time that they are completely stopped. When approaching a traffic signal, a motorist must often slow their vehicle in response to stopped traffic ahead. The motorist may or may not have to come to a complete stop at the signal. When traffic begins to flow again, a period of time is required for the motorist to accelerate to normal travel speed and free themselves from the restrictions imposed by surrounding stopped vehicles. Therefore, the average total delay experienced by motorists at a traffic signal is the sum of the time required for a vehicle operator to complete all of these actions and pass through the intersection less the time that would've been required to pass through the area if there was no intersection present. Total delay, therefore, may be experienced by motorists that are confronted entirely with green traffic signals if traffic congestion resulting from a previous signal change causes the motorist to slow.

Capacity can typically be maximized at a signalized intersection by ensuring that the signal changes as infrequently as is practical. Each time a traffic signal changes, one group of motorists must come to a stop while flow must be reestablished on a different group of traffic lanes. There are routinely a couple of seconds where no one at all is moving. Therefore, a signalized intersection's capacity can theoretically be increased by changing traffic signals less frequently, thereby keeping traffic flowing to the extent practicable and reducing signal changes with their associated starts and stops. Traffic signals within the Town change somewhat infrequently (usually every two to three minutes) during peak volume hours in order to help ensure that capacity is increased and the Town's capacity-based goals are met. Changing signals less frequently, however, means that motorists may be delayed for relatively long periods of time, however, and this can cause the average delay experienced by motorists to increase. The Town's operational goals simultaneously ensure that our traffic signals

are not operated in a manner that artificially increases capacity in a manner that results in inordinately long delays, or set to artificially reduce delay in a manner that reduces the intersection's capacity to lower than practical. The traffic engineer's job is to select an optimum signal timing that balances these competing interests by operating the signal in a fashion that affords the required capacity without causing excessive delays. Congested, high-volume intersections require relatively infrequent signal changes in order to afford the required capacity to move traffic, while lighter-demand intersections where maximizing capacity is not imperative change more frequently to reduce delays to motorists.

The current version of the software package that performs the intersection analysis methodology as outlined in the *Highway Capacity Manual* produces average delay per vehicle quantifications but does not calculate intersection volume-to-capacity ratio. The steering committee that develops and periodically updates the *Highway Capacity Manual* no longer endorses the use of intersection v/c ratio as an operational measure of effectiveness. The current version of the manual itself continues to include instructions for calculating this ratio by hand, however, and this was done for all forty-six signalized intersection analyses summarized in Tables Four and Five of this report. A more detailed discussion of current issues surrounding the use of the intersection v/c ratio as a general measure of effectiveness and the basis for its omission from the current HCM analysis software was included in the 2012 Traffic Monitoring and Evaluation Report.

PART TWO – TURNING MOVEMENT COUNTS AT SIGNALIZED INTERSECTIONS – JUNE 2014 PEAK VOLUME HOURS

Turning movement counts for all signalized intersections during the intersection's afternoon peak volume hour were conducted on Tuesday, June 3rd, 2014, and counts for each signalized intersection's morning peak hour were conducted on Wednesday, June 4th, 2014. These forty-six turning movement counts are summarized in diagrammatic form in Appendix A. Each turning movement diagram includes a total peak hour intersection demand and a total peak hour demand for each traffic "movement." At a conventional four-way cross-type intersection, motorists may typically turn left, proceed straight through the intersection, or turn right, generating three possible traffic "movements" from each intersection approach. U-turns are also a fourth possible movement, but are typically infrequent at signalized intersections and can be combined with left-turn movements for analysis purposes. Pedestrians or bicyclists *crossing* that intersection approach constitute a fourth and fifth movement that are counted separately for analysis purposes, however, and the turning movement counts in Appendix A include crossing volumes for both bicyclists and pedestrians. On each of the diagrams, the percentage change in the June 2014 motor-vehicle turning movement volume relative to the comparable June 2013 figure is rounded to the

nearest whole percent, except in instances where the hourly volume demand on the movement did not reach fifty vehicles in either 2013 or 2014. The percentage change in the total intersection volume demand is shown rounded to the nearest tenth of one percent in the center of the diagram, and is also summarized in Table Three on page seven of this report. Where pedestrian or bicycle crossing activity was observed, these demands are shown adjacent to the vehicular volume data for each approach. Therefore, the bicycle and pedestrian volume data reflects total number of crossings, regardless of the direction in which the crossing took place. For purposes of consistency, the off-island (westbound) direction is shown to the right of each diagram and the on-island direction toward Sea Pines Circle is shown to the left on each diagram for intersections on William Hilton Parkway. The diagrams for Palmetto Bay Road and Pope Avenue show the off-island direction toward the Charles Fraser toll bridge at the top of the diagram, and the on-island direction toward Coligny Circle at the bottom of the diagram.

PART THREE – AVERAGE DAILY DEMAND ON MAJOR TOWN ARTERIALS

Average twenty-four hour traffic demand at strategic locations on major arterials within the Town as counted on Tuesday, June 3rd, through Thursday, June 6th, 2014 is shown in Table One on page six. Comparable figures are shown for each of the ten count locations throughout the Town for each year from 2009 through 2014. The 2009 column is included in order to enable five-year change comparisons as required by the LMO. The *average annual rate of change* during the previous five years for each location is shown in the far right column. When reviewing Table One, it is important to note that the word east or south may also be read as “on-island side of” and the word west may be read as “off-island side of” in each instance. A map showing the exact location of each count location shown in Table One is included as Appendix B to this report.

Table Two on page six shows similar data supplied by the South Carolina Department of Transportation (SCDOT) for average daily traffic demand on US 278 on Jenkins Island near the J. Wilton Graves (Skull Creek) bridge, for the years 2008 through 2013. Being a calendar year average, the 2014 SCDOT figure has not been released at the time of this report. Since these figures purport to be average demand over the course of a calendar year, they are generally about ten percent less than the average June weekday data collected by the Town each year.

TABLE ONE

24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND – JUNE 2009-2014

Map Ref.	Location	2009	2010	2011	2012	2013	2014	%change/yr.
1)	Wm. Hilton Pkwy. at J. Wilton Graves Br.	53,949	55,275	52,080	54,343	56,079	58,355	+1.6
2)	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	53,971	53,946	48,519	52,386	46,177	48,042	-2.3
3)	Wm. Hilton Pkwy. east of Whooping Crane	46,600	45,444	43,750	52,994	43,794	44,009	-1.1
4)	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	32,231	32,578	29,920	33,033	31,249	32,264	+0.0
5)	Wm. Hilton Pkwy. west of Queens Folly Rd	39,856	39,699	34,805	36,773	39,182	39,460	-0.2
6)	Wm. Hilton Pkwy. west of Arrow Road	30,940	31,036	27,868	28,418	31,214	29,190	-1.2
7)	Pope Avenue south of New Orleans Rd.	29,990	30,700	30,871	30,252	29,544	33,361	+2.2
8)	Palmetto Bay Rd. south of Pt. Comfort Rd.	23,558	23,678	22,814	23,207	24,941	24,850	+1.1
9)	Sol Blatt Jr. XIP south of W.Hilton Pkwy.	13,904	14,412	14,171	14,712	13,273	15,833	+2.6
10)	Sol Blatt Jr. Cross-Is. at Toll Plaza	24,339	23,446	23,314	23,010	22,489	24,034	-0.3
TOTAL OF ALL TEN STATIONS		349,338	350,214	328,112	349,128	337,942	349,398	

Town-Wide Rate of Change – 2013-2014 = +3.4 % *

Town-Wide Rate of Change – 2012-2013 = -3.2 % *

Effective Town-Wide Annual Rate of Change – 2009-2014 = +0.0 % *

*All three rates based *exclusively* on data in Table One

TABLE TWO

**SCDOT 24-HOUR AVERAGE BI-DIRECTIONAL DEMAND ON HHI BRIDGES
(calendar year average – AADT)**

2009 - 47600	% change 2012 vs. 2011:	+1.6%
2010 - 49600	% change 2013 vs. 2012:	+3.0%
2011 - 49900	Avg. annual rate of change 2009 – 2013:	+2.3%
2012 - 50700		
2013 - 52200		

Based exclusively on the 24-hour counts summarized in Table One, overall traffic volume in June of 2014 was up 3.4% over that recorded in June 2013, and approximates the volume recorded five years ago in 2009.

Appendix C contains a report released by the *Federal Highway Administration* in July 2014 on trends in the amount of motorized vehicle travel nationwide. The report indicates that nationally, vehicle-miles traveled have increased at an annual effective rate of 1.45% in the most recent 25-year period. There has been an average annual increase of 0.11% nationally for both the most recent 10-year and 5-year periods. The report indicates a 3.6% increase in travel demand on highways in SC in June 2014 compared with June 2013, and a 2.0% increase in demand on highways within the South Atlantic region in June 2014 compared with June 2013. The 2.4% increase indicated for the southeast region on the first page of the report is from July 2013 to July 2014.

Table Three below and on page eight shows the total combined vehicular, bicycle, and pedestrian morning and peak hour demand on each of the Town's twenty-three signalized intersections in June 2014, and the percentage change from the comparable June 2013 figure. Based exclusively on the data contained in Table Three below, and excluding the William Hilton Parkway / Queens Way signalized intersection that did not exist in June 2013, peak hour traffic volume at signalized intersections increased 2.15 percent over that recorded in 2013.

TABLE THREE

PEAK HOUR SIGNALIZED INTERSECTION VOLUME – June 2014

	AM		PM	
	Vol.	%Chg.'14-'13	Vol.	%Chg.'14-'13
William Hilton Pkwy. / Squire Pope Rd.	4347	+3.8	5156	+11.8
William Hilton Pkwy. / Spanish Wells Rd.	4275	+1.6	5208	+9.5
William Hilton Pkwy. / Gumtree Rd.	3650	+3.3	4364	+5.7
William Hilton Pkwy. / Wilborn Rd.	3654	-2.4	3933	+2.0
William Hilton Pkwy. / Pembroke Dr.	3455	-0.2	3716	-1.2
William Hilton Pkwy. / Whooping Crane Way	3341	-1.2	3939	+4.9
William Hilton Pkwy. / Beach City Rd.	3129	-2.8	3685	+3.7
William Hilton Pkwy. / Mathews Dr. (north)	2940	-0.5	3739	-6.5
William Hilton Pkwy. / Dillon Rd.	2544	+6.5	3059	+6.8
William Hilton Pkwy. / Coggins Point Rd.	2164	+7.9	2851	+4.1
William Hilton Pkwy. / Beachwood Dr.	1867	-0.5	2429	-0.3
William Hilton Pkwy. / Mathews / Folly Field	2588	-0.4	3248	-13.7
William Hilton Pkwy. / Singleton Beach Rd.	2300	+4.9	3089	-0.6
William Hilton Pkwy. / Shelter Cove Lane	2303	+9.6	3179	+2.1
William Hilton Pkwy. / Queens Folly Rd.	2485	-0.2	3584	-8.9
William Hilton Pkwy. / Queens Way	1941	—	2902	—
William Hilton Pkwy. / Shipyard / Wexford	2083	+7.6	2981	+0.9
William Hilton Pkwy. / New Orleans Rd.	1839	+13.5	2674	+3.0

William Hilton Pkwy. / Arrow Rd.	1779	+11.2	2497	+3.4
Pope Ave. / New Orleans / Office Park	1857	-4.2	2738	-7.9
Pope Ave. / Cordillo Pkwy.	1710	+14.6	2541	-3.6
Palmetto Bay Rd. / Target Rd.	1953	+2.3	2597	-1.0
Palmetto Bay Rd. / Arrow / Point Comfort	2129	+10.5	2649	+17.9

**PART FOUR – DESCRIPTION OF OPERATING CONDITIONS RELATIVE TO
ADOPTED SERVICE GOALS**

This analysis of the Town's signalized intersections is based on the traffic volume data collected during the afternoon peak volume hour counted on Wednesday, June 4th, 2014 and the morning peak hour counted on Tuesday, June 3rd, 2014. The analysis was conducted in accordance with the current 2010 edition of the Transportation Research Board's *Highway Capacity Manual* as required by the LMO. It should be noted that the methodology effectively isolates the peak 15-minute volume period within the peak hour being analyzed, and bases the analysis results on conditions specific to this peak one-quarter hour period.

The LMO states that this report will recommend improvements to address instances where the analysis identifies intersections operating during the weekday morning or afternoon peak hour with an intersection volume-to-capacity ratio of more than 0.90 (ninety percent of theoretical capacity), or that are resulting in average delays exceeding 55.0 seconds per motorist. A summary of existing volume-to-capacity ratios and average total delay per vehicle resulting from analyses conducted of the morning peak hour in June 2014 and in June 2013 is shown in Table Four below and on page nine. The same information for the afternoon peak hour is summarized in Table Five on page nine. Values that are non-compliant with the Town's operational goals are shown in bold.

**TABLE FOUR – MORNING PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –
JUNE 2014 -- JUNE 2013**

	2014		2013	
	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	0.86	18.3	1.06	44.6
WHP w/ Spanish Wells Rd./Wild Horse Road	0.65	12.4	0.68	12.2
WHP w/ Gumtree Road/XIP Ramps	0.78	26.4	0.89	39.2
WHP w/ Wilborn Road/Jarvis Park Road	0.81	13.4	1.22	71.2
WHP w/ Pembroke Dr./Museum Street	0.65	29.6	0.77	22.5
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.59	19.7	0.73	22.6
WHP w/ Beach City Rd./Gardner Dr.	0.57	16.7	0.66	17.4
WHP w/ Mathews Drive (north)	0.49	19.8	0.56	21.8
WHP w/ Dillon Road	0.52	20.0	0.51	11.8
WHP w/ Coggins Pt. Rd.	0.37	27.5	0.40	26.8
WHP w/ Beachwood Dr.	0.33	1.6	0.35	1.6

WHP w/ Folly Field Rd./Mathews Dr.	0.39	22.4	0.39	19.0
WHP w/ Singleton Bch. Rd.	0.43	1.9	0.43	1.9
WHP w/ Shelter Cove Lane	0.46	7.1	0.43	1.7
WHP w/ Queens Folly Rd./King Neptune Dr.	0.49	17.1	0.67	38.8
WHP w/ Queens Way	0.35	5.2	—	—
WHP w/ Shipyard Dr./Wexford Dr.	0.41	10.4	0.43	10.5
WHP w/ New Orleans Rd.	0.48	8.2	0.42	13.5
WHP w/ Arrow Road	0.44	14.5	0.45	13.1
Pope Ave. w/ New Orleans Rd./Office Park Rd.	0.36	20.9	0.46	29.4
Pope Ave. w/ Cordillo Parkway	0.42	27.0	0.54	28.2
Palmetto Bay Road w/ Target Road	0.45	13.2	0.49	13.4
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.53	14.0	0.54	15.5

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

**TABLE FIVE – AFTERNOON PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –
JUNE 2014 – JUNE 2013**

	2014		2013	
	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	1.10	59.3	1.04	38.8
WHP w/ Spanish Wells Rd./Wild Horse Road	0.74	21.5	0.76	14.9
WHP w/ Gumtree Road/XIP Ramps	0.82	28.4	0.83	40.7
WHP w/ Wilborn Road/Jarvis Park Road	0.74	7.3	0.84	10.2
WHP w/ Pembroke Dr./Museum Street	0.67	30.0	0.81	37.2
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.67	19.0	0.76	21.0
WHP w/ Beach City Rd./Gardner Dr.	0.64	11.9	0.64	12.5
WHP w/ Mathews Drive (north)	0.62	26.0	0.71	29.3
WHP w/ Dillon Road	0.63	21.0	0.57	12.7
WHP w/ Coggins Pt. Rd.	0.60	14.8	0.67	16.9
WHP w/ Beachwood Dr.	0.44	2.4	0.36	2.3
WHP w/ Folly Field Rd./Mathews Dr.	0.58	24.9	0.65	25.2
WHP w/ Singleton Bch. Rd.	0.50	2.9	0.55	5.8
WHP w/ Shelter Cove Lane	0.55	27.3	0.53	12.4
WHP w/ Queens Folly Rd./King Neptune Dr.	0.62	30.0	0.85	77.6
WHP w/ Queens Way	0.46	6.8	—	—
WHP w/ Shipyard Dr./Wexford Dr.	0.51	10.6	0.54	12.4
WHP w/ New Orleans Rd.	0.66	18.0	0.61	20.2
WHP w/ Arrow Road	0.52	24.1	0.62	23.0
Pope Ave. w/ New Orleans Rd./Office Park Rd.	0.62	28.8	0.89	80.5
Pope Ave. w/ Cordillo Parkway	0.49	34.1	0.70	40.8
Palmetto Bay Road w/ Target Road	0.55	16.7	0.56	18.7
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.62	21.8	0.58	19.1

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

As shown in bold in Table Five on page nine, the intersection of William Hilton Parkway with Squire Pope Road/Chamberlin Drive during the afternoon peak hour was the only intersection identified as failing to meet Town operational goals in June 2014, due to its 1.10 intersection volume-to-capacity ratio and average total delay per vehicle of 59.3 seconds. Intersections failing to meet the Town's goals in June 2013 were William Hilton Parkway with Wilborn and Jarvis Park Roads during the morning peak hour, and the intersections of William Hilton Parkway with Queens Folly Road / King Neptune Drive and Pope Avenue with New Orleans Road and Office Park Road during the afternoon peak volume hour. It was suggested in the 2014 Traffic Monitoring and Evaluation report that these conditions may be aberrations based on non-prevailing conditions encountered during the volume surveys including but not limited to unusual volume spikes within the peak 15-minute period within the peak hour, and that while somewhat radical signal timing changes were sufficient to mitigate these deficiencies, implementing such timing changes was not recommended based on a single spot analysis.

As stated previously, intersection capacity and average delay experienced at any signal is greatly influenced by the way that a signal is timed, and shifts in demand among various traffic movements may warrant adjustments to a signal's timing to ensure optimum performance. It is common for some intersection analyses to indicate non-compliance with the Town's goals whereas a relatively minor signal timing revision is all that is required to mitigate the non-compliance in a subsequent analysis run. Such minor timing changes are routinely implemented in the field in response to the capacity analyses summarized in this report. However, all of the analyses summarized in this report are based on the pre-existing signal timing, and no timing revisions were found warranted or implemented in 2014 or 2015 as a result of the current analyses summarized herein, an indication that all of the Town's traffic signals are timed in a manner that is acutely fine-tuned to prevailing June traffic conditions. Further, the analyses indicate generally

**PART FIVE – INTERSECTIONS OPERATING OUT OF COMPLIANCE WITH TOWN
OPERATIONAL GOALS IN JUNE 2014**

**INTERSECTION OF WM. HILTON PARKWAY WITH SQUIRE POPE ROAD AND CHAMBERLIN
DRIVE**

As noted in Tables Five, the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive is the only intersection that is failing to meet the operational goals outlined in the LMO in June 2014, and only during the afternoon peak hour. This is due to this intersection's proximity to the bridges to the mainland, the high volume of westbound motor vehicle traffic attempting to leave the island for the mainland at afternoon peak hour, and the inability of two westbound through lanes at this intersection to adequately serve this demand. The intersection's volume-to-capacity ratio increased from 1.04 to 1.10 and the average delay-per-vehicle increased from 38.8 to 59.3 seconds in the June 2014 afternoon peak hour analysis relative to June 2013. Annual analyses have historically indicated that this deficiency cannot be mitigated without providing a third westbound through lane on William Hilton Parkway. Currently, a third westbound lane terminates as an exclusive right-turn lane onto Squire Pope Road.

The Town is currently designing a capital improvement project to extend the third westbound lane that now terminates at the intersection as an exclusive right turn lane downstream beyond the intersection, thereby converting it to a shared through / right turn lane. It is planned to terminate the third westbound lane just in advance of the Jenkins Island marsh crossing on William Hilton Parkway, approximately two-tenths of a mile to the west, or further downstream. It is anticipated that construction funding for this improvement will become available in late 2015 or early 2016. A capacity analysis conducted on the intersection based on June 2014 afternoon peak hour conditions with this improvement implemented indicated successful mitigation of the intersection's average delay-per-vehicle time, but only an intersection volume-to-capacity ratio reduction from 1.10 to 0.98, insufficient to successfully mitigate the intersection on a v/c ratio basis. The addition of an exclusive westbound right turn lane serving Squire Pope Road, an improvement that could potentially impact two of the largest grand live oak trees within the Town, also did not produce successful mitigation, nor did further increases to the signal's existing afternoon peak hour cycle length of two minutes and fifty seconds. The signal is already timed to favor westbound through traffic to the extent practicable during the afternoon peak hour, so simple timing changes cannot fully nor partially mitigate the non-compliance.

Iterative analyses indicated that the inability to successfully mitigate the intersection during the afternoon peak hour was resulting primarily from two conditions. The first is the termination of the third through lane only two-tenths of a mile to the west

of the intersection, a condition that will result in a theoretical maximum increase in throughput capacity of approximately 18 percent due to the lower utilization of the lane that will result from its merge left into the two existing lanes just west of the intersection. The other dominating factor is the very high-volume of right-turning motorists from Squire Pope Road onto off-island William Hilton Parkway during the afternoon peak hour. This volume was counted as being 219 vehicles in June 2014, up twenty-three percent from the corresponding total counted in June 2013. This demand and the control of the movement that is served with a YIELD sign and not by an acceleration area creates long delays and queues for this movement, as well as queue lengths that exceed the available right-turn storage on Squire Pope Road, a condition that may adversely impact other movements originating from Squire Pope Road. Capacity analyses indicate that the extension of the third through lane AND an acceleration lane to serve the heavy side street right-turn movement produce an intersection v/c ratio of 0.87 and average vehicle delay of only 7.8 seconds per vehicle during the afternoon peak hour.

This treatment successfully mitigates the intersection, but is not feasible from a design standpoint due to its requirement that two adjoining westbound lanes on William Hilton Parkway be terminated at roughly the same point west of the intersection. Accepted design practice requires that successive merges, or "lane drops" be implemented one at a time and be separated by a minimum distance of a quarter-mile or more. Hence, the successful long-term mitigation of this intersection will likely require the provision of an acceleration lane on westbound William Hilton Parkway to serve Squire Pope Road and the extension of a third through lane westward beyond the intersection for a minimum distance of approximately three-fourths of a mile. This would place a merge from three westbound lanes to two just in advance of the Jenkins Road intersection on Jenkins Island, suggesting that it may be appropriate to plan to extend a third westbound through lane up to this intersection and terminate it as a right-turn lane serving Jenkins Road. The Town has previously considered the construction of a right-turn lane to serve Jenkins Road within its capital improvements program due the lack of its availability, prevailing vehicle speeds on westbound US 278, and the preponderance of heavy vehicles making this right turn.

PART SIX – SUMMARY

Volume demands recorded within the Town in June 2014 increased 3.4 percent over those recorded in June 2013 based on the three days of 24-hour counts conducted on major arterials within the Town. South Carolina Department of Transportation and Federal Highway Administration figures also indicate rates of growth between two and two-and-one-half percent for the one-year period from June

2013 to June 2014. This increase brought Town traffic volumes in general back up to levels last recorded in 2009, 2010, and 2012.

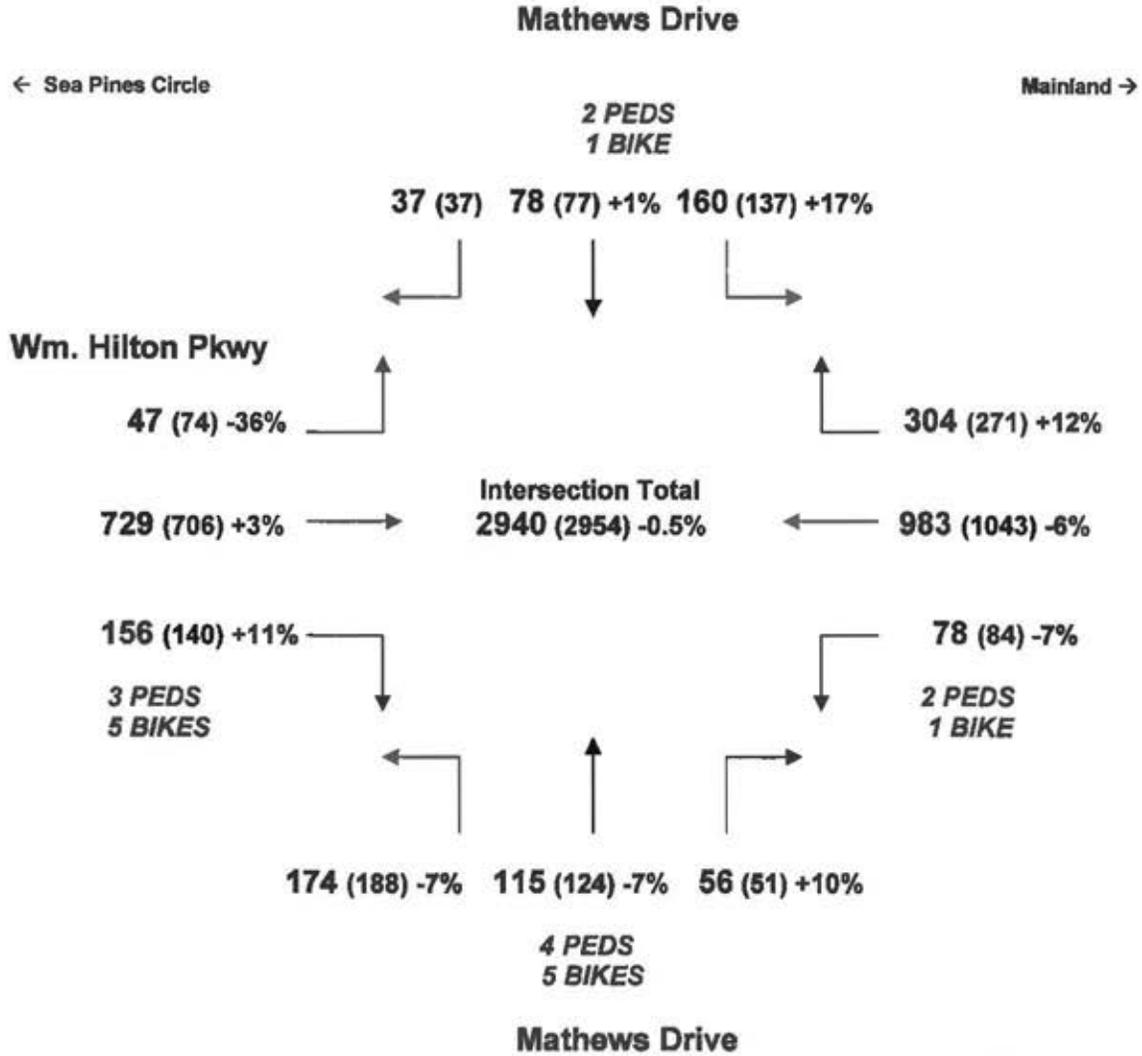
Despite this significant increase, operational performance at the Town's traffic signals generally improved in June 2014 over June 2013, which may be attributed to the Town's longstanding success at implementing capital transportation improvements, continued ongoing efforts to optimize existing traffic signal operation and coordination, and more even volume demand distributions within the morning and afternoon peak volume hours. Another way of stating the latter is that while 24-hour daily volumes were up significantly, motorists were more successful at avoiding the peak 15-minute periods within the respective rush hours. As stated on page eight of this report, the analysis methodology adjusts the hourly volumes entered upward to emulate the peak 15-minute period within the peak hour, and previous analyses by staff have found that volume distributions within the peak hour itself can have a dramatic effect on the analysis results.

APPENDIX A

PEAK HOUR TURNING MOVEMENT DIAGRAMS
FOR EACH SIGNALIZED
INTERSECTION WITHIN THE TOWN

JUNE 2014

**William Hilton Parkway with Mathews Drive
(NORTHERN INTERSECTION)
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Wed. 6/4/14)**



2014 (2013) %chg

William Hilton Parkway with Coggins Point Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Wed. 6/4/14)

← Sea Pines Circle

Mainland →

Wm. Hilton Pkwy

690 (663) +4% → **Intersection Total** ← 993 (958) +4%
2164 (2006) +7.9%

59 (36) +64%

174 (166) +5%

93 (81) +15%

155 (96) +61%

**NO PEDS
OR BIKES
RECORDED**

Coggins Point Road

2014 (2013) %chg

William Hilton Parkway with Coggins Point Road

P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/3/14)

← Sea Pines Circle

Mainland →

Wm. Hilton Pkwy

1297 (1308) -1% → **Intersection Total** 2851 (2738) +4.1% ← 946 (853) +11%

94 (95) -1%

180 (198) -9%

100 (112) -11%

234 (172) +36%

**NO PEDS
OR BIKES
RECORDED**

Coggins Point Road

2014 (2013) %chg

William Hilton Parkway with Singleton Beach Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Wed. 6/4/14)

← Sea Pines Circle

Mainland →

1 PED

Wm. Hilton Pkwy

835 (748) +12% → Intersection Total 2300 (2193) +4.9% ← 1357 (1313) +3%

18 (10)



29 (29)



16 (12)



19 (18)

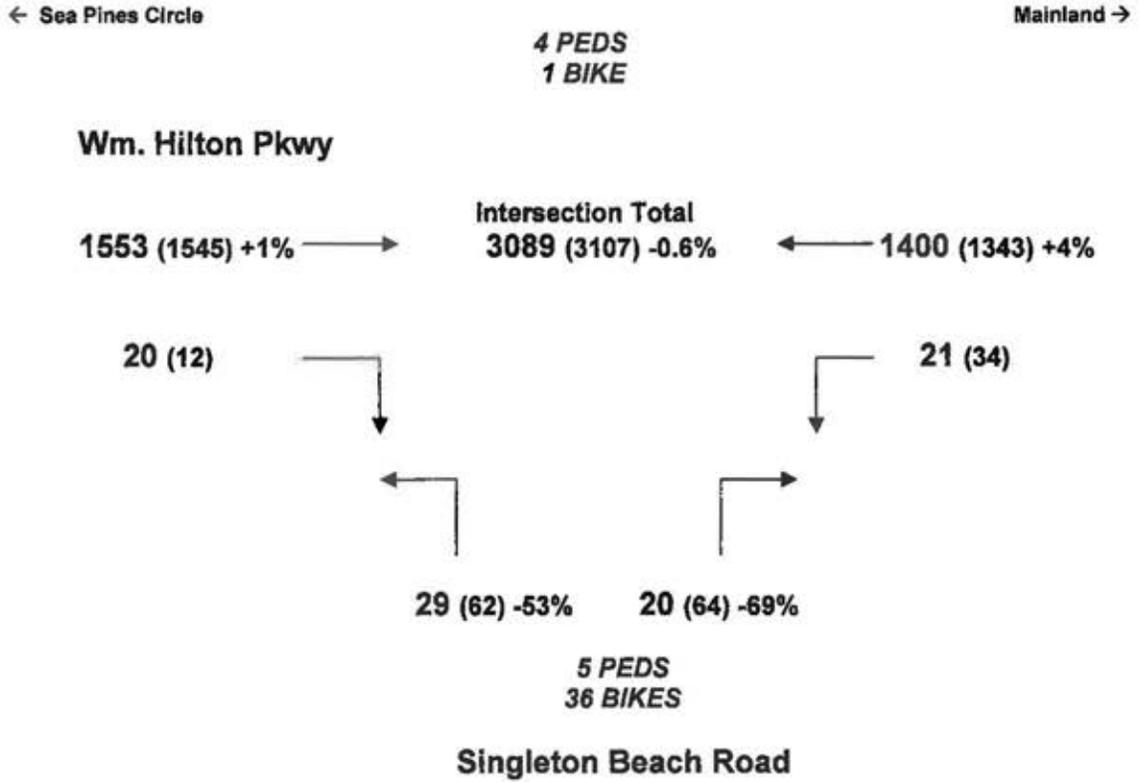
6 PEDS
19 BIKES

Singleton Beach Road

2014 (2013) %chg

William Hilton Parkway with Singleton Beach Road

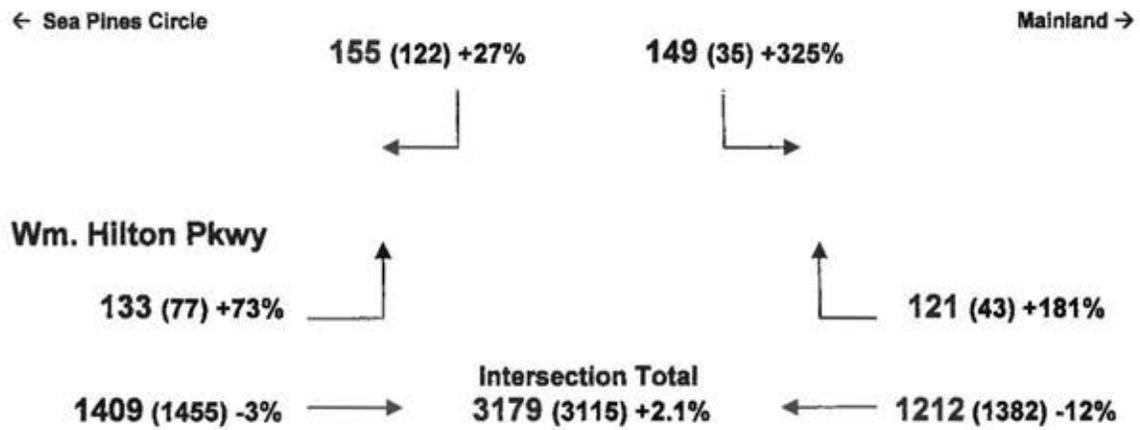
P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/3/14)



2014 (2013) %chg

William Hilton Parkway with Shelter Cove Lane
P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/3/14)

Shelter Cove Lane

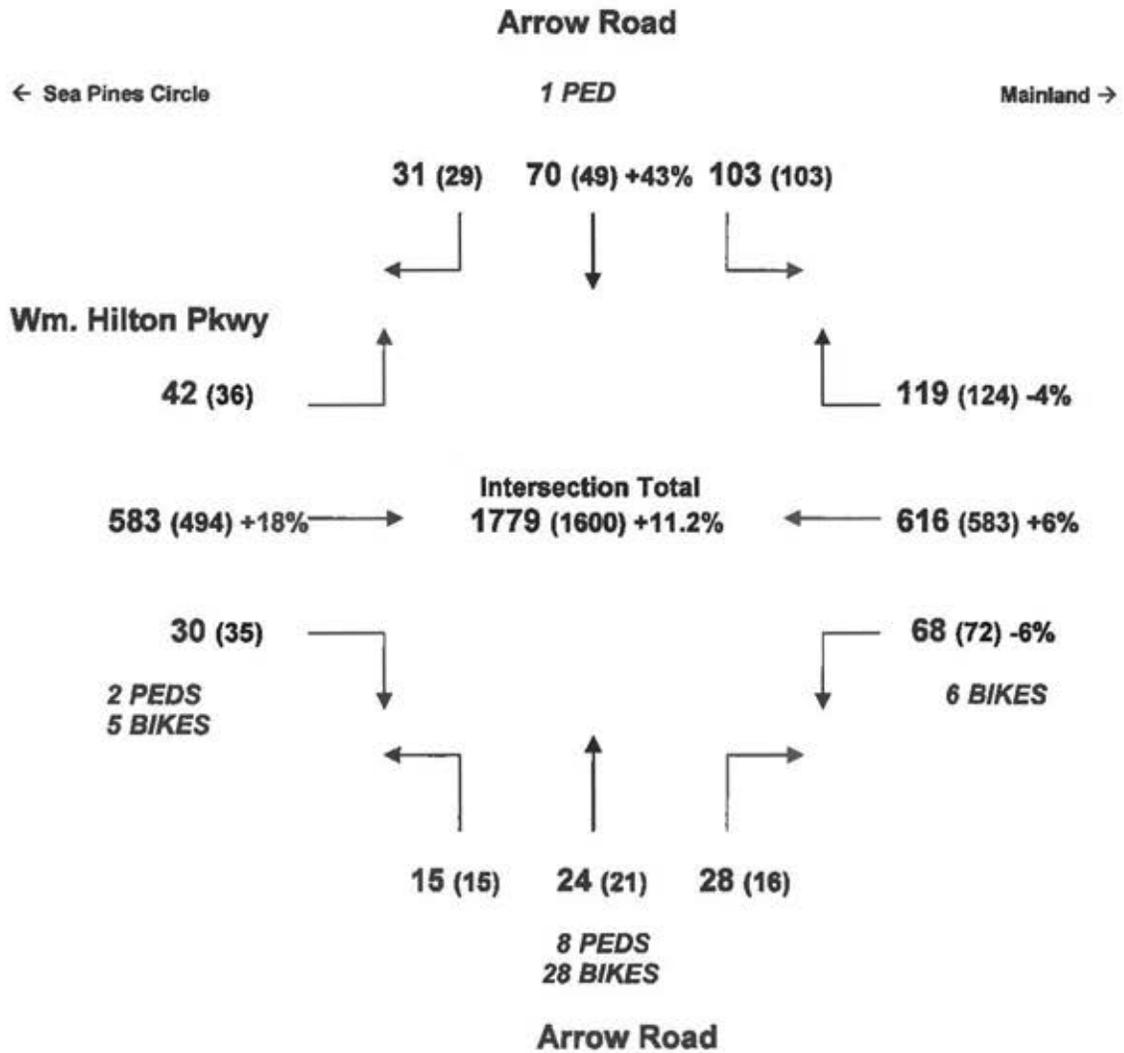


**NO PEDS
OR BIKES
RECORDED**

2014 (2013) %chg

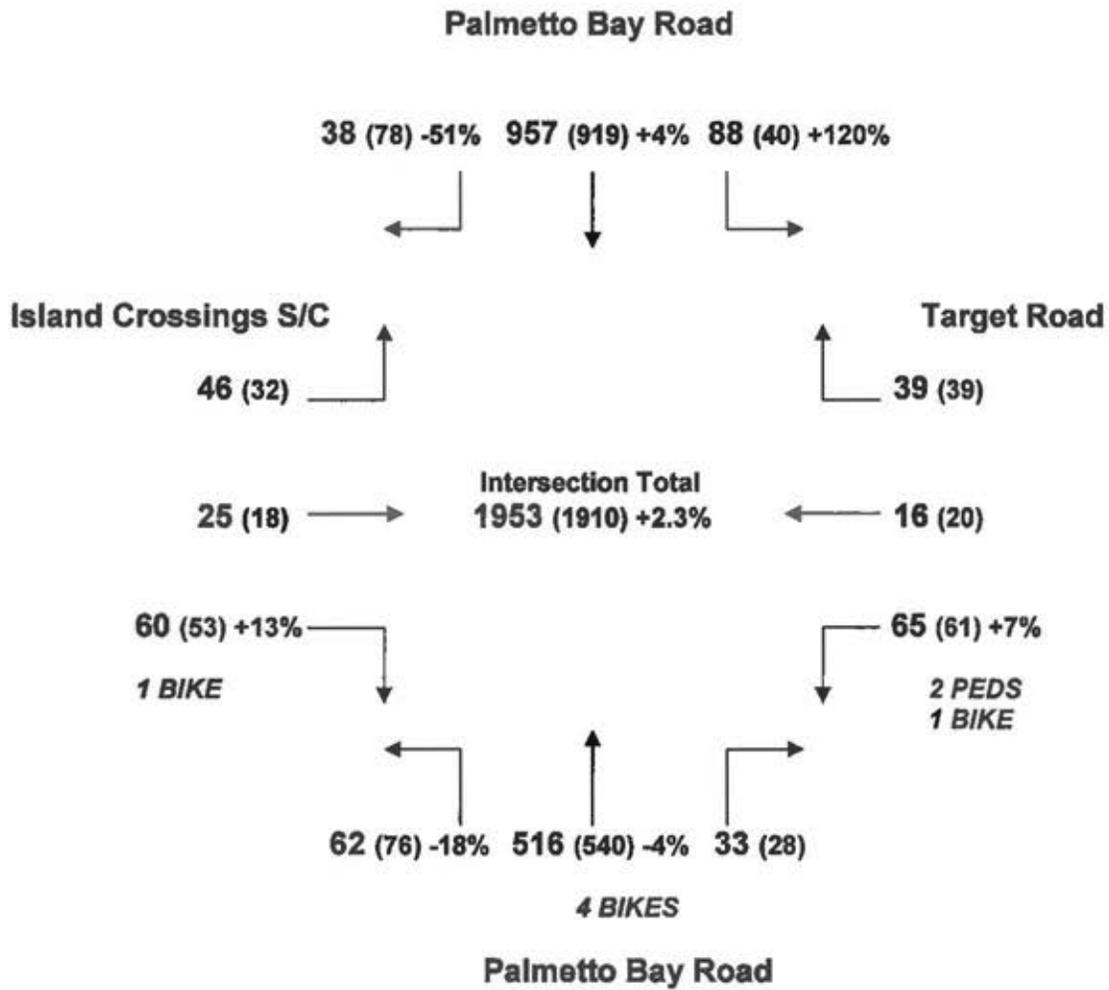
William Hilton Parkway with Arrow Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Wed. 6/4/14)



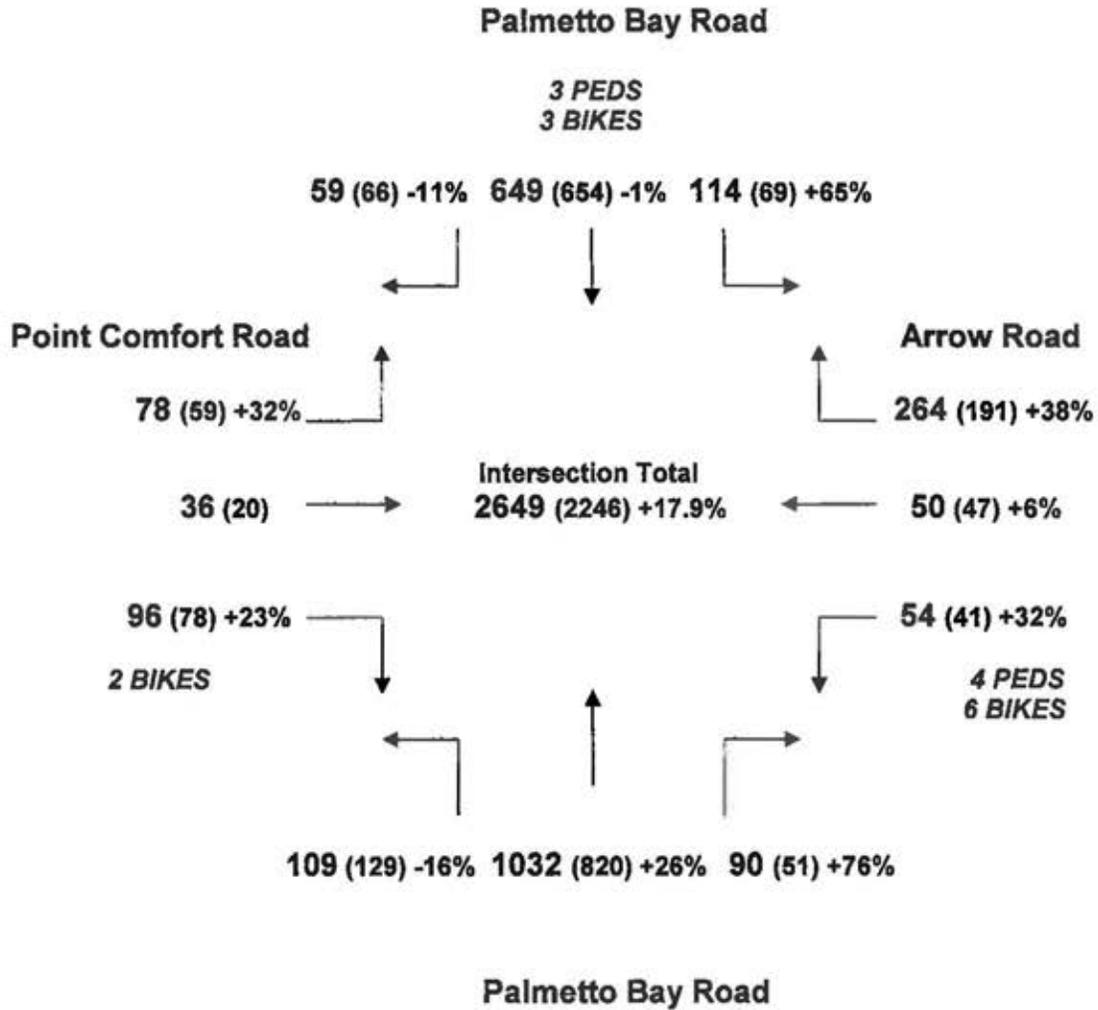
2014 (2013) %chg

**Palmetto Bay Road with Target Road
and Entrance to Island Crossings S/C**
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Wed. 6/4/14)



2014 (2013) %chg

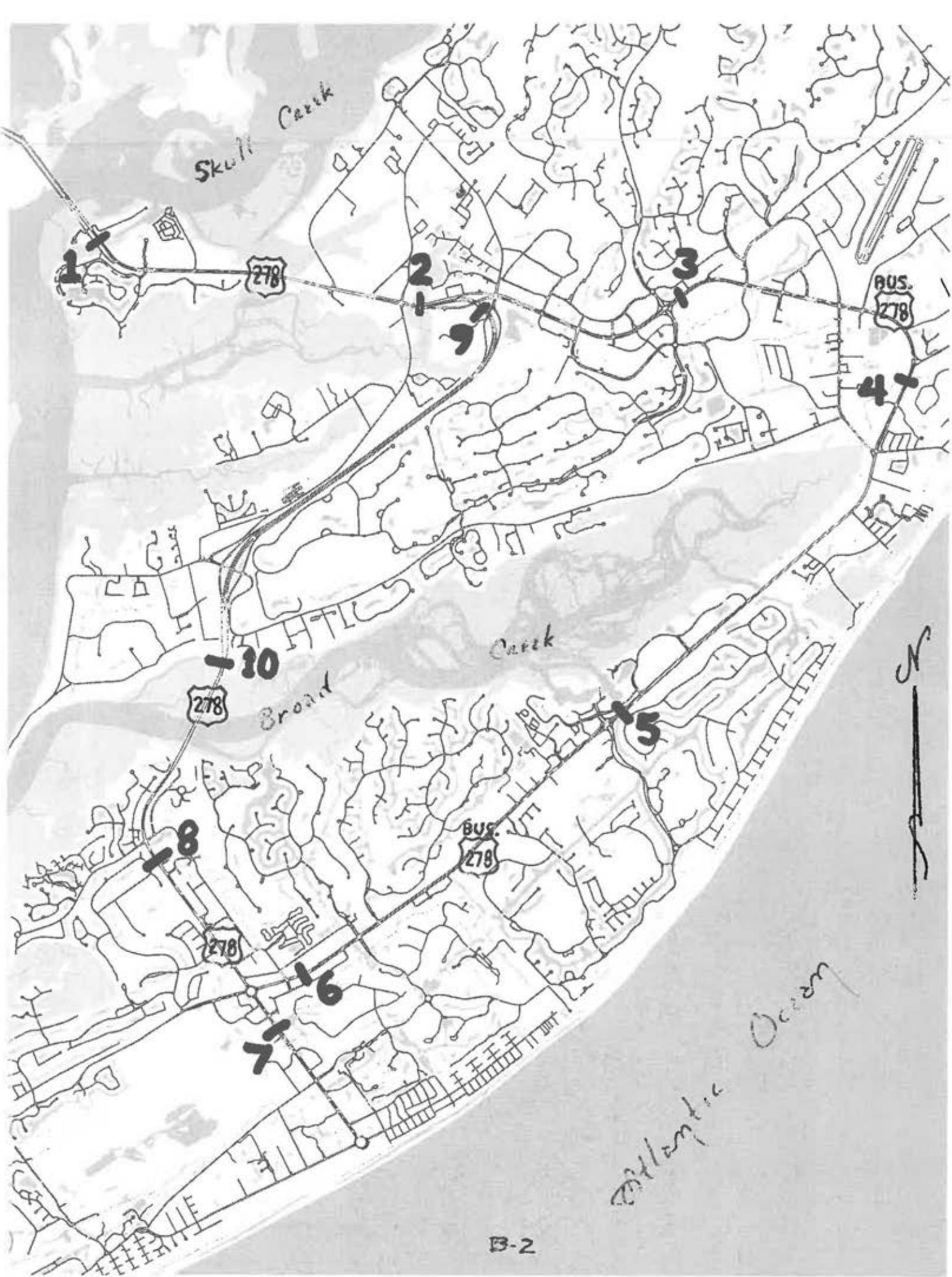
**Palmetto Bay Road with Arrow Road
and Point Comfort Road**
P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Tue. 6/3/14)



2014 (2013) %chg

APPENDIX B

24-HOUR MAJOR ARTERIAL
COUNT LOCATIONS SUMMARIZED IN TABLE ONE



APPENDIX C

FEDERAL HIGHWAY ADMINISTRATION
TECHNICAL REPORT:

JULY 2014 TRAFFIC VOLUME TRENDS

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July 2014 Traffic Volume Trends

- Travel on all roads and streets changed by 1.5% (4.0 billion vehicle miles) for July 2014 as compared with July 2013.
- Travel for the month is estimated to be 266.8 billion vehicle miles.
- Cumulative Travel for 2014 changed by 0.6% (10.1 billion vehicle miles).
- Cumulative estimate for the year is 1732.4 billion vehicle miles of travel.



- Estimated Vehicle-Miles of Travel by Region - July 2014 - (in Billions)
- Change in Traffic as compared to same month last year.

Region	Total Travel	Percentage Change
North-East	38.3	0.0
South-Atlantic	55.4	2.4
North-Central	61.1	1.3
South-Gulf	53.4	2.2
West	58.6	1.3

Note:

- All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2.
- All vehicle-miles of travel computed with [Highway Statistics 2012 Table VM-2](#) as a base.
- Compiled with data on hand as of September 15, 2014.
- Some historical data were revised based on HPMS and amended TVT data as of December 2012.
- For information on total licensed drivers in the U.S. visit <http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>. Select the year of interest then Section III (Driver Licensing).
- For information on total registered motor vehicles in the U.S., visit <http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>. Select the year of interest and Section II (Motor Vehicles).

1. [Travel Trends \(July 2014\)](#)
2. [Individual Monthly Motor Vehicle Travel in the U.S. for July 2014](#)
3. [Changes on Rural Arterial Roads by Region and State](#)
4. [Changes on Urban Arterial Roads by Region and State](#)
5. [Changes on All Estimated Roads by Region and State](#)
6. [Volume Trends – Rural](#)
7. [Volume Trends – Urban](#)
8. [Figure 1 – Moving 12-Month Total on All Highways](#)
9. [Figure 2 – Travel on U.S. Highways By Month](#)

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July 2014 Traffic Volume Trends

Travel Trends (July 2014)

Based on preliminary reports from the State Highway Agencies, travel during July 2014 on all roads and streets in the nation changed by 1.5% (4.0 billion vehicle miles) resulting in estimated travel for the month at **266.8**** billion vehicle-miles.

This total includes **94.1** billion vehicle-miles on rural roads and **172.7** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by 0.6% (10.1 billion vehicle miles).

The larger changes to rural and urban travel are primarily because of the expansion in urban boundaries reflected in the 2000 census. Travel estimates for 2004 and beyond will also reflect this adjustment.

Travel for the current month, the cumulative yearly total, as well as the moving 12-month total on all roads and streets is shown below. Similar totals for each year since 1989 are also included.

Travel in Millions of Vehicle Miles All Roads and Streets

Year	July	Year to Date	Moving 12-Month
1989	190,985	1,215,895	2,074,503
1990	195,470	1,249,210	2,140,555
1991	198,387	1,253,637	2,151,928
1992	206,616	1,298,275	2,216,853
1993	209,638	1,326,364	2,275,240
1994	214,778	1,356,007	2,326,348
1995	217,188	1,405,475	2,407,055
1996	225,109	1,428,788	2,446,088
1997	236,713	1,482,366	2,535,782
1998	239,944	1,512,756	2,590,780
1999	243,116	1,536,698	2,649,305
2000	245,140	1,593,494	2,736,255
2001	250,363	1,614,880	2,768,312
2002	256,392	1,652,755	2,833,488
2003	262,105	1,885,799	2,868,554
2004	265,969	1,719,117	2,943,540
2005	267,025	1,741,805	2,987,277
2006	263,442	1,751,981	2,999,806
2007	267,179	1,765,795	3,028,185
2008	262,152	1,740,882	3,006,191
2009	265,026	1,724,091	2,959,757
2010	265,661	1,720,438	2,953,109
2011	260,317	1,708,478	2,955,002
2012	259,443	1,722,538	2,959,875
2013	262,757	1,722,291	2,953,942
2014	266,752	1,732,372	2,975,859

Travel Volume Trends is a monthly report based on hourly traffic count data. These data, collected at approximately 4,000 continuous traffic counting locations nationwide, are used to determine the percent change in traffic for the current month compared to the same month in the previous year. This percent change is applied to the travel for the same month of the previous year to obtain an estimate of travel for the current month. Because of the limited sample sizes, caution should be used with these estimates. The highway Performance Monitoring System provides more accurate information on an annual basis.

** System entries may not add up to the give "All Systems" total due to rounding on pages 2 to 6.

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July 2014 Traffic Volume Trends

Individual Monthly Motor Vehicle Travel in the U.S. for July 2014

Table – 1. Estimated Individual Monthly Motor Vehicle Travel in the United States**

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2013 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.9	16.8	20.5	20.3	22.1	22.2	23.6	23.6	20.0	21.1	19.7	20.1
Rural Other Arterial	27.2	26.2	30.9	30.5	33.2	33.3	35.3	35.1	31.5	33.0	30.1	29.2
Other Rural	26.5	25.0	29.6	30.1	32.1	32.0	33.1	33.3	29.8	31.4	27.9	27.0
Urban Interstate	37.3	35.2	40.6	40.6	42.9	42.6	41.0	42.9	39.7	41.6	39.4	39.8
Urban Other Arterial	82.2	77.7	88.9	89.6	91.4	89.0	90.3	92.4	83.8	91.7	84.8	85.7
Other Urban	35.6	33.5	38.1	39.0	40.1	38.9	39.4	39.5	36.2	38.7	36.5	37.8
All Systems	226.7	214.5	248.6	250.1	261.8	258.0	262.8	266.7	241.0	257.6	236.5	239.7
2014 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.8	16.7	20.4	21.2	22.5	22.8	24.3					
Rural Other Arterial	26.8	26.1	30.9	31.4	33.8	33.9	36.1					
Other Rural	26.0	24.6	29.5	30.7	32.7	32.6	33.7					
Urban Interstate	37.0	34.9	40.7	41.3	43.2	43.4	41.7					
Urban Other Arterial	81.3	77.2	89.1	90.6	91.8	89.6	91.1					
Other Urban	34.8	33.1	38.3	39.3	40.2	39.5	39.9					
All Systems	223.7	212.6	249.0	254.5	264.1	261.6	266.8					
* Percent Change in Individual Monthly Travel 2013 vs. 2014												
Rural Interstate	-0.6	-0.9	-0.1	4.5	2.1	2.3	3.1					
Rural Other Arterial	-1.4	-0.4	0.2	2.6	1.7	1.8	2.2					
Other Rural	-1.7	-1.3	-0.3	2.1	1.7	1.9	1.8					
Urban Interstate	-0.9	-0.9	0.4	1.8	0.7	1.9	1.7					
Urban Other Arterial	-1.1	-0.6	0.2	1.2	0.4	0.7	0.9					
Other Urban	-2.4	-1.2	0.3	0.7	0.1	1.5	1.1					
All Systems	-1.3	-0.8	0.2	1.8	0.9	1.4	1.5					

Table – 2. Estimated Cumulative Monthly Motor Vehicle Travel in the United States**

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2013 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.9	34.7	55.2	75.5	97.6	119.8	143.4	167.1	187.1	208.2	227.9	248.1
Rural Other Arterial	27.2	53.4	84.3	114.8	148.1	181.4	216.7	251.8	283.2	318.2	346.3	375.5
Other Rural	26.5	51.4	81.0	111.1	143.2	175.2	208.3	241.5	271.3	302.8	330.7	357.8
Urban Interstate	37.3	72.5	113.1	153.8	196.5	239.1	280.2	323.0	362.8	404.4	443.8	483.6
Urban Other Arterial	82.2	159.9	248.8	338.4	429.7	518.7	609.0	701.4	785.2	876.9	961.7	1047.4
Other Urban	35.6	69.2	107.3	146.3	186.4	225.3	264.7	304.2	340.4	379.1	415.8	453.4
All Systems	226.7	441.1	689.7	939.8	1201.6	1459.5	1722.3	1989.0	2230.1	2487.6	2726.1	2965.8
2014 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.8	34.5	54.9	76.1	98.7	121.4	145.7					
Rural Other Arterial	26.8	52.9	83.8	115.2	149.0	182.9	219.0					
Other Rural	26.0	50.7	80.2	110.9	143.6	176.1	209.8					
Urban Interstate	37.0	71.9	112.6	153.9	197.1	240.5	282.2					
Urban Other Arterial	81.3	158.5	247.6	338.2	430.0	519.6	610.6					
Other Urban	34.8	67.9	106.2	145.4	185.6	225.1	265.0					
All Systems	223.7	436.3	685.4	939.9	1204.0	1485.6	1732.4					
* Percent Change in Cumulative Monthly Travel 2013 vs. 2014												
Rural Interstate	-0.6	-0.8	-0.5	0.6	1.1	1.3	1.6					
Rural Other Arterial	-1.4	-0.9	-0.5	0.4	0.7	0.9	1.1					

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Other Rural	-1.7	-1.5	-1.0	-0.2	0.2	0.5	0.7					
Urban Interstate	-0.9	-0.9	-0.4	0.2	0.3	0.6	0.7					
Urban Other Arterial	-1.1	-0.9	-0.5	0.0	0.1	0.2	0.3					
Other Urban	-2.4	-1.8	-1.1	-0.6	-0.4	-0.1	0.1					
All Systems	-1.3	-1.1	-0.6	0.0	0.2	0.4	0.6					

* Percent change is based on vehicle travel in millions of miles.

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July 2014 Traffic Volume Trends

Changes on Rural Arterial Roads by Region and State

Table – 3. Changes on Rural Arterial Roads by Region and State**

Region And State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		
		2014 (Preliminary)	2013			2014 (Revised)	2013	Percent Change
Northeast								
Connecticut	9	195	196	-0.3	4	182	182	0.2
Maine	61	578	575	0.6	62	530	522	1.8
Massachusetts	9	256	254	0.9	9	235	230	2.0
New Hampshire	82	360	358	0.5	76	335	324	3.6
New Jersey	6	365	366	0.6	6	327	326	0.5
New York	49	1,472	1,478	-0.4	43	1,319	1,309	0.8
Pennsylvania	29	2,247	2,222	1.1	31	2,072	2,040	1.6
Rhode Island	3	60	68	-8.5	3	52	55	-5.1
Vermont	43	301	294	2.3	42	257	247	4.2
Subtotal		5,837	5,809	0.5		5,309	5,235	1.4
South Atlantic								
Delaware	23	270	268	1.8	28	251	248	1.8
District of Columbia	-	0	0	0.0	-	0	0	0.0
Florida	90	2,029	1,948	4.1	99	2,011	1,959	2.7
Georgia	56	2,162	2,072	4.3	56	1,802	1,762	2.3
Maryland	20	888	877	1.3	19	847	836	1.2
North Carolina	19	1,785	1,740	2.8	21	1,720	1,681	2.3
South Carolina	64	1,617	1,551	4.2	72	1,487	1,440	3.3
Virginia	306	1,990	1,952	1.9	308	1,880	1,849	1.7
West Virginia	14	618	608	1.7	15	508	504	0.7
Subtotal		11,369	11,014	3.1		10,506	10,277	2.2
North Central								
Illinois	21	1,684	1,857	1.6	22	1,793	1,773	1.1
Indiana	-	1,558	1,521	2.4	-	1,382	1,356	1.9
Iowa	63	1,316	1,271	3.5	82	1,237	1,208	2.3
Kansas	61	919	894	2.7	62	904	890	1.7
Michigan	21	1,850	1,813	2.1	57	1,694	1,657	2.3
Minnesota	22	1,585	1,513	3.4	18	1,530	1,492	2.5
Missouri	76	1,921	1,865	3.0	78	1,621	1,579	2.6
Nebraska	34	854	808	5.8	35	796	781	4.5
North Dakota	1	492	502	-2.1	1	434	443	-1.9
Ohio	46	1,923	1,868	3.1	46	1,835	1,795	2.3
South Dakota	30	500	489	2.4	34	481	466	3.1
Wisconsin	67	1,871	1,840	1.7	56	1,744	1,715	1.7
Subtotal		16,453	16,039	2.6		15,451	15,135	2.1
South Gulf								
Alabama	48	1,627	1,571	3.6	46	1,566	1,558	0.7
Arkansas	-	1,174	1,138	3.1	2	1,118	1,092	2.4
Kentucky	9	1,420	1,383	2.7	16	1,688	1,667	1.9
Louisiana	10	1,184	1,134	2.6	12	1,115	1,130	-1.3
Mississippi	41	1,209	1,185	2.0	39	1,116	1,098	1.8
Oklahoma	-	1,295	1,249	3.7	43	1,181	1,176	0.4
Tennessee	10	1,847	1,799	2.7	14	1,734	1,738	-0.2
Texas	97	4,672	4,507	3.7	95	4,497	4,366	3.0

Region And State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2014 (Preliminary)	2013			2014 (Revised)	2013	
Subtotal		14,498	13,986	3.2		14,026	13,823	1.5
West								
Alaska	16	149	151	-1.4	15	136	137	-6.6
Arizona	33	1,083	1,064	1.8	31	1,598	1,092	0.6
California	38	4,151	4,078	1.8	50	3,723	3,599	3.5
Colorado	46	1,054	1,019	3.4	52	1,008	974	3.3
Hawaii	10	114	114	0.8	11	108	107	1.4
Idaho	95	577	559	3.2	100	514	489	2.9
Montana	53	731	714	2.4	51	620	605	2.4
Nevada	34	408	400	2.0	34	380	376	1.0
New Mexico	41	847	819	3.4	35	767	749	2.4
Oregon	99	1,108	1,084	2.2	102	1,009	984	2.5
Utah	37	554	577	3.0	37	546	538	1.5
Washington	71	1,000	993	0.7	69	997	979	1.9
Wyoming	98	510	498	2.5	98	459	447	1.9
Subtotal		12,326	12,070	2.1		11,362	11,086	2.5
Totals	2,229	60,386	58,898	2.5	2,337	66,653	66,667	2.0

Note: Where Number of STATIONS are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

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July 2014 Traffic Volume Trends

Changes on Urban Arterial Roads by Region and State

Table – 4. Changes on Urban Arterial Roads by Region and State**

Region And State	July			June				
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2014 (Preliminary)	2013		2014 (Revised)	2013		
Northeast								
Connecticut	20	2,015	2,001	0.7	20	1,946	1,916	1.6
Maine	12	240	244	-1.5	11	228	228	0.8
Massachusetts	84	3,711	3,670	1.1	85	3,537	3,441	2.8
New Hampshire	89	500	494	1.1	85	508	494	2.9
New Jersey	52	4,223	4,325	-2.4	51	4,383	4,508	-2.8
New York	67	6,127	6,131	-0.1	66	6,209	6,266	-0.9
Pennsylvania	17	4,362	4,384	-0.5	20	4,155	4,128	0.6
Rhode Island	3	562	579	-2.9	38	530	527	0.6
Vermont	16	113	113	0.5	16	101	101	0.6
Subtotal		21,853	21,941	-0.4		21,597	21,607	0.0
South Atlantic								
Delaware	10	411	407	0.9	10	416	408	1.9
District of Columbia	1	169	163	4.0	1	222	213	4.5
Florida	113	8,886	8,674	2.4	131	8,719	8,598	1.4
Georgia	110	4,093	4,010	2.1	106	4,234	4,175	1.3
Maryland	26	3,134	3,136	-0.1	27	3,210	3,186	0.8
North Carolina	22	4,310	4,201	2.6	23	4,166	4,044	3.0
South Carolina	39	1,743	1,699	2.5	43	1,785	1,722	3.6
Virginia	368	3,691	3,638	1.5	375	3,591	3,542	1.4
West Virginia	9	619	633	-2.2	6	560	556	0.9
Subtotal		27,056	26,563	1.9		26,903	26,447	1.7
North Central								
Illinois	36	4,941	4,845	2.0	39	5,822	5,769	0.9
Indiana		2,539	2,495	1.7		2,621	2,590	1.2
Iowa	22	786	798	-1.4	21	771	786	-2.0
Kansas	18	992	998	-0.6	17	974	985	-1.0
Michigan	34	4,620	4,629	2.0	50	4,359	4,273	2.0
Minnesota	22	2,183	2,183	0.0	20	2,202	2,199	0.1
Missouri	65	2,556	2,505	2.0	65	2,488	2,462	1.0
Nebraska	13	554	549	0.9	13	541	540	0.1
North Dakota	5	160	156	1.6	5	150	147	1.8
Ohio	73	4,640	4,592	1.0	71	4,530	4,478	1.2
South Dakota	6	162	175	4.0	6	185	174	6.1
Wisconsin	54	2,163	2,127	1.7	30	1,980	1,980	0.0
Subtotal		26,316	25,954	1.4		26,623	26,383	0.9
South Gulf								
Alabama	50	1,867	1,831	2.0	48	1,932	1,928	0.2
Arkansas		1,094	1,077	1.5	3	1,030	995	3.6
Kentucky	3	1,309	1,269	3.1	6	1,435	1,424	0.6
Louisiana	10	1,828	1,897	1.7	11	1,985	1,951	1.8
Mississippi	25	992	965	2.4	21	993	972	2.1
Oklahoma		1,723	1,705	1.1	27	1,546	1,555	-0.6
Tennessee	5	3,061	2,997	2.1	5	3,006	2,816	6.8
Texas	67	12,211	12,041	1.4	79	11,826	11,665	1.4

Region And State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2014 (Preliminary)	2013			2014 (Revised)	2013	
Subtotal		24,185	23,735	1.7		23,753	23,306	1.9
West								
Alaska	35	172	172	-0.1	34	163	157	-2.0
Arizona	12	2,578	2,684	-0.2	11	3,042	3,022	0.7
California	91	19,941	19,747	1.0	89	20,650	20,655	0.0
Colorado	27	2,175	2,098	3.7	35	2,091	2,018	3.6
Hawaii	37	411	409	0.5	38	396	398	-0.5
Idaho	78	480	474	1.4	79	461	451	2.2
Montana	5	254	247	3.1	6	208	200	3.8
Nevada	29	1,057	1,029	2.7	27	983	954	3.0
New Mexico	31	733	715	3.0	33	647	629	2.8
Oregon	40	1,326	1,297	2.2	41	1,245	1,216	2.4
Utah	46	1,171	1,147	2.1	47	1,071	1,049	2.1
Washington	52	2,964	2,931	-2.3	56	3,000	2,943	1.9
Wyoming	29	148	146	1.3	34	137	134	2.3
Subtotal		33,414	33,096	1.0		34,094	33,836	0.8
Totals	2,066	132,825	131,337	1.1	2,159	132,972	131,578	1.1

Note: Where Number of STATIONS are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

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July 2014 Traffic Volume Trends

Changes on All Estimated Roads by Region and State

Table – 6. Changes on ALL* Estimated Roads by Region and State**

Region And State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2014 (Preliminary)	2013			2014 (Revised)	2013	
Northeast								
Connecticut	30	2,845	2,828	0.6	25	2,745	2,705	1.5
Maine	103	1,332	1,344	-0.8	102	1,285	1,267	1.4
Massachusetts	73	5,048	4,993	1.1	74	4,820	4,891	2.8
New Hampshire	183	1,204	1,194	0.9	173	1,177	1,141	3.1
New Jersey	62	6,136	6,194	-0.9	61	6,209	6,324	-1.8
New York	128	11,143	11,166	-0.2	123	10,785	10,824	-0.4
Pennsylvania	58	9,097	9,062	0.4	61	8,648	8,473	2.1
Rhode Island	6	757	784	-3.5	41	693	693	0.1
Vermont	73	729	721	1.2	72	614	599	2.6
Subtotal		38,291	38,286	0.0		36,976	36,717	0.7
South Atlantic								
Delaware	50	981	952	1.0	58	934	918	1.7
District of Columbia	1	239	230	4.0	1	315	301	4.5
Florida	208	16,369	15,899	3.0	237	16,298	16,034	1.6
Georgia	204	9,859	9,507	3.7	200	9,333	9,089	2.7
Maryland	46	4,895	4,986	0.2	47	5,085	5,040	0.9
North Carolina	59	9,400	9,243	1.7	62	9,112	8,914	2.2
South Carolina	111	4,573	4,407	3.8	123	4,435	4,281	3.6
Virginia	688	7,291	7,173	1.7	697	7,014	6,893	1.7
West Virginia	31	1,878	1,690	-0.7	29	1,468	1,465	0.2
Subtotal		55,365	54,087	2.4		53,982	52,936	2.0
North Central								
Illinois	84	8,103	8,979	1.4	86	10,234	10,144	0.9
Indiana		7,029	6,944	1.2		6,690	6,600	1.4
Iowa	128	2,901	2,876	0.9	126	2,819	2,824	-0.2
Kansas	88	2,714	2,694	0.7	89	2,635	2,635	0.0
Michigan	57	8,575	8,430	1.7	109	8,517	8,388	1.8
Minnesota	53	5,085	4,999	1.3	47	5,174	5,132	0.8
Missouri	153	6,456	6,296	2.5	155	6,005	5,910	1.6
Nebraska	56	1,855	1,786	3.9	58	1,762	1,721	2.4
North Dakota	8	928	941	-1.7	9	853	853	-0.1
Ohio	133	10,251	10,188	0.6	132	9,835	9,762	1.8
South Dakota	40	944	928	1.8	44	864	842	2.6
Wisconsin	128	5,253	5,202	1.0	87	4,964	4,919	0.9
Subtotal		61,072	60,263	1.3		60,462	59,710	1.2
South Gulf								
Alabama	99	5,797	5,634	2.9	98	5,904	5,779	2.2
Arkansas		3,184	3,094	2.3	5	3,036	2,949	3.0
Kentucky	25	3,808	3,709	2.7	35	4,375	4,328	1.1
Louisiana	28	4,256	4,183	1.7	30	4,282	4,237	1.0
Mississippi	72	3,859	3,577	2.3	65	3,523	3,444	2.3
Oklahoma		4,478	4,388	2.0	79	4,100	4,113	-0.3
Tennessee	19	6,729	6,564	2.5	25	6,395	6,185	3.7
Texas	198	21,496	21,054	2.0	203	20,869	20,495	1.8

Region And State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2014 (Preliminary)	2013			2014 (Revised)	2013	
Subtotal		63,387	62,233	2.2		62,484	51,610	1.9
West								
Alaska	55	451	456	-1.0	53	425	432	-1.8
Arizona	55	4,823	4,803	0.3	54	5,480	5,422	0.7
California	129	26,856	26,320	1.1	138	26,842	26,701	0.5
Colorado	75	4,123	3,988	3.1	85	3,958	3,831	3.6
Hawaii	50	835	884	0.2	53	834	832	0.2
Idaho	181	1,815	1,573	2.3	197	1,490	1,450	2.8
Montana	88	1,485	1,440	3.1	65	1,221	1,183	3.2
Nevada	70	2,148	2,095	2.5	72	2,010	1,965	2.3
New Mexico	82	2,411	2,334	3.3	78	2,109	2,053	2.8
Oregon	146	3,351	3,295	2.3	150	3,058	2,986	2.3
Utah	87	2,441	2,391	2.1	85	2,257	2,237	1.4
Washington	136	5,182	5,245	-1.2	127	5,218	5,142	1.5
Wyoming	148	987	947	2.0	155	848	845	0.4
Subtotal		58,640	57,890	1.3		57,748	57,079	1.2
Totals	4,743	266,762	262,757	1.5	4,963	261,642	257,955	1.4

Note: Where Number of STATIONS are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

* All Estimated roads include travel from Table 3 and 4 plus remaining roads.

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July 2014 Traffic Volume Trends

Volume Trends – Rural

Table – 6. Estimated Rural Vehicle Miles (Millions) and Percent Change from Same Period Previous Year**

Year-2013														
Rural Interstate	%	Rural Other Arterial	%	Other Rural	%	Total Rural	%	All Systems	%					
Jan	17,906	1.1	Jan	27,167	-0.1	Jan	26,464	-0.3	Jan	71,556	0.1	Jan	226,684	0.4
Feb	16,841	-0.8	Feb	26,248	-1.3	Feb	24,958	-2.0	Feb	68,047	-1.4	Feb	214,451	-1.5
Mar	20,461	1.5	Mar	30,876	-1.3	Mar	29,594	-3.1	Mar	80,932	-1.3	Mar	248,590	-1.6
Q1	55,208	0.7	Q1	84,291	-0.9	Q1	81,036	-1.9	Q1	220,535	-0.9	Q1	689,726	-0.9
Apr	20,307	-0.9	Apr	30,544	-0.4	Apr	30,086	0.1	Apr	80,937	-0.3	Apr	250,057	0.7
May	22,055	1.6	May	33,233	0.2	May	32,111	0.4	May	87,399	0.6	May	261,796	0.7
Jun	22,244	1.0	Jun	33,313	-0.5	Jun	31,954	-0.6	Jun	87,511	-0.2	Jun	267,955	-0.4
Q2	64,606	0.6	Q2	97,090	-0.2	Q2	94,162	-0.1	Q2	255,648	0.0	Q2	769,808	0.3
1st Half	119,614	0.6	1st Half	181,381	-0.6	1st Half	175,188	-0.9	1st Half	476,383	-0.4	1st Half	1,459,533	-0.2
Jul	23,605	2.0	Jul	35,293	1.1	Jul	33,089	1.5	Jul	91,987	1.5	Jul	262,757	1.3
Aug	23,635	2.7	Aug	35,082	1.1	Aug	33,259	1.6	Aug	91,978	1.7	Aug	266,731	1.2
Sep	20,033	1.7	Sep	31,481	1.4	Sep	29,801	1.5	Sep	81,314	1.5	Sep	241,029	1.3
Q3	67,273	2.2	Q3	101,856	1.2	Q3	96,149	1.6	Q3	265,277	1.6	Q3	770,517	1.3
Oct	21,150	2.5	Oct	32,959	1.9	Oct	31,425	1.4	Oct	85,534	1.6	Oct	257,558	1.6
Nov	19,711	-1.3	Nov	30,091	-0.5	Nov	27,949	-0.6	Nov	77,751	-0.8	Nov	238,600	-0.4
Dec	20,140	2.6	Dec	29,219	0.9	Dec	27,043	-0.1	Dec	76,402	1.0	Dec	239,669	0.9
Q4	61,001	1.3	Q4	92,269	0.8	Q4	86,418	0.2	Q4	239,688	0.7	Q4	736,727	0.8
2nd Half	128,273	1.7	2nd Half	194,125	1.0	2nd Half	182,567	0.9	2nd Half	504,965	1.1	2nd Half	1,506,245	1.0
Year	248,088	1.2	Year	375,506	0.2	Year	357,754	0.0	Year	981,348	0.4	Year	2,965,778	0.4
Year-2014														
Rural Interstate	%	Rural Other Arterial	%	Other Rural	%	Total Rural	%	All Systems	%					
Jan	17,804	-0.6	Jan	26,787	-1.4	Jan	26,038	-1.7	Jan	70,629	-1.3	Jan	223,870	-1.3
Feb	16,681	-0.9	Feb	26,130	-0.4	Feb	24,642	-1.3	Feb	67,453	-0.9	Feb	212,645	-0.8
Mar	20,439	-0.1	Mar	30,929	0.2	Mar	29,510	-0.3	Mar	80,878	-0.1	Mar	249,040	0.2
Q1	54,924	-0.5	Q1	83,846	-0.5	Q1	80,190	-1.0	Q1	218,960	-0.7	Q1	685,356	-0.6
Apr	21,224	4.5	Apr	31,395	2.6	Apr	30,707	2.1	Apr	83,326	3.0	Apr	254,528	1.6
May	22,508	2.1	May	33,804	1.7	May	32,668	1.7	May	88,980	1.8	May	264,094	0.9
Jun	22,751	2.3	Jun	33,903	1.8	Jun	32,553	1.9	Jun	89,206	1.9	Jun	261,842	1.4
Q2	66,482	2.9	Q2	99,102	2.1	Q2	95,928	1.9	Q2	261,512	2.2	Q2	780,264	1.4
1st Half	121,408	1.3	1st Half	182,948	0.9	1st Half	176,118	0.5	1st Half	480,472	0.9	1st Half	1,485,620	0.4
Jul	24,328	3.1	Jul	36,057	2.2	Jul	33,678	1.8	Jul	94,063	2.3	Jul	266,752	1.5
Aug			Aug			Aug			Aug			Aug		
Sep			Sep			Sep			Sep			Sep		
Q3	24,328	3.1	Q3	36,057	2.2	Q3	33,678	1.8	Q3	94,063	2.3	Q3	266,752	1.5
Oct			Oct			Oct			Oct			Oct		

Year-2014														
Rural Interstate	%	Rural Other Arterial	%	Other Rural	%	Total Rural	%	All Systems						
Nov		Nov		Nov		Nov		Nov						
Dec		Dec		Dec		Dec		Dec						
Q4	0	Q4	0	Q4	0	Q4	0	Q4	0					
2nd Half	24,328	3.1	2nd Half	36,057	2.2	2nd Half	33,878	1.9	2nd Half	64,093	2.3	2nd Half	266,752	1.5
Year	145,734	1.8	Year	219,005	1.1	Year	209,796	0.7	Year	574,636	1.1	Year	1,732,372	0.6

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July 2014 Traffic Volume Trends

Volume Trends – Urban

Table – 7. Estimated Urban Vehicle Miles (Millions) and Percent Change from Same Period Previous Year**

Year-2013														
Urban Interstate	%	Urban Other Arterial	%	Other Urban	%	Total Urban	%	All Systems						
Jan	37,308	1.1	Jan	82,202	0.4	Jan	35,617	0.3	Jan	155,128	0.6	Jan	226,684	0.4
Feb	35,210	-1.2	Feb	77,855	-1.4	Feb	33,539	-1.9	Feb	146,404	-1.5	Feb	214,451	-1.5
Mar	40,568	-0.8	Mar	88,940	-1.9	Mar	38,160	-2.0	Mar	167,658	-1.7	Mar	248,590	-1.6
Q1	113,086	-0.3	Q1	248,798	-1.0	Q1	107,308	-1.2	Q1	469,190	-0.9	Q1	689,728	-0.9
Apr	40,554	0.9	Apr	89,561	1.4	Apr	39,005	1.2	Apr	169,120	1.2	Apr	250,057	0.7
May	42,885	1.1	May	91,387	0.6	May	40,124	0.8	May	174,397	0.8	May	261,796	0.7
Jun	42,595	-0.2	Jun	88,983	-0.7	Jun	38,866	-0.5	Jun	170,443	-0.5	Jun	257,955	-0.4
Q2	126,034	0.6	Q2	269,931	0.4	Q2	117,995	0.5	Q2	513,960	0.5	Q2	769,806	0.3
1st Half	239,121	0.2	1st Half	518,729	-0.3	1st Half	225,301	-0.3	1st Half	983,151	-0.2	1st Half	1,459,533	-0.2
Jul	41,040	1.4	Jul	90,287	0.9	Jul	39,432	1.5	Jul	170,770	1.2	Jul	262,757	1.3
Aug	42,880	1.3	Aug	92,404	0.5	Aug	39,471	1.8	Aug	174,755	0.9	Aug	266,731	1.2
Sep	39,727	1.8	Sep	83,808	0.7	Sep	36,182	1.9	Sep	159,715	1.2	Sep	241,029	1.3
Q3	123,647	1.4	Q3	266,507	0.7	Q3	115,085	1.7	Q3	505,240	1.1	Q3	770,517	1.3
Oct	41,633	2.3	Oct	91,671	1.6	Oct	38,720	1.9	Oct	172,024	1.8	Oct	257,558	1.8
Nov	39,437	-0.3	Nov	84,811	-0.2	Nov	36,501	-0.3	Nov	160,749	-0.3	Nov	238,500	-0.4
Dec	39,790	1.3	Dec	85,715	0.8	Dec	37,763	0.7	Dec	183,267	0.8	Dec	239,669	0.9
Q4	120,860	1.1	Q4	262,197	0.7	Q4	112,983	0.8	Q4	496,040	0.8	Q4	735,727	0.8
2nd Half	244,507	1.3	2nd Half	528,704	0.7	2nd Half	228,069	1.2	2nd Half	1,001,279	0.9	2nd Half	1,508,245	1.0
Year	483,628	0.7	Year	1,047,433	0.2	Year	453,370	0.4	Year	1,984,430	0.4	Year	2,965,778	0.4
Year-2014														
Urban Interstate	%	Urban Other Arterial	%	Other Urban	%	Total Urban	%	All Systems						
Jan	36,980	-0.9	Jan	81,291	-1.1	Jan	34,770	-2.4	Jan	153,042	-1.3	Jan	223,670	-1.3
Feb	34,899	-0.9	Feb	77,159	-0.6	Feb	33,133	-1.2	Feb	145,192	-0.8	Feb	212,645	-0.8
Mar	40,748	0.4	Mar	89,147	0.2	Mar	38,269	0.3	Mar	168,162	0.3	Mar	240,040	0.2
Q1	112,626	-0.4	Q1	247,597	-0.5	Q1	106,173	-1.1	Q1	466,395	-0.6	Q1	685,356	-0.6
Apr	41,304	1.8	Apr	89,821	1.2	Apr	39,277	0.7	Apr	171,202	1.2	Apr	254,528	1.8
May	43,189	0.7	May	91,784	0.4	May	40,181	0.1	May	175,114	0.4	May	264,094	0.9
Jun	43,400	1.9	Jun	88,572	0.7	Jun	39,463	1.5	Jun	172,435	1.2	Jun	261,642	1.4
Q2	127,873	1.5	Q2	271,957	0.8	Q2	118,922	0.8	Q2	518,752	0.9	Q2	780,264	1.4
1st Half	240,498	0.6	1st Half	519,554	0.2	1st Half	225,094	-0.1	1st Half	985,147	0.2	1st Half	1,485,620	0.4
Jul	41,747	1.7	Jul	91,078	0.9	Jul	39,884	1.1	Jul	172,689	1.1	Jul	266,752	1.5
Aug			Aug			Aug			Aug			Aug		
Sep			Sep			Sep			Sep			Sep		
Q3	41,747	1.7	Q3	91,078	0.9	Q3	39,884	1.1	Q3	172,689	1.1	Q3	266,752	1.5
Oct			Oct			Oct			Oct			Oct		



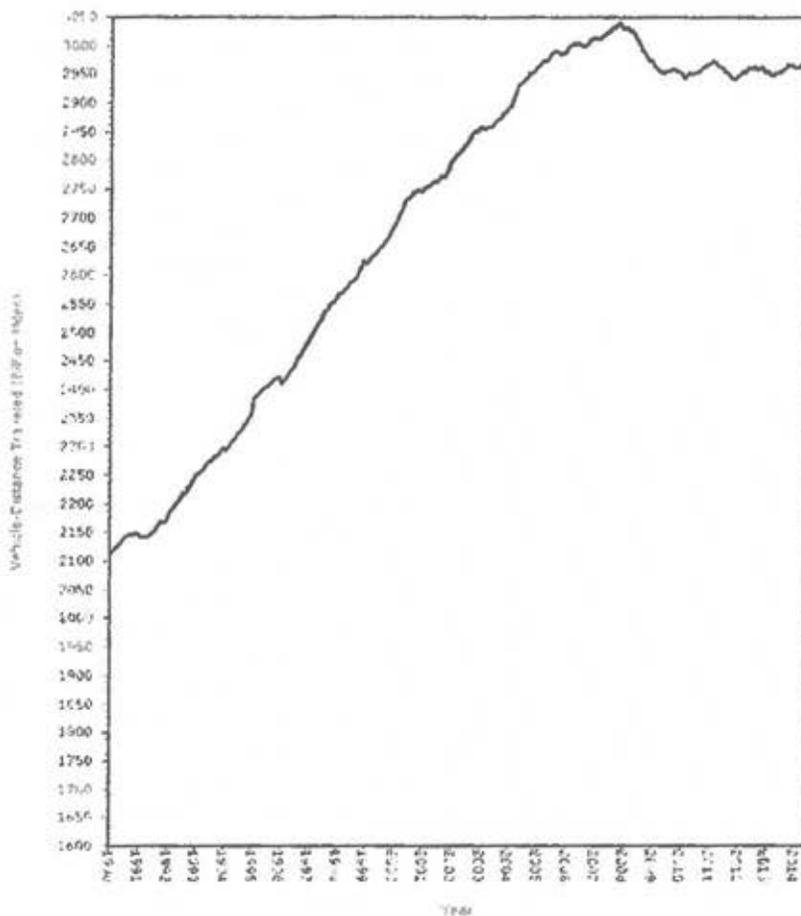
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July 2014 Traffic Volume Trends

Figure 1 – Moving 12-Month Total on All Highways



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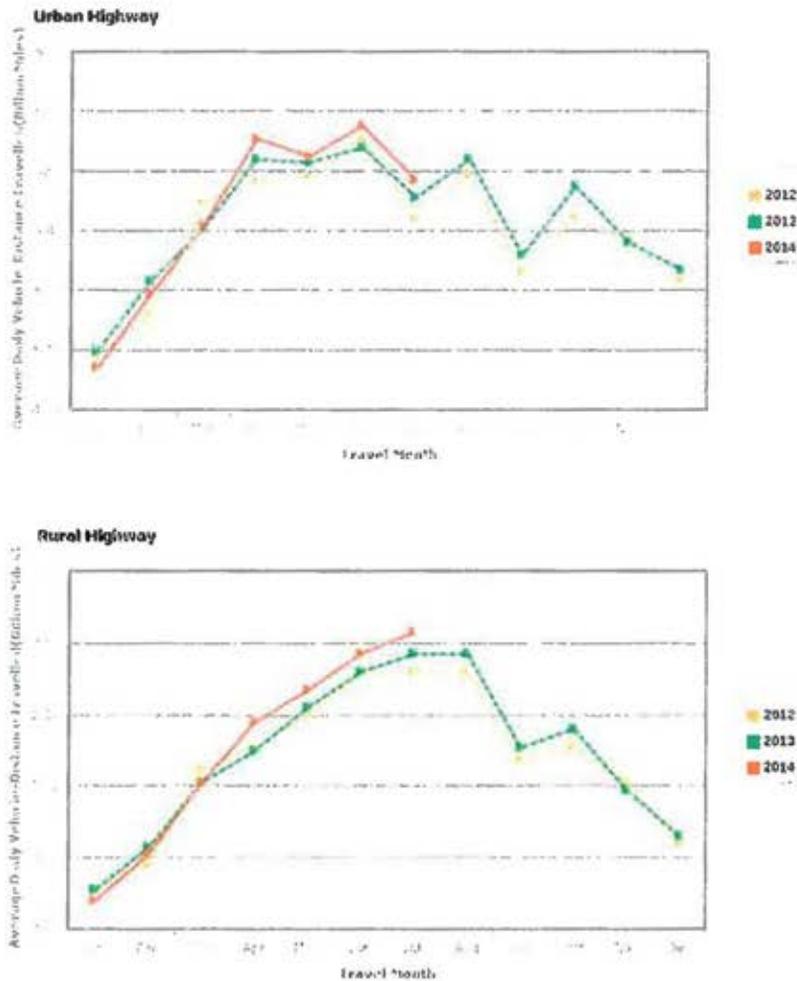
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July 2014 Traffic Volume Trends

Figure 2 – Travel on U.S. Highways By Month



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