



## Charting a Course to 2040

SOUTH CAROLINA MULTIMODAL TRANSPORTATION PLAN

Regional Transit & Coordination Plan

# BERKELEY-CHARLESTON- DORCHESTER REGION

Prepared for:



Prepared by:



November 2014



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# 1. INTRODUCTION

## 1.1 Overview

Transportation plays a key role in determining the environmental conditions and the quality of life in any community. This is particularly true in South Carolina, both due to the sensitivity of the unique mountain areas of the state, along with the Atlantic Ocean shoreline. These factors contribute to the high level of travel demand by the popularity of the area as both a tourist destination, as well as a desirable residential area.

The 2040 South Carolina Multimodal Transportation Plan (2040 MTP) planning process includes several major components that encompass public transportation, including:

- **10 Regional Transit & Coordination Plan Updates** – transit plans developed for each of the 10 Council of Government (COG) regions
- **Statewide Public Transportation Plan Update** – overall public transportation plan for the state of South Carolina, summarizing existing services, needs and future funding programs
- **Multimodal Transportation Plan** – overall plan inclusive of all modes of transportation



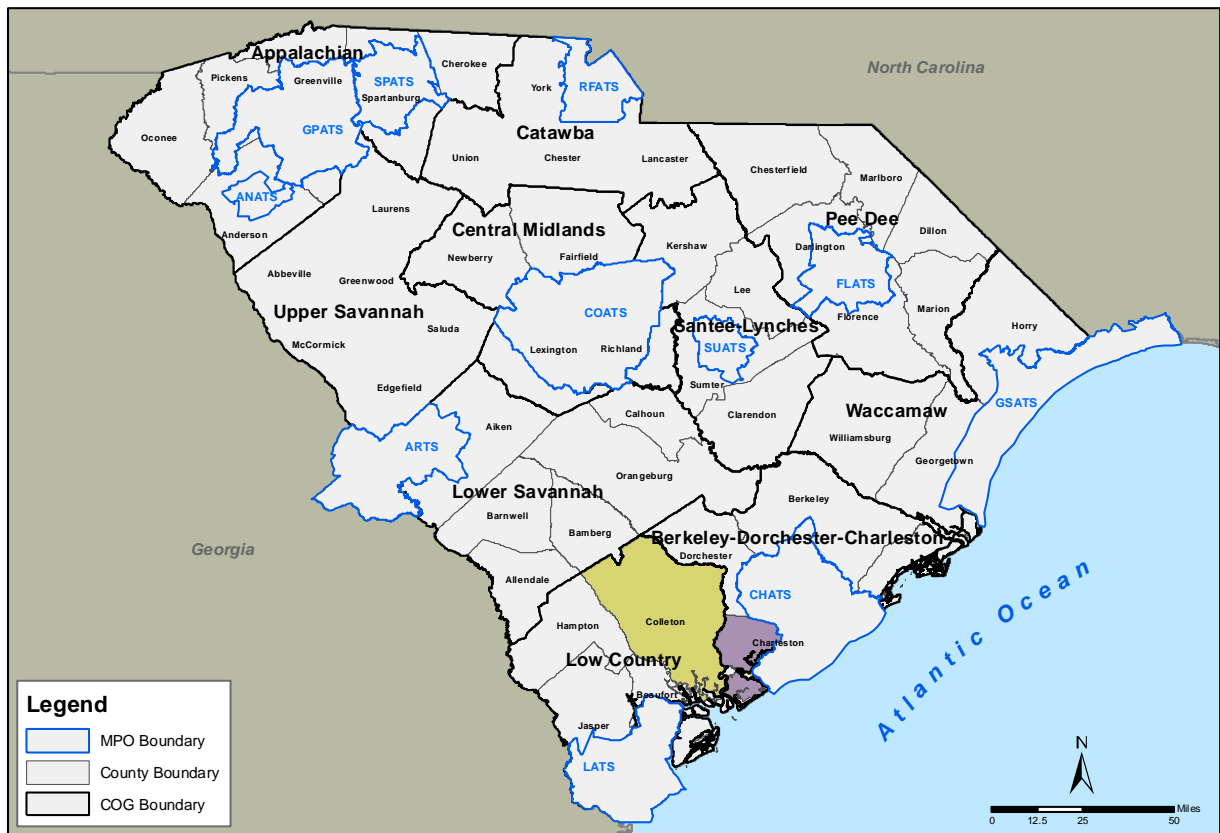
This Berkeley-Charleston-Dorchester (BCD) Regional Transit & Coordination Plan Update was prepared in coordination with the development of the 2040 MTP. The initial Regional Transit Plan was completed in 2008 and the following pages provide an update representing changes within the region and across the state for public transportation. The purpose of this BCD Regional Transit & Coordination Plan Update is to identify existing public transportation services, needs, and strategies for the next 20 years. This plan differs from the 2008 plan in that it incorporates an overview of human services transportation in the region, in addition to the needs and strategies for increased coordination in the future.

A key transportation strategy for the South Carolina Department of Transportation (SCDOT) is to develop multimodal options for residents and visitors in all areas of the state, including public transportation. Many regions in the state have adopted policies that focus on addressing both existing transportation deficiencies, as well as growth in demand through expansion in transportation alternatives. In addition, in 2003 the SCDOT adopted a complete streets policy in support of alternative modes of transportation.

## 1.2 Community Summary

The BCD Regional Transit Plan study area includes the three counties located within in the Berkeley-Charleston-Dorchester COG boundaries. **Figure 1-1** illustrates the 10 COG areas across the state of South Carolina.

**Figure 1-1: SC Councils of Government**



The BCD Region is a major draw to tourists, attracting approximately four million visitors each year. Travelers visit the region throughout the year to take advantage of the region’s historical, cultural, and natural assets. The BCD Region has a diverse geography and is comprised of 1.65 million acres. Over the past decade, the population of the BCD Region has increased, rebounding from the slow population growth felt during the 1990s, due in part to the closing of the Charleston Naval Base. The attractiveness of the region has increased among the elderly and has become a popular retirement destination. Recent planning efforts among these three counties include an emphasis on: planned development, open space, and agricultural protection; preservation of historic resources; compact growth and new development in urban villages; construction of “complete streets;” and, a multimodal transportation network. A brief review of demographic and economic characteristics of the study area is presented as a basis for evaluating the BCD Region’s future transit needs.

### 1.2.1 Population Trends

#### Statewide Population Trends

Between 2000 and 2010, the population of South Carolina increased by 15 percent, from 4.012 million to 4.625 million. Compared to the U.S. growth during the same period of 9 percent, South Carolina’s growth was almost 70 percent greater than the nation’s, but comparable to nearby states. Population totals and growth rates in the past two decades are shown in **Table 1-1** for South Carolina, nearby states, and the country as a whole.

**Table 1-1: Population Trends: 1990, 2000, and 2010**

State	Population			Annual Growth Rate	
	1990	2000	2010	1990-2000	2000-2010
South Carolina	3,486,703	4,012,012	4,625,364	1.51%	1.53%
North Carolina	6,628,637	8,049,313	9,535,483	2.14%	1.85%
Tennessee	4,877,185	5,689,283	6,346,105	1.67%	1.15%
Georgia	6,478,216	8,186,453	9,687,653	2.64%	1.83%
Alabama	4,040,587	4,447,100	4,779,736	1.01%	0.75%
<b>United States</b>	<b>248,709,873</b>	<b>281,421,906</b>	<b>308,745,538</b>	<b>1.32%</b>	<b>0.97%</b>

Source: U.S. Census Bureau

The future population of South Carolina is projected to increase over the next two decades, but at a slower rate than adjacent states and slower than the United States, as shown in **Table 1-2** and **Figure 1-2**. This projection reverses the trend seen from 1990 to 2010, as South Carolina population increased at a rate greater than that of the U.S. and at a pace equal to neighboring states.

**Table 1-2: Population Projections, 2010 – 2030**

State	Population <sup>(1)</sup>	
	2020	2030
South Carolina	4,822,577	5,148,569
North Carolina	10,709,289	12,227,739
Tennessee	6,780,670	7,380,634
Georgia	10,843,753	12,017,838
Alabama	4,728,915	4,874,243
<b>United States</b>	<b>341,387,000</b>	<b>373,504,000</b>

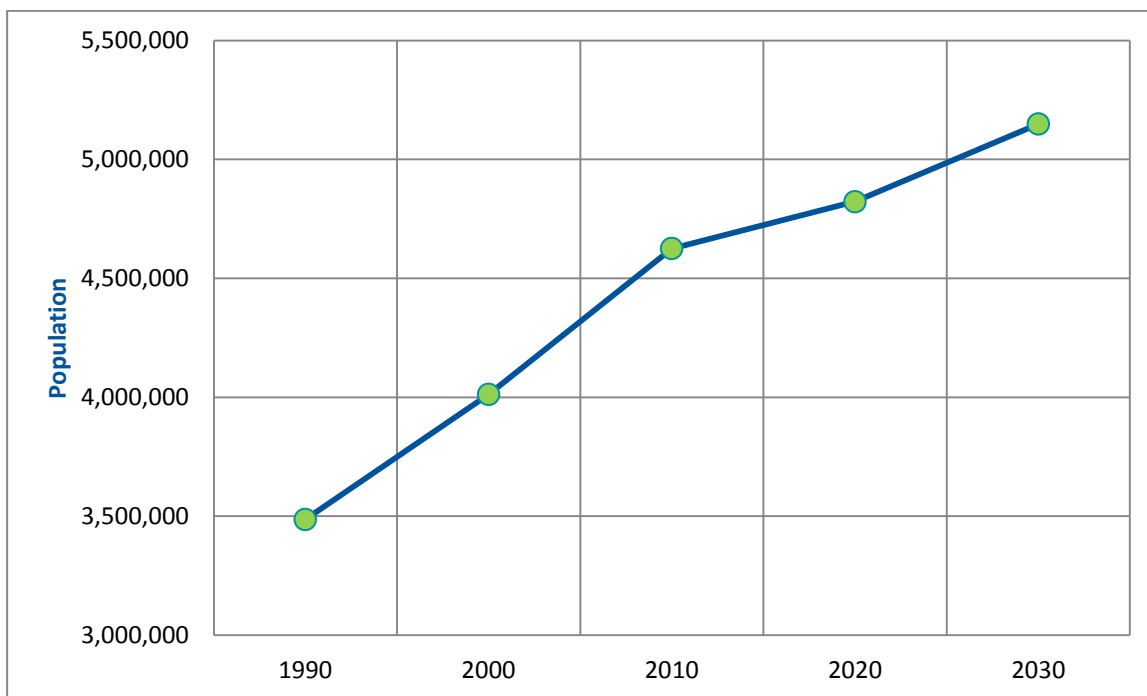
State	Annual Percentage Growth		Total Percent Growth
	2010-2020	2020-2030	2010-2030
South Carolina	0.4%	0.7%	11.1%
North Carolina	1.2%	1.4%	26.5%
Tennessee	0.7%	0.9%	15.7%
Georgia	1.2%	1.1%	22.7%
Alabama	-0.1%	0.3%	2.0%
<b>United States</b>	<b>1.1%</b>	<b>0.9%</b>	<b>20.0%</b>

<sup>(1)</sup> 1990, 2000 and 2010 populations from Census. 2020, 2030 populations are US Census Bureau projections from 2008.

<sup>(2)</sup> BCD COG staff note the 2013 pop. est. for SC is 4,773,684, according to World Population Review, and 4,723,723 for 2012 according to ACS est.



**Figure 1-2: South Carolina Population: 1990 to 2030**



**Regional Population Trends**

The growth in population in South Carolina over the last 20 years has not been evenly distributed throughout the state. The growth in the BCD Region and the nine other regions is shown in **Table 1-3**. All the COG regions experienced growth from 1990 to 2010, with the BCD Region experiencing a 0.83 percent growth from 1990 to 2000. In contrast, the following decade growth drastically increased to 2.11 percent. Population projections by county are shown in **Table 1-4**.

**Table 1-3: Population Growth by Council of Government**

Council of Government Areas	Population			Annual Growth	
	1990	2000	2010	90-00	00-10
<b>Berkeley-Charleston-Dorchester COG</b>	<b>506,875</b>	<b>549,033</b>	<b>664,607</b>	<b>0.83%</b>	<b>2.11%</b>
S.C. Appalachian COG	887,993	1,028,656	1,171,497	1.58%	1.39%
Catawba RPC	248,520	289,914	364,826	1.67%	2.58%
Central Midlands COG	508,798	596,253	708,359	1.72%	1.88%
Lowcountry COG	154,480	201,265	246,992	3.03%	2.27%
Lower Savannah COG	300,666	309,615	313,335	0.30%	0.12%
Pee Dee Regional COG	307,146	330,929	346,257	0.77%	0.46%
Santee-Lynches Regional COG	193,123	209,914	223,344	0.87%	0.64%
Upper Savannah COG	185,230	215,739	218,708	1.65%	0.14%
Waccamaw Regional PDC	227,170	289,643	363,872	2.75%	2.56%
<b>South Carolina</b>	<b>3,486,703</b>	<b>4,012,012</b>	<b>4,625,364</b>	<b>1.51%</b>	<b>1.53%</b>

Source: U.S. Census Bureau

**Table 1-4: BCD Population Growth by County**

Berkeley-Charleston-Dorchester	Population			
	2000	2010	2030	2040
Berkeley County	142,651	177,843	219,100	241,200
Charleston County	309,969	350,209	396,700	438,900
Dorchester County	96,413	136,555	190,200	211,500
<b>Total</b>	<b>549,033</b>	<b>664,607</b>	<b>806,000</b>	<b>891,600</b>

*Source: U.S. Bureau of the Census, Department of Health and Environmental Control, Office of Research and Statistics*

As shown in Tables 1-3 and 1-4, the BCD Region reported approximately 665,000 persons in 2010, with Charleston County having the greatest population, with approximately 53 percent of the region’s total population. Berkeley and Dorchester counties have 27 and 21 percent, respectively of the regional population. Quality of life is an important factor in the BCD Region. From the urban core of Charleston to the region’s lakes and shores, the cultural, historical, and recreational amenities are abundant. These amenities along with shopping centers, healthcare, and educational facilities draw more people to the region each year.

The BCD Region is growing rapidly, and areas outside of the center City of Charleston that were once rural or agricultural in nature, are becoming more and more suburban in nature. All three counties have a high growth rate, and the region as a whole is relatively young and affluent. These characteristics indicate a growing need for commuter-oriented transit services between residences in the suburban areas and job employment opportunities in the city, although it is important to note that there are significant concentrations of low-income residents in all three counties as well. For these low-income residents, transit will continue to be a needed source of mobility.

### 1.2.2 Economic Summary

At the turn of the twentieth century, South Carolina had approximately 14 million acres of farmland. Current trends in South Carolina show a decreasing percentage of land acreage devoted to agricultural uses, along with consolidation of farm industries. Prior to the 1950s, the BCD Region had a strong history of agriculture. After that time, national and international companies found the BCD Region and the skilled workforce within. The region is moving from rural and industrious to advanced and prosperous. In addition, the Port of Charleston is one of the nation’s busiest container ports and has long been a major force in the BCD Region, particularly the City of Charleston.

Annual employment projections from SC Works online website indicated a 1.3 percent growth in employment for the state through 2020. **Table 1-5** presents regional employers with over 3,000 staff.

**Table 1-5: BCD Regional Employers with over 3,000 Staff**

BCD COG	Approximate Jobs	Product/Service
Joint Base Charleston	22,000	Military
Medical University of South Carolina (MUSC)	13,000	Education
Boeing South Carolina	6,000	Aircraft Manufacturing
Charleston County School District	5,300	Education
Roper St. Francis Healthcare	5,100	Medical
Space & Naval Warfare Systems Center (SPAWAR Atlantic)	5,000	Technology
Berkeley County School District	3,650	Education
Dorchester County School District II	3,100	Education
JEM Restaurant Group Inc.	3,000	Service

Source: <http://berkeleysc.org/chamber/newsletters/maqazine2012.pdf>.  
[http://www.crda.org/business/market\\_profile/leading\\_employers.html](http://www.crda.org/business/market_profile/leading_employers.html)

### 1.2.3 Income

The BCD Region has experienced positive economic momentum over the last decade. The 2010 U.S. Census Bureau reports the median household income at \$52,916 for the region and the per capita income at \$30,764 for the Charleston Metropolitan Statistical Area (MSA).<sup>1</sup>

Unemployment throughout the region varies from county to county, with the highest rate (as of April 2013) being found in Berkeley County and the lowest rate being found in the more urban Charleston County. The Charleston MSA Region’s overall unemployment rate (6.0%) is lower than the state’s unemployment rate of (8.0%).<sup>2</sup> The following list shows the unemployment rate for each of the three counties:

- Berkeley County – 6.3 percent
- Charleston County – 5.8 percent
- Dorchester County – 6.1 percent

<sup>1</sup>U.S. Census Bureau, Census 2010 Data.

<sup>2</sup>[http://dew.sc.gov/documents/lmi-monthly-trends/April\\_2013.pdf](http://dew.sc.gov/documents/lmi-monthly-trends/April_2013.pdf).



## 2. EXISTING TRANSIT IN THE BCD REGION

### 2.1 Overview

This chapter describes existing transit services in the BCD Region and notes trends in transit use, service, expenditures, and efficiency. The existing operations statistics included in this report are for FY 2009, FY 2010, and FY 2011 from the SCDOT OPSTATS reports, which are comprised of data submitted by individual transit agencies. Although fiscal year 2012 had ended when the work on this Regional Transit Plan was underway, it was not available in time to include in this report. A brief review of the recently released FY 2012 operations statistics in comparison to previous fiscal years is presented in Section 2.4.

The BCDCOG recently completed its 2035 CHATS Long Range Transportation Plan for the urbanized area, which included an extensive review of transit services in the region. The BCDCOG is also currently conducting its Rural Long Range Transportation Plan. This section of the report includes excerpts from these recent study efforts.

Transit services are provided by two agencies in the BCD Region:

- Charleston Area Regional Transportation Authority (CARTA), and
- TriCounty Link [also known as the Berkeley-Charleston-Dorchester Regional Transportation Management Association (RTMA)].

Since 2004, with the addition of transportation sales tax revenues and private sector funding partnerships, transit services have expanded and ridership has increased drastically. CARTA provides fixed-route and demand response paratransit services in the urban core of Charleston, North Charleston, and the immediately surrounding areas. TriCounty Link provides deviated fixed-route and demand-response services to residents of the outlying rural areas.

In addition to the two public transit operators, a number of local human service agencies provide transportation services geared specifically to their clients. Many private transportation and taxicab companies offer personalized transportation services as well. Intercity transit services are available through Greyhound and Amtrak. Coordination efforts have been facilitated to enable efficiency and connectivity of transit providers as well as various modes of travel in the region.

## 2.2 Existing Transit Services

### 2.2.1 CARTA (Charleston Area Regional Transportation Authority)

The CARTA service area encompasses portions of Berkeley, Charleston, and Dorchester Counties. CARTA operates within the Charleston-North Charleston Urbanized Area (UZA), and there are 13 municipal jurisdictions and 3 county governments within the UZA. The service area and individual routes are shown in **Figure 2-1**. CARTA's services include fixed routes, commuter express routes, complementary paratransit service (Tel-A-Ride), and the Downtown Area Shuttle trolleys (DASH).



CARTA operates 25 fixed routes that include commuter express routes and a zonal flex route. CARTA also operates the DASH trolley in the historic downtown area. Six park and ride facilities are available for use by residents and visitors. Tel A Ride is CARTA transportation service for the disabled. All CARTA vehicles are equipped with wheelchair lifts. Tel A Ride passengers receive passes if deemed eligible from a medical doctor through the certification process.

CARTA operates 365 days a year, from 6:00 a.m. to 9:00 p.m. The base fare is \$1.75 per one-way trip and \$3.00 for the express and flex routes. Transfers are \$0.30. In FY 2011, CARTA served 4,321,293 passengers, with 250,756 revenue vehicle hours, and approximately 3,600,465 vehicle revenue miles.

Dedicated funding for CARTA began in 2004 when voters approved a ½-cent increase in the county sales tax in which proceeds are dedicated to roadway and bridge improvements, green space acquisition, and transit operations.

CARTA is currently conducting an Alternatives Analysis for the I-26 corridor and its service area.

Figure 2-1: CARTA Routes



### 2.2.2 TriCounty Link (Berkeley-Charleston-Dorchester RTMA)

TriCounty Link serves the rural areas of Berkeley, Charleston, and Dorchester Counties outside the CARTA service area. As shown in **Figure 2-2**, nine regular fixed routes and four commuter routes with varying headways operate in the region. Each of the nine fixed routes follows a published schedule, but each route also includes a route deviation option. The driver may go off the fixed route up to ¼-mile to pick up customers that cannot meet the bus at designated stop locations. Recently, TriCounty Link ceased providing Medicaid transportation; however, the agency has adult daycare transportation, and various other contracts with private companies.



TriCounty Link meets Americans with Disabilities Act requirements by deviating off route for their passengers with disabilities. TriCounty Link's deviated route service is primarily a curb-to-curb service that is scheduled in advance. Pre-certification for the ADA service is required. The deviated route service is offered within the existing routes, schedules and hours of the day. TriCounty Link deviates off the established routes by ¾ of a mile for ADA-eligible passengers. All TriCounty Link buses are ADA compliant.

Buses are equipped with bike racks and four commuter buses have free Wi-Fi. The current fleet consists of 49 vehicles that seat from 14 to 32 passengers. TriCounty Link is a “flag-stop” system and will pick up customers between the scheduled stops along each of the fixed routes. Since 2007, TriCounty Link and CARTA have an existing transfer agreement between services, allowing passengers to pay one fare each way when transferring between the agencies.

The base fare is \$2.25. In FY 2011, TriCounty Link served 132,495 passengers, with 47,604 revenue vehicle hours, and approximately 978,497 revenue vehicle miles. In FY 2011, TriCounty Link also provided 52,454 Medicaid trips.

## 2.3 Regional Trends and Summary

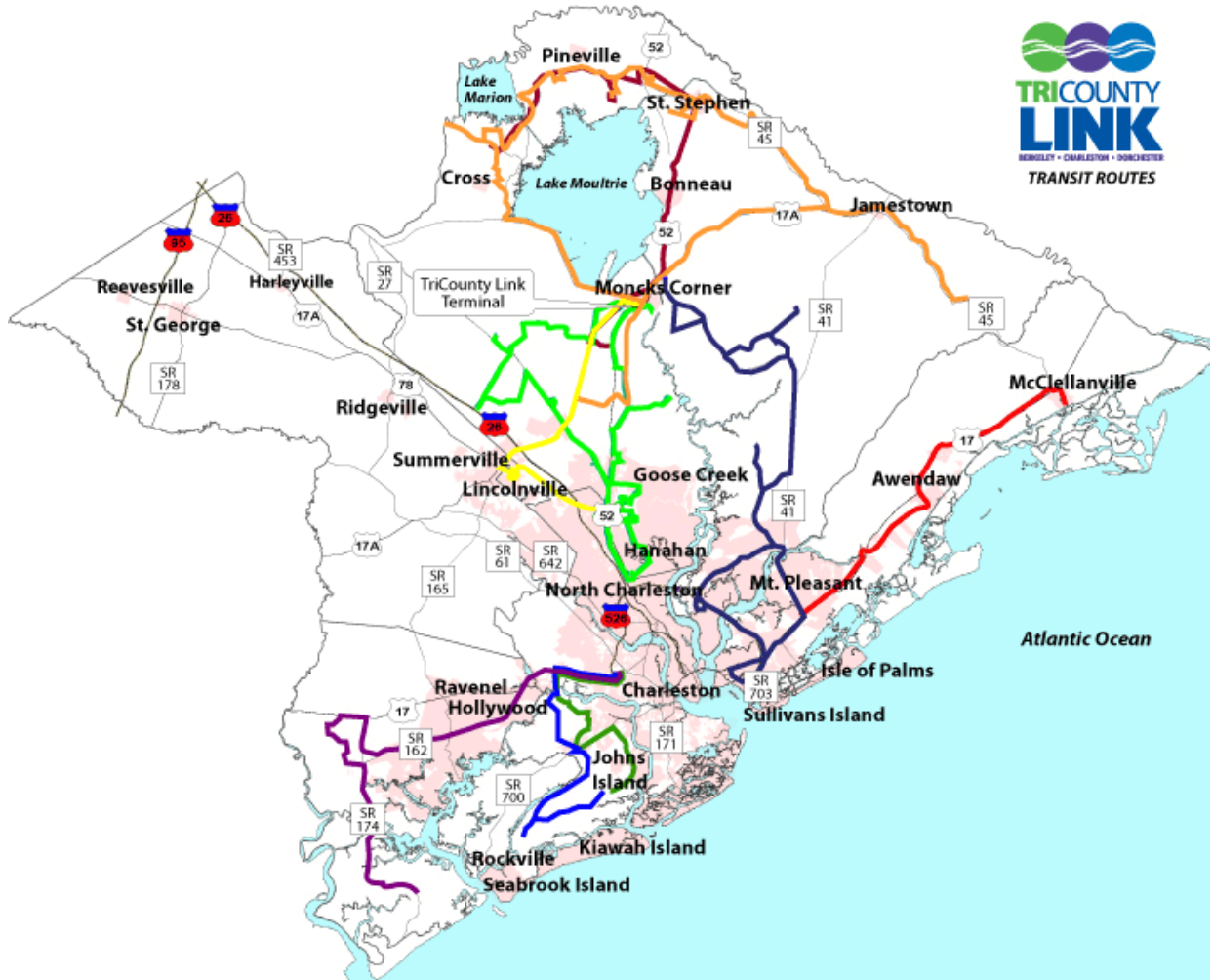
### 2.3.1 Vehicle Trends

**Table 2-1** and **Figure 2-3** present the total number of vehicles in the fleet for each system and peak number of vehicles. In 2011, the BCD Region had a total fleet for public transportation of 132 vehicles for public transportation, with an additional 30 vehicles used for Medicaid service. As mentioned above, future statistics will not have Medicaid trips provided by TriCounty Link.

During the peak hours, 111 of the 132 vehicles are in operation across the region. The total and peak number of vehicles remained constant for CARTA between 2009 and 2011, but increased in 2010 for

TriCounty Link. **Appendix A** provides detailed information for peak vehicles, broken out by urban verses rural areas.

**Figure 2-2: TriCounty Link Routes**



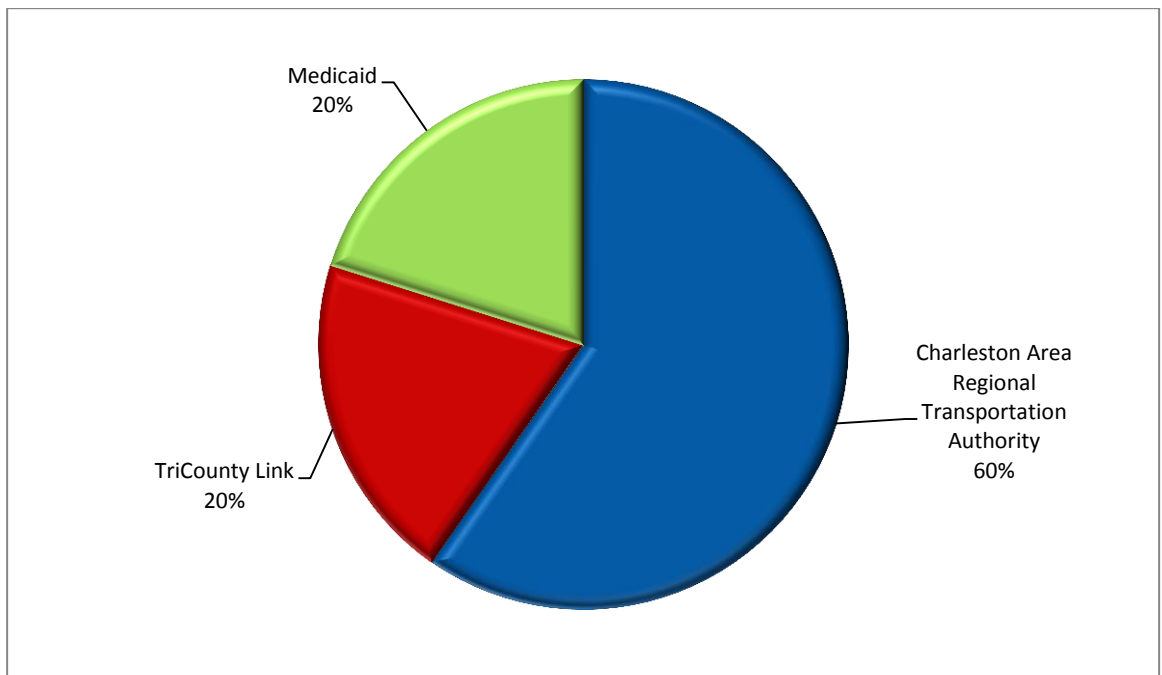
*Note: The map does not show the seven Commuter Solutions Routes.*



**Table 2-1: Vehicles in the BCD Region, FY 2009 to FY 2011**

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Charleston Area Regional Transportation Authority	Fixed Route	66	81	66	81	66	81
	Demand Response	17	21	17	21	17	21
	<b>Total</b>	<b>83</b>	<b>102</b>	<b>83</b>	<b>102</b>	<b>83</b>	<b>102</b>
TriCounty Link	Fixed Route	13	16	19	19	18	19
	Demand Response	8	8	13	13	10	11
	<b>Total</b>	<b>21</b>	<b>24</b>	<b>32</b>	<b>32</b>	<b>28</b>	<b>30</b>
	Other - Medicaid	20	26	28	28	28	30
<b>Total BCD Region</b>	<b>Fixed Route</b>	<b>79</b>	<b>97</b>	<b>85</b>	<b>100</b>	<b>84</b>	<b>100</b>
	<b>Demand Response</b>	<b>25</b>	<b>29</b>	<b>30</b>	<b>34</b>	<b>27</b>	<b>32</b>
	<b>Total</b>	<b>104</b>	<b>126</b>	<b>115</b>	<b>134</b>	<b>111</b>	<b>132</b>
	<b>Other - Medicaid</b>	<b>20</b>	<b>26</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>30</b>

**Figure 2-3: BCD Region Peak Vehicles**



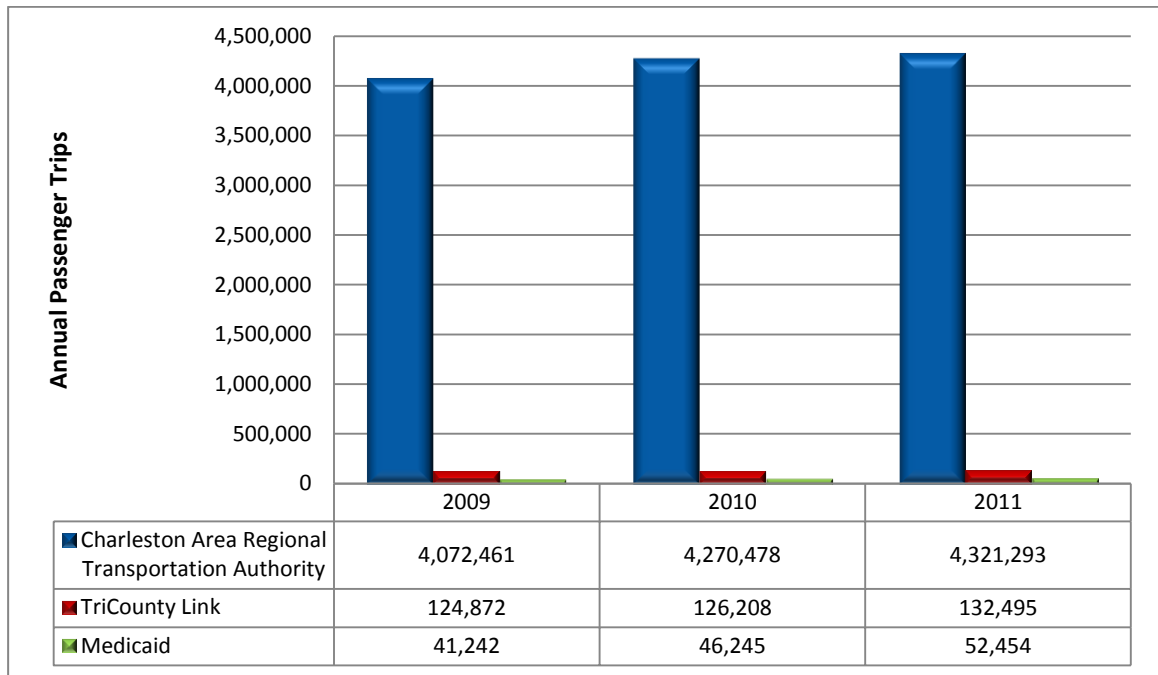
### 2.3.2 Ridership and Service Trends

**Table 2-2** and **Figures 2-4** and **2-5** present the annual passenger trips by transit agency and a summary for the region. In the past three years, ridership has increased for fixed route service. The demand response service increased in 2010 but decreased in 2011. Detailed information for the breakout of urban versus rural data is shown in Appendix A. Both urban and rural ridership have increased over the past three years.

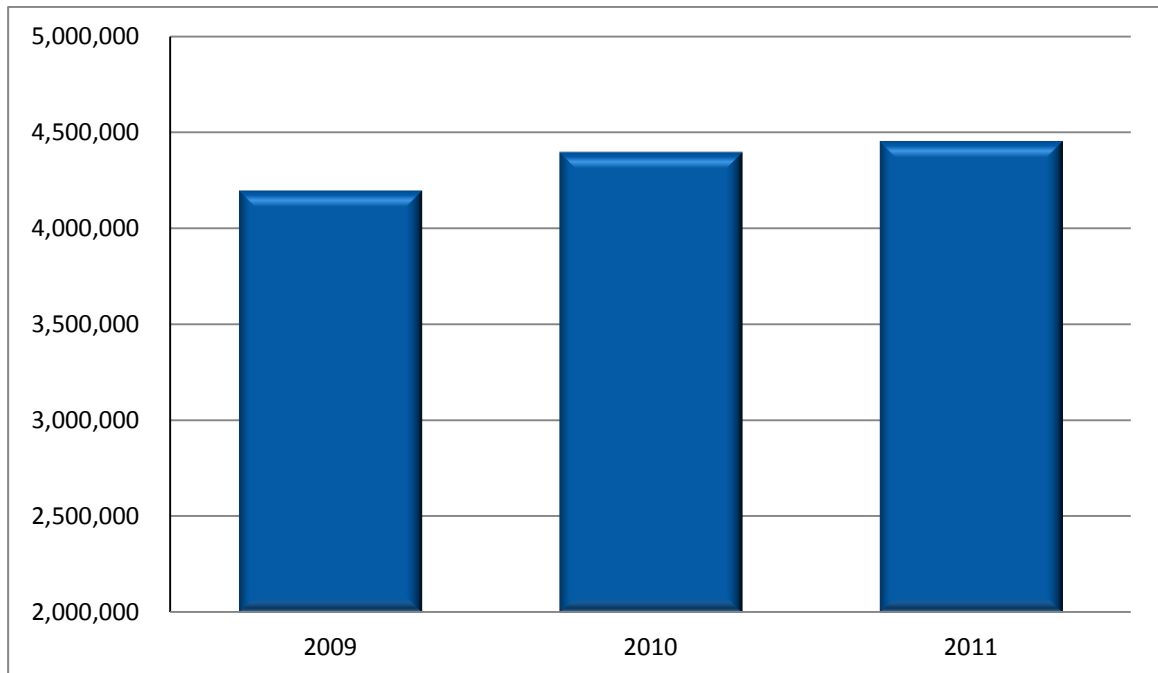
**Table 2-2: BCD Region Ridership by Agency, FY 2009 to FY 2011**

Agency	Service	2009	2010	2011
Charleston Area Regional Transportation Authority	Fixed Route	3,999,555	4,193,556	4,250,223
	Demand Response	72,906	76,922	71,070
	<b>Total</b>	<b>4,072,461</b>	<b>4,270,478</b>	<b>4,321,293</b>
TriCounty Link	Fixed Route	74,331	70,586	85,677
	Demand Response	50,541	55,622	46,818
	<b>Total</b>	<b>124,872</b>	<b>126,208</b>	<b>132,495</b>
	Other - Medicaid	41,242	46,245	52,454
<b>Total BCD Region</b>	<b>Fixed Route</b>	<b>4,073,886</b>	<b>4,264,142</b>	<b>4,335,900</b>
	<b>Demand Response</b>	<b>123,447</b>	<b>132,544</b>	<b>117,888</b>
	<b>Total</b>	<b>4,197,333</b>	<b>4,396,686</b>	<b>4,453,788</b>
	<b>Other - Medicaid</b>	<b>41,242</b>	<b>46,245</b>	<b>52,454</b>

**Figure 2-4: BCD Region Ridership Trends**



**Figure 2-5: BCD Region Public Transportation Ridership**



**Table 2-3** (with **Figures 2-6** and **2-7**) and **Table 2-4** (with **Figures 2-8** and **2-9**) present the annual vehicle revenue miles and annual vehicle revenue hours. The amount of public transportation service provided increased in 2010 but decreased in 2011 for both fixed route and demand response services. Medicaid services have increased over the past three years.

**Table 2-3: BCD Region Annual Vehicle Revenue Miles by Agency, FY 2009 to FY 2011**

Agency	Service	2009	2010	2011
Charleston Area Regional Transportation Authority	Fixed Route	3,086,075	3,143,265	2,987,190
	Demand Response	642,979	677,635	613,275
	<b>Total</b>	<b>3,729,054</b>	<b>3,820,900</b>	<b>3,600,465</b>
TriCounty Link	Fixed Route	655,468	636,798	735,336
	Demand Response	170,021	314,464	243,161
	<b>Total</b>	<b>825,489</b>	<b>951,262</b>	<b>978,497</b>
	Other - Medicaid	702,181	824,233	990,841
<b>Total BCD Region</b>	<b>Fixed Route</b>	<b>3,741,543</b>	<b>3,780,063</b>	<b>3,722,526</b>
	<b>Demand Response</b>	<b>813,000</b>	<b>992,099</b>	<b>856,436</b>
	<b>Total</b>	<b>4,554,543</b>	<b>4,772,162</b>	<b>4,578,962</b>
	<b>Other - Medicaid</b>	<b>702,181</b>	<b>824,233</b>	<b>990,841</b>

**Figure 2-6: BCD Region Annual Vehicle Revenue Miles**

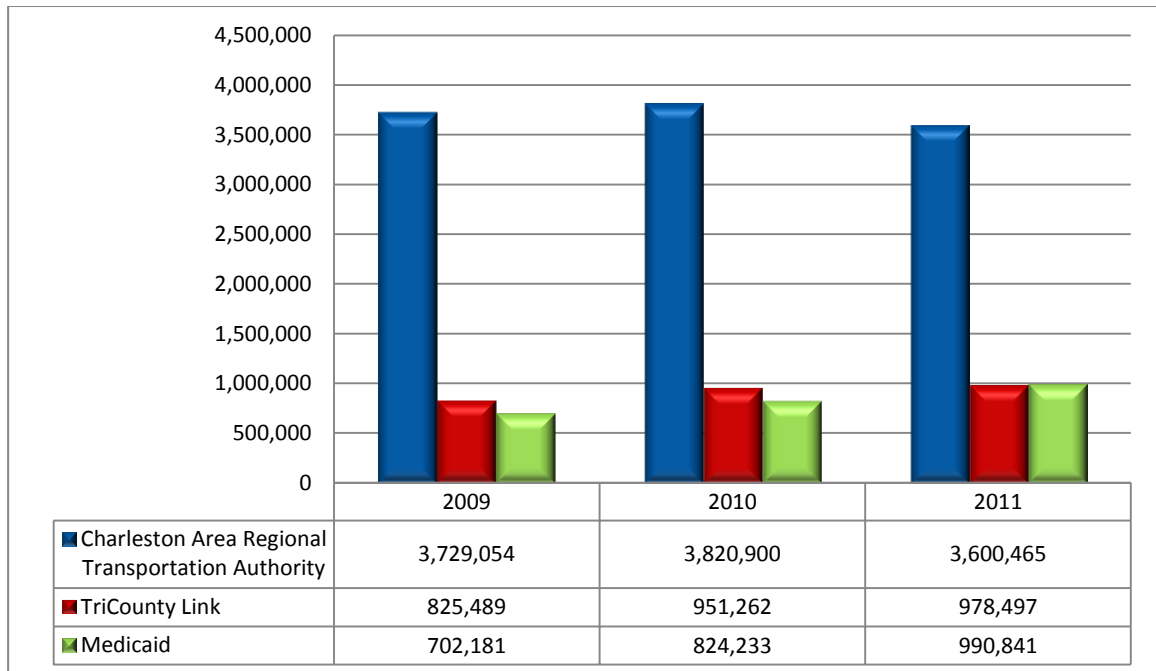


Figure 2-7: BCD Region Annual Vehicle Revenue Miles Trends

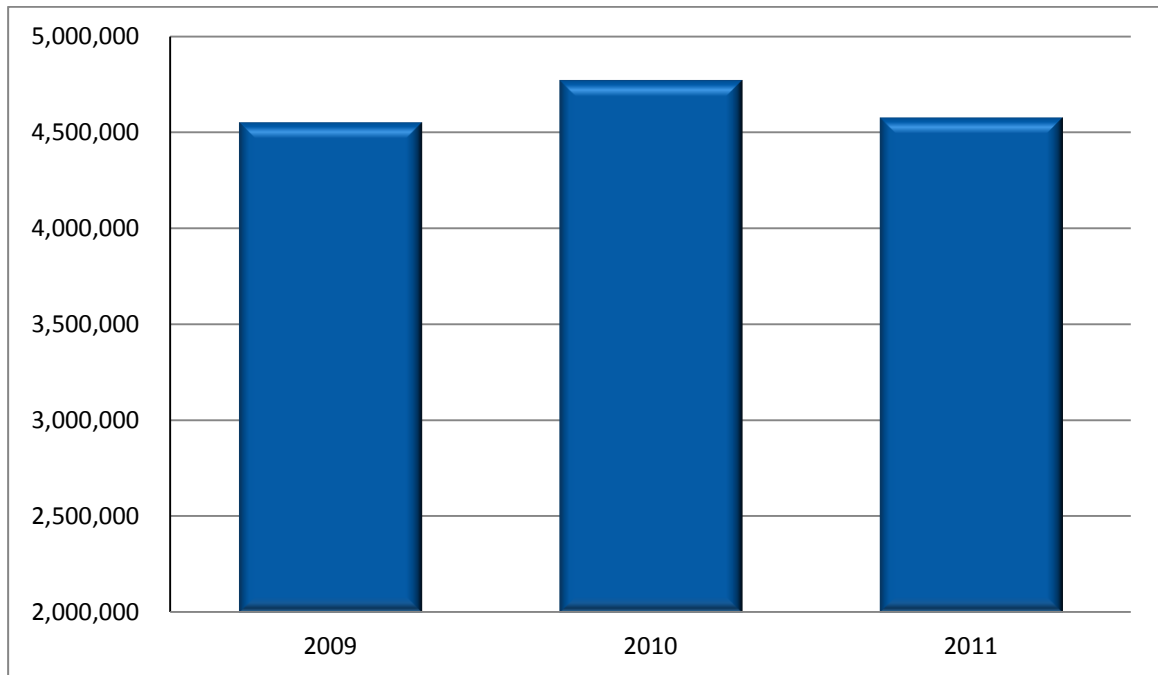
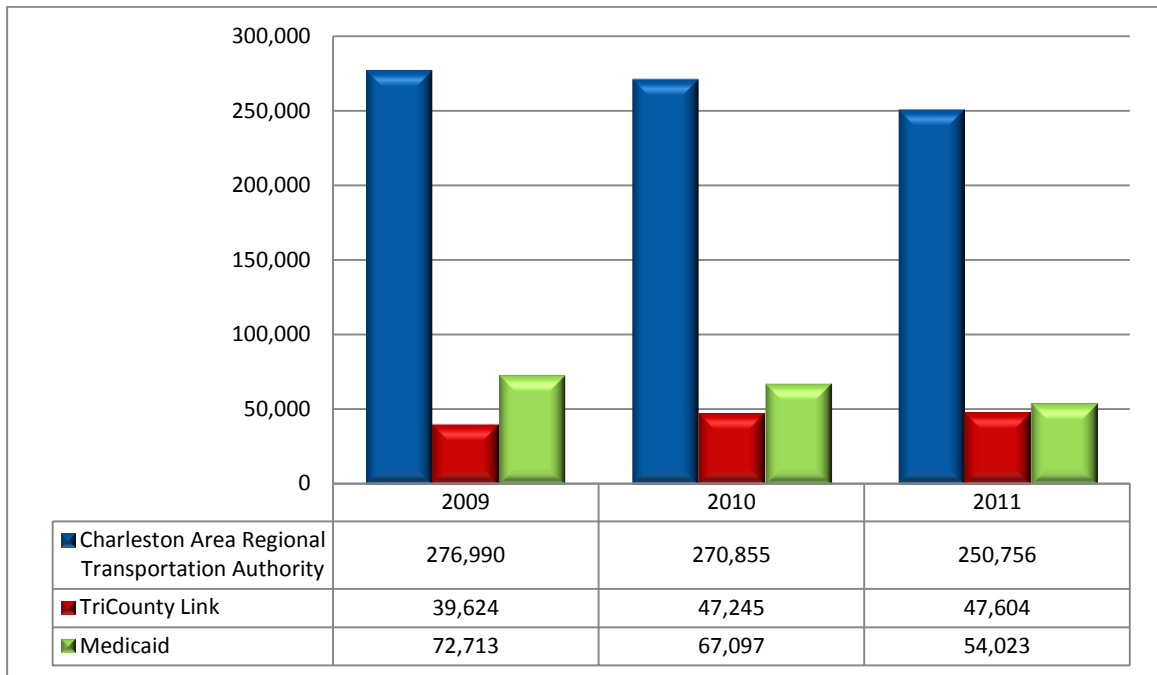


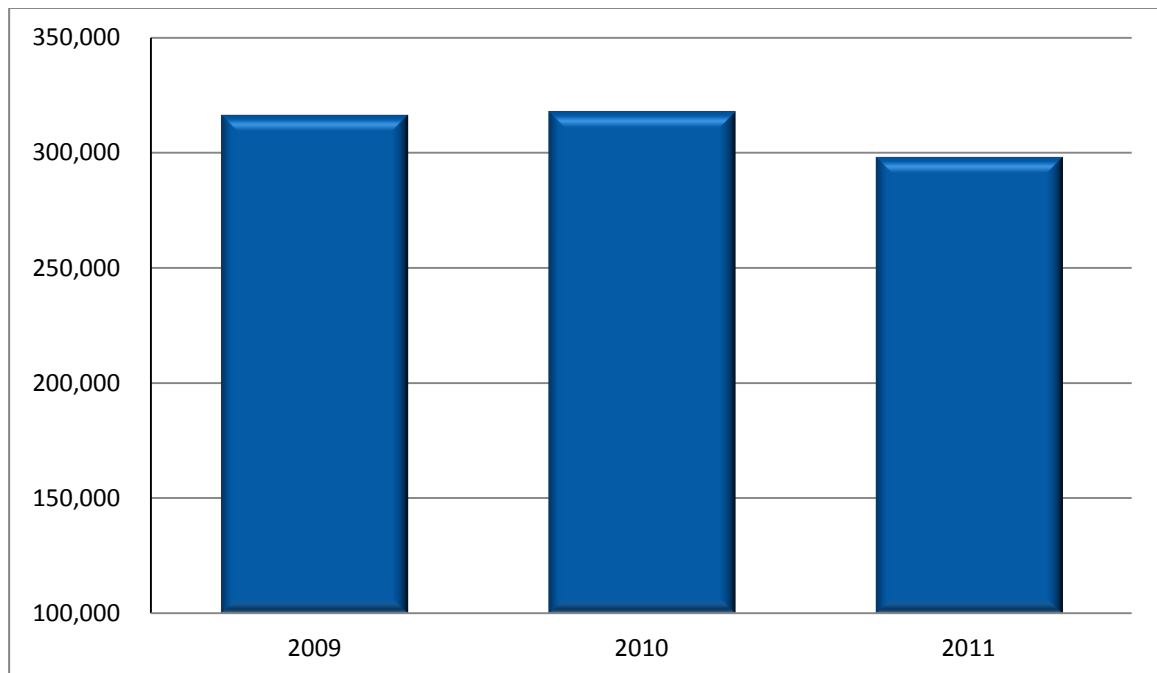
Table 2-4: BCD Region Annual Revenue Vehicle Hours by Agency, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Charleston Area Regional Transportation Authority	Fixed Route	231,362	227,494	210,373
	Demand Response	45,628	43,361	40,383
	<b>Total</b>	<b>276,990</b>	<b>270,855</b>	<b>250,756</b>
TriCounty Link	Fixed Route	28,299	30,319	33,191
	Demand Response	11,325	16,926	14,413
	<b>Total</b>	<b>39,624</b>	<b>47,245</b>	<b>47,604</b>
	Other - Medicaid	72,713	67,097	54,023
<b>Total BCD Region</b>	<b>Fixed Route</b>	<b>259,661</b>	<b>257,813</b>	<b>243,564</b>
	<b>Demand Response</b>	<b>56,953</b>	<b>60,287</b>	<b>54,796</b>
	<b>Total</b>	<b>316,614</b>	<b>318,100</b>	<b>298,360</b>
	<b>Other - Medicaid</b>	<b>72,713</b>	<b>67,097</b>	<b>54,023</b>

**Figure 2-8: BCD Region Annual Vehicle Revenue Hours**



**Figure 2-9: BCD Region Annual Vehicle Revenue Hours Trends**



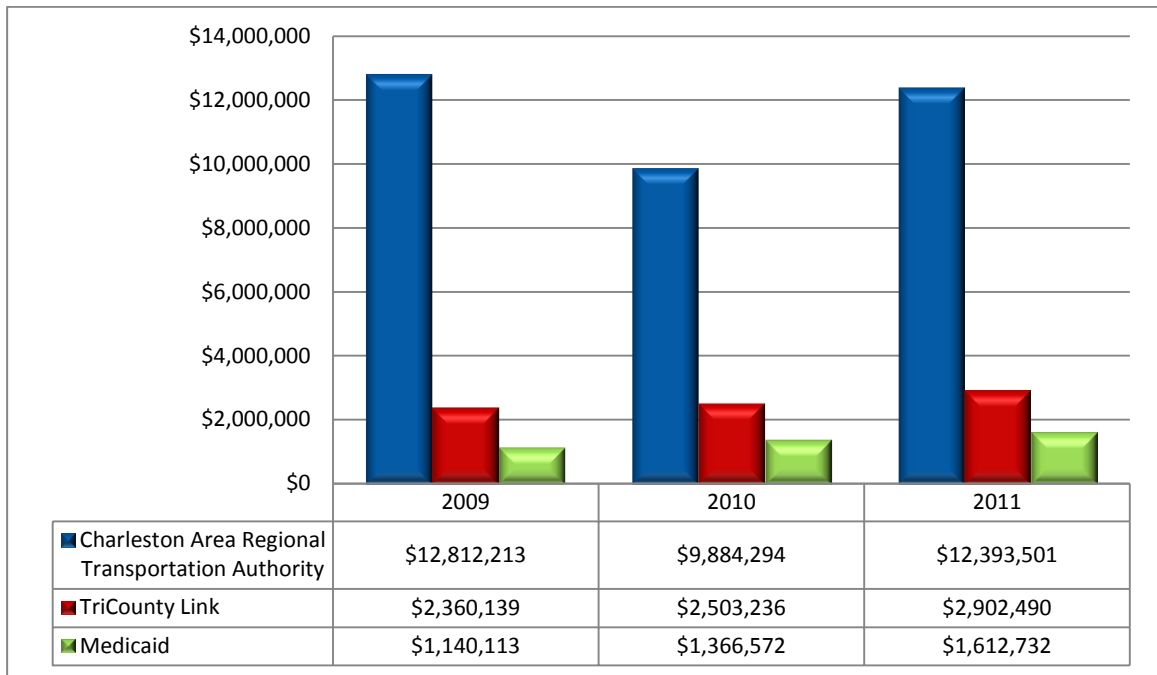
### 2.3.3 Trends In Expenditures, Efficiency, and Effectiveness

**Table 2-5** and **Figures 2-10** and **2-11** present the operating/administration expenditures for each transit agency and for the BCD Region. Costs have fluctuated in the region, with a decrease in 2010, but an increase in 2011. Medicaid costs have increased over the past three years.

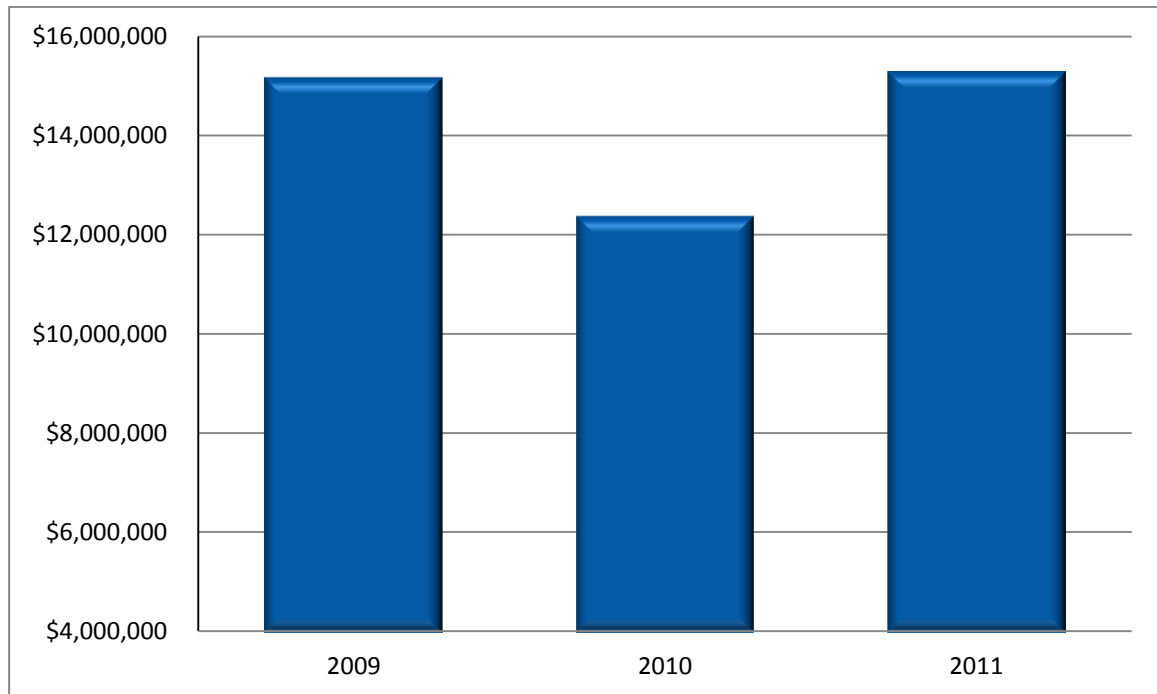
**Table 2-5: BCD Region Operating/Administrative Costs, FY 2009 to FY 2011**

Agency	Service	2009	2010	2011
Charleston Area Regional Transportation Authority	Fixed Route	\$11,005,556	\$8,646,006	\$10,395,104
	Demand Response	\$1,806,657	\$1,238,288	\$1,998,397
	<b>Total</b>	<b>\$12,812,213</b>	<b>\$9,884,294</b>	<b>\$12,393,501</b>
TriCounty Link	Fixed Route	\$2,360,139	\$2,503,236	\$2,902,490
	Demand Response	0	0	0
	<b>Total</b>	<b>\$2,360,139</b>	<b>\$2,503,236</b>	<b>\$2,902,490</b>
	Other - Medicaid	\$1,140,113	\$1,366,572	\$1,612,732
<b>Total BCD Region</b>	<b>Fixed Route</b>	<b>\$13,365,695</b>	<b>\$11,149,242</b>	<b>\$13,297,594</b>
	<b>Demand Response</b>	<b>\$1,806,657</b>	<b>\$1,238,288</b>	<b>\$1,998,397</b>
	<b>Total</b>	<b>\$15,172,352</b>	<b>\$12,387,530</b>	<b>\$15,295,991</b>
	<b>Other - Medicaid</b>	<b>\$1,140,113</b>	<b>\$1,366,572</b>	<b>\$1,612,732</b>

**Figure 2-10: BCD Region Operating/Administrative Expenses**



**Figure 2-11: BCD Region Operating/Administrative Expenses Trends**



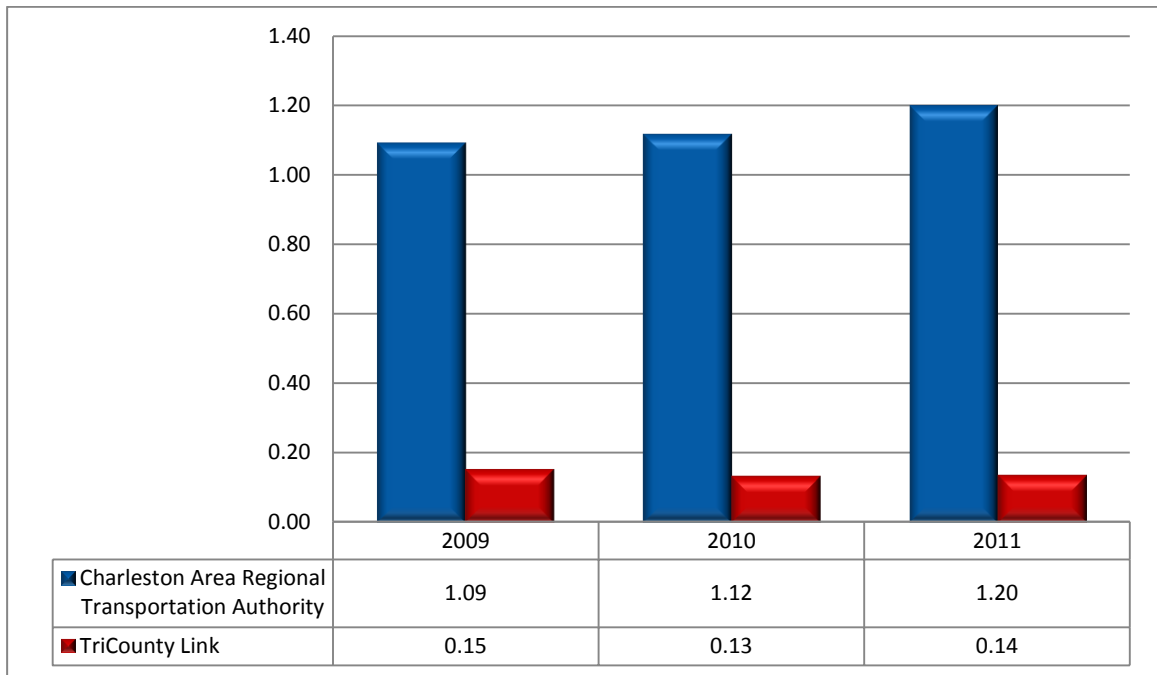


As shown in **Table 2-6** and **Figures 2-12** and **2-13**, the performance measure, passengers per vehicle mile, has increased slightly for most services in the region with the exception of the demand response system of TriCounty Link, for which the passengers per revenue vehicle mile decreased between 2009 and 2010. The region as a whole has had an increase to 0.97 passengers per revenue vehicle mile in 2011.

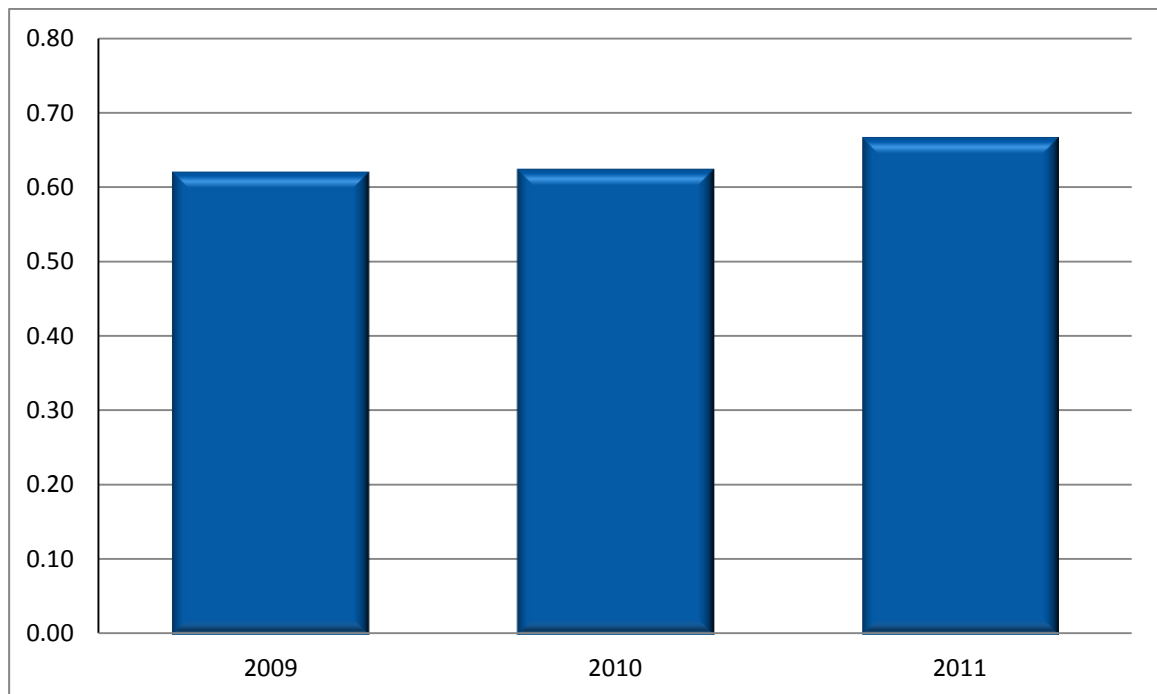
**Table 2-6: BCD Region Passengers per Revenue Vehicle Mile, FY 2009 to FY 2011**

Agency	Service	2009	2010	2011
Charleston Area Regional Transportation Authority	Fixed Route	1.30	1.33	1.42
	Demand Response	0.11	0.11	0.12
	<b>Total</b>	<b>1.09</b>	<b>1.12</b>	<b>1.20</b>
TriCounty Link	Fixed Route	0.11	0.11	0.12
	Demand Response	0.30	0.18	0.19
	<b>Total</b>	<b>0.15</b>	<b>0.13</b>	<b>0.14</b>
	Other - Medicaid	0.06	0.06	0.05
<b>Total BCD Region</b>	<b>Fixed Route</b>	<b>1.09</b>	<b>1.13</b>	<b>1.16</b>
	<b>Demand Response</b>	<b>0.15</b>	<b>0.13</b>	<b>0.14</b>
	<b>Total</b>	<b>0.92</b>	<b>0.92</b>	<b>0.97</b>
	<b>Other - Medicaid</b>	<b>0.06</b>	<b>0.06</b>	<b>0.05</b>

**Figure 2-12: BCD Region Passenger/Revenue Mile**



**Figure 2-13: BCD Region Average Annual Passenger/Revenue Mile**

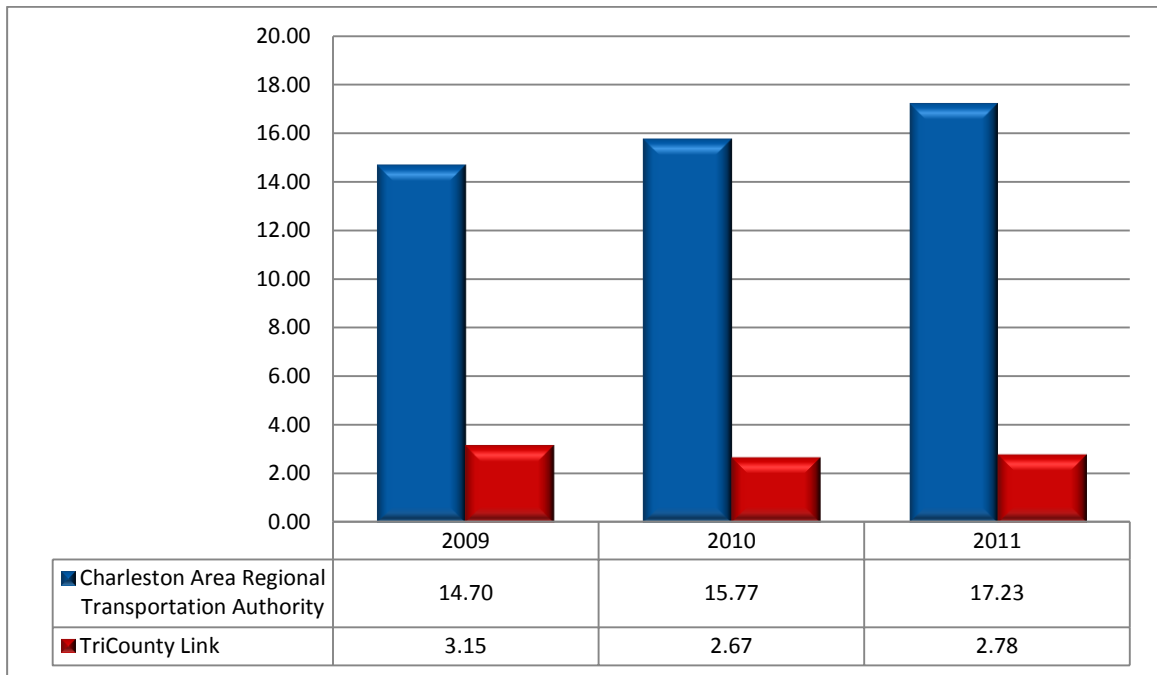


**Table 2-7** and **Figures 2-14** and **2-15** show passengers per revenue vehicle hour for 2009, 2010, and 2011, which has increased for fixed route services, and remained fairly stable for demand response.

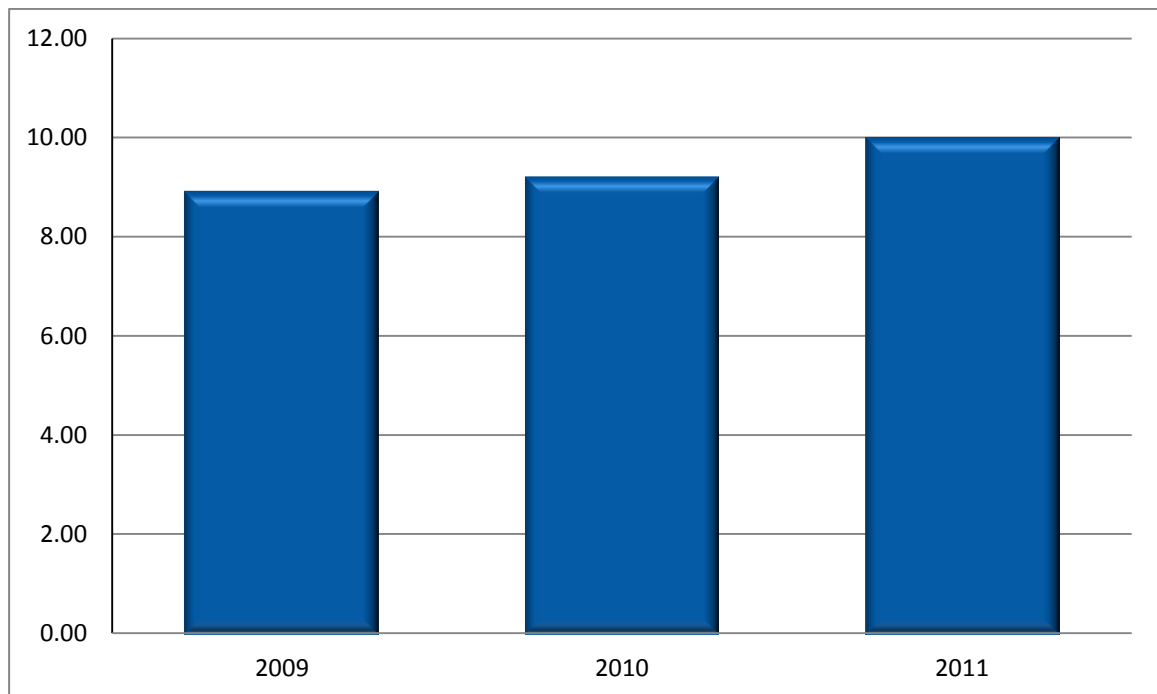
**Table 2-7: BCD Region Passengers per Revenue Vehicle Hour, FY 2009 to FY 2011**

Agency	Service	2009	2010	2011
Charleston Area Regional Transportation Authority	Fixed Route	17.29	18.43	20.20
	Demand Response	1.60	1.77	1.76
	<b>Total</b>	<b>14.70</b>	<b>15.77</b>	<b>17.23</b>
TriCounty Link	Fixed Route	2.63	2.33	2.58
	Demand Response	4.46	3.29	3.25
	<b>Total</b>	<b>3.15</b>	<b>2.67</b>	<b>2.78</b>
	Other - Medicaid	0.57	0.69	0.97
<b>Total BCD Region</b>	<b>Fixed Route</b>	<b>15.69</b>	<b>16.54</b>	<b>17.80</b>
	<b>Demand Response</b>	<b>2.17</b>	<b>2.20</b>	<b>2.15</b>
	<b>Total</b>	<b>13.26</b>	<b>13.82</b>	<b>14.93</b>
	<b>Other - Medicaid</b>	<b>0.57</b>	<b>0.69</b>	<b>0.97</b>

**Figure 2-14: BCD Region Passenger/Revenue Hour**



**Figure 2-15: BCD Region Passenger/Revenue Vehicle Hour**

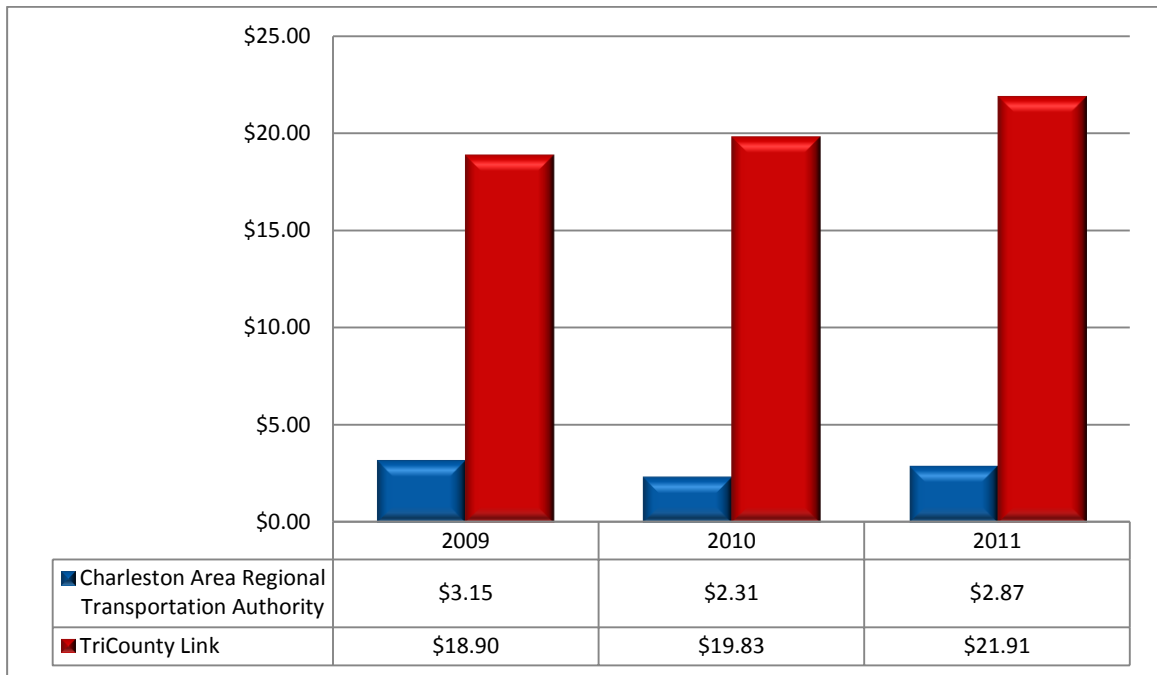


**Table 2-8** and **Figures 2-16** and **2-17** presents the cost per passenger trip data for 2009, 2010, and 2011. The cost per passenger trip fluctuated for both fixed route and demand response services. The overall cost per passenger trip for the region has increased over the past three years.

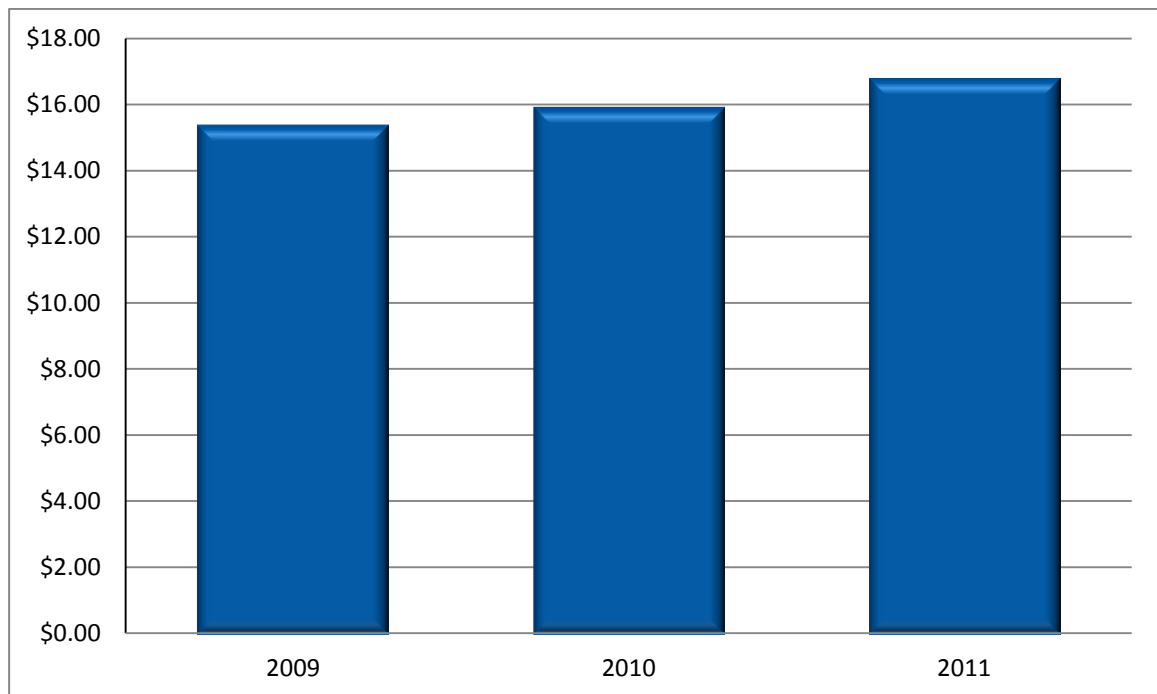
**Table 2-8: BCD Region Cost per Passenger Trip by Agency, FY 2009 to FY 2011**

Agency	Service	2009	2010	2011
Charleston Area Regional Transportation Authority	Fixed Route	\$2.75	\$2.06	\$2.45
	Demand Response	\$24.78	\$16.10	\$28.12
	<b>Total</b>	<b>\$3.15</b>	<b>\$2.31</b>	<b>\$2.87</b>
TriCounty Link	Fixed Route	\$31.75	\$35.46	\$33.88
	Demand Response	\$0.00	\$0.00	\$0.00
	<b>Total</b>	<b>\$18.90</b>	<b>\$19.83</b>	<b>\$21.91</b>
	Other - Medicaid	\$27.64	\$29.55	\$30.75
<b>Total BCD Region</b>	<b>Fixed Route</b>	<b>\$3.28</b>	<b>\$2.61</b>	<b>\$3.07</b>
	<b>Demand Response</b>	<b>\$14.64</b>	<b>\$9.34</b>	<b>\$16.95</b>
	<b>Total</b>	<b>\$3.61</b>	<b>\$2.82</b>	<b>\$3.43</b>
	<b>Other - Medicaid</b>	<b>\$27.64</b>	<b>\$29.55</b>	<b>\$30.75</b>

**Figure 2-16: BCD Region Cost per Passenger Trip**



**Figure 2-17: BCD Region Cost per Passenger/Trip**



## 2.4 FY 2012 Discussion

As discussed at the beginning of this chapter, the baseline data for this report is FY 2011. Although fiscal year 2012 had ended when the work on this public transportation plan was underway, it was not available in time to include in this report. A review of the FY 2012 operations statistics indicates that most transit statistics are within approximately 10 percent of the FY 2011 statistics. However, there are some exceptions in the Berkeley-Charleston-Dorchester Region, which are noted below:

- Tri-County Link
  - Revenue vehicle miles – FY 2011 = 1,969,338; FY 2012 = 1,700,320
  - Revenue vehicle hours – FY 2011 = 101,627; FY 2012 = 85,942
  - Cost per passenger trip – FY 2011 = \$24.41; FY 2012 = \$20.76
  - Passengers per revenue vehicle mile – FY 2011 = 0.09; FY 2012 = 0.12
  - Passengers per revenue vehicle hour – FY 2011 = 1.82; FY 2012 = 2.29
  
- Charleston Area RTA (CARTA)
  - Vehicles – FY 2011 = 102; FY 2012 = 120
  - Passengers – FY 2011 = 4,321,293; FY 2012 = 4,776,723
  - Passengers per revenue vehicle mile – FY 2011 = 1.20; FY 2012 = 1.38
  - Passengers per revenue vehicle hour – FY 2011 = 17.23; FY 2012 = 19.43

## 2.5 Major Transfer Points, Transit Centers, Park-and-Rides

A new intermodal passenger train and bus station is planned for the Charleston area. Site location for the facility is underway. The future station goals are to link Amtrak passenger trains, Greyhound/Southeastern Stages, CARTA, TriCounty Link, taxis, limousines and future regional high-speed rail. The Intermodal

Transportation Center will look much like the old Union Train Station in Charleston, which burned in 1947. Inside the 41,000-square-foot building, drawings show space for office, retail and restaurant tenants. About 3,000 square feet will be taken up by CARTA administrative offices. About 5,000 additional square feet are planned to be occupied by other intermodal carriers, such as Amtrak Southeastern Stages



**Figure 2-18: Intermodal Station Rendering**

bus line, a yet-to-be-determined car rental company, newsstand and coffee shop. Funding for this project will result from Federal programs, as well as public-private partnerships. The planned park-and-ride lot is complete at the site today. CARTA operates a total of six park-and-ride facilities.

TriCounty Link maintains eight park-and-ride locations that provide free parking for residents and visitors. A transfer agreement with TriCounty Link and CARTA allows patrons to transfer in between transit providers at no additional charge. One major transfer point is at the CARTA bus stop at the Otranto Super K-Mart, which enables commuters from Ridgeville, Summerville, Goose Creek, and Moncks Corner to connect with CARTA services. The Mount Pleasant K-Mart Park park-and-ride provides transfer opportunities between services as well. Additionally, TriCounty Link provides free Link-to-Lunch services in Moncks Corner through a partnership with Santee Cooper.

## 2.6 Agency Coordination

Over the past decade, coordination has continued to increase among the public transit agencies to promote the extensive transit system available in the BCD Region. TriCounty Link routes connect to CARTA routes, and the fare system of both agencies is set up to easily accommodate transfers between the systems.

CARTA's partnerships with the College of Charleston, City of Charleston, the Medical University of South Carolina, Roper Hospital, the Citadel, Charleston County School District, and Trident Technical College have contributed to sustained increases in ridership. CARTA has participated in many ongoing marketing efforts and initiatives to educate citizens of its services and the many benefits of transit. One example is the DASH service, which experienced a significant increase in ridership by partnering with the City of Charleston, the Charleston Visitors' Bureau, and the State Ports Authority. This partnership allowed the DASH service to operate fare-free starting in late 2010.

To obtain local revenues, TriCounty Link maintains contractual agreements with local businesses. An example is the ongoing partnership with Santee Cooper that has enabled TriCounty Link to enhance and maintain services in Berkeley County. TriCounty Link plans to establish similar partnerships in Dorchester County to expand services. Additionally, Charleston County has allocated a half-cent sales tax revenue toward TriCounty Link operations. This appropriation has enabled the extension of services to residents of Mt. Pleasant, Awendaw, McClellanville, and Johns Island.

## 2.7 Intercity Services

For residents and visitors who have limited travel options, intercity bus continues to provide an important mobility service. However, for intercity bus service to have an increased role in transportation in South Carolina, the service must be provided in a way to attract more people who could otherwise fly or drive. It is difficult for intercity bus to be time-competitive with air travel or driving directly, but budget-conscious travelers may be more receptive to bus service if it is provided at a deeply-discounted fare. The "no frills" business model being used by Megabus.com and other similar providers is attempting to use low fares to attract customers who would otherwise fly or drive, but the long-term sustainability of this operation remains unproven.

As part of the focus group sessions conducted for the 2008 Statewide Planning process, several community leaders and members of the general public made comments regarding the need for more public transportation options between cities or across state lines. Although the need for improved



intercity transportation was recognized in the focus group sessions, there was a greater emphasis on local and regional (commute-oriented) transit needs.

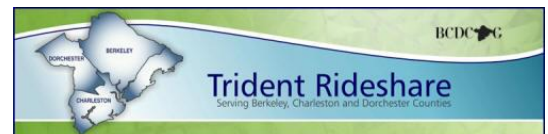
Intercity rail transportation, particularly high speed rail service, has a greater potential than intercity bus to significantly impact how South Carolina residents and visitors travel between cities in the future, due to the reduced travel times, level of comfort, and direct service. As part of the 2040 MTP, a separate Rail Plan is being developed that will address passenger rail options.



Intercity bus services in the BCD Region are provided by Greyhound and by I-95 Coach, while intercity rail services are operated by Amtrak. Greyhound’s regional bus terminal is located on Dorchester Road in North Charleston, and provides service to locations to the north, south, and west. Another Greyhound terminal is located in Summerville. I-95 Coach provides daily express bus service from locations in North Charleston (Wal-Mart on Rivers Ave) and Summerville (McDonalds at U.S. 17A and I-26) to a location in New York City. The region’s Amtrak station is located in North Charleston, and is served by Amtrak’s Palmetto and Silver Meteor lines.<sup>3</sup>

## 2.8 Trident Smart Ride Program and Mobility Management

The Trident Smart Ride Program of the BCD COG provides information, resources, and tools to help residents, employees, and students make good choices about how to get around the region. The program is a low-cost strategy that returns large benefits in congestion management, maintenance of our air quality, affordable housing, and the overall livability of the region. A major focus of the program is to work with employers in the region to reduce commuting costs to their employees, educate the workforce on their travel options, minimize transportation costs, and address the lack of availability of travel options as a barrier for workforce development. Through the Trident Rideshare Program, services offered encompass a coordinated menu of tools, education, information, partnership development, and activities that promote a multimodal transportation system.



Trident Rideshare program ([www.tridentrideshare.com](http://www.tridentrideshare.com)) is a free, web-based, rideshare matching software program that commuters can use to find individuals that may be interested in carpooling, sharing taxicabs, or taking a bicycle commute trip together. Ridesharing can present a cost effective alternative to driving alone. In this manner, the BCDCOG has expanded the definition of transit. To remain relevant to regional travel demands and the needs of commuters, the program deploys a broad

<sup>3</sup> 2035 CHATS LRTP.



range of travel options to commuters that the traditional transit vehicle cannot serve. Semi-public options, such as vanpool have been added to the transit repertoire in a BCDCOG-led effort to ‘think outside the bus,’ offering flexible services to meet the needs of employees and employers. This range of options helps extend the reach of transit services and offers a dynamic, scalable spectrum of options for the traveling public.



## 3. HUMAN SERVICES COORDINATION

In 2007, the BCD Region completed the Human Services Transportation Coordination Plan. That planning effort included extensive public outreach within the region and feedback from local stakeholders. The plan included:

- An inventory of services and needs for the region, and
- Strategies and actions to meet the needs.

This section of the Regional Transit & Coordination Plan provides an update to the 2007 planning effort by updating the state of coordination within the region, identifying needs and barriers, and identifying strategies to meet those needs. Additionally, the inclusion of social service transportation alongside public transportation provides an opportunity to see various needs and available resources across the region.

### 3.1 Federal Requirements

#### 3.1.1 Background

In 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, commonly referred to as SAFETEA-LU. The SAFETEA-LU legislation authorized the provision of \$286.4 billion in funding for federal surface transportation programs over six years through Fiscal year 2009, including \$52.6 billion for federal transit programs. SAFETEA-LU was extended multiple times in anticipation of a new surface transportation act. Both the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) predate SAFETEA-LU. SAFETEA-LU was the most recent surface transportation act authorizing federal spending on highway, transit, and transportation-related projects, until the passage of Moving Ahead for the 21<sup>st</sup> Century – MAP-21 was signed into law in June 2012.

Projects funded through three programs under SAFETEA-LU, including the Elderly Individuals and Individuals with Disabilities Program (Section 5310), Job Access and Reverse Commute Program (JARC, Section 5316), and New Freedom Program (Section 5317), were required to be derived from a locally developed, coordinated public transit-human services transportation plan. The 2007 Human Services Transportation Plans for the BCD region met all federal requirements by focusing on the transportation needs of disadvantaged persons.

#### 3.1.2 Today

In June 2012, Congress enacted a new two-year federal surface transportation authorization, MAP-21, which retained, many but not all, of the coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom are eliminated as stand-alone programs, and the Section 5310 and New Freedom Programs are consolidated under Section 5310 into a single program, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and

operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21.

**MAP-21 Planning Requirements: Mobility of Seniors and Individuals with Disabilities Program (Section 5310)**

This section describes the revised Mobility of Seniors and Individuals with Disabilities Program (Section 5310), the only funding program with coordinated planning requirements under MAP-21, beginning with Fiscal Year 2013 and currently authorized through FY 2014.

Making the  
**MOST**  
of MAP-21

At the time this Plan update began, FTA had yet to update its guidance concerning administration of the new consolidated Section 5310 Program, but the legislation itself provides three requirements for recipients. These requirements apply to the distribution of any Section 5310 funds and require:

1. That projects selected are “included in a locally developed, coordinated public transit-human services transportation plan”;
2. That the coordinated plan “was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human service providers, and other members of the public”; and
3. That “to the maximum extent feasible, the services funded ... will be coordinated with transportation services assisted by other Federal departments and agencies,” including recipients of grants from the Department of Health and Human Services.

Under MAP-21, only Section 5310 funds are subject to the coordinated-planning requirement. Sixty percent of funds for this program are allocated by a population-based formula to large urbanized areas with a population of 200,000 or more, with the remaining 40 percent each going to State’s share of seniors and individuals with disabilities in small-urbanized areas (20 percent) and rural areas (20 percent).

Recipients are authorized to make grants to subrecipients including a State or local governmental authority, a private nonprofit organization, or an operator of public transportation for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act;
- Public transportation projects that improve access to fixed route services and decrease reliance by individuals with disabilities on complementary paratransit; and
- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

Section 5310 funds will pay for up to 50 percent of operating costs and 80 percent for capital costs. The remaining funds are required to be provided through local match sources. A minimum of 55 percent of funds apportioned to recipients are required to be used for capital projects. Pending updated guidance from FTA on specific activities eligible for Section 5310 funding under MAP-21, potential applicants may consider the eligible activities described in the existing guidance for Section 5310 and New Freedom programs authorized under SAFETEA-LU as generally applicable to the new 5310 program under MAP-21.

This section of the report (Chapter 3) identifies the state of coordination within each region and a range of strategies intended to promote and advance local coordination efforts to improve transportation for persons with disabilities, older adults, and persons with low incomes.

### 3.2 Goals for Coordinated Transportation

The 2007 BCD Human Services Transportation Coordination Plan did not include specific coordination goals within the report. In order to evaluate the needs and strategies identified below, the following coordinated transportation goals are presented below. These goals also support the overall SCMTTP goals, which are presented in Chapter 4.

The goals are:

- Provide an accessible public transportation network in the region that offers frequency and span of service to support spontaneous use for a wide range of needs; this may include direct commute service as well as frequent local service focused within higher density areas.
- Maximize the farebox recovery rate and ensure that operation of the transit system is fiscally responsible;
- Offer accessible public and social service transportation services that are productive, coordinated, convenient, and appropriate for the markets being served. The services should be reliable and offer competitive travel times to major destinations; and support economic development.
- Enhance the mobility choices of the transportation disadvantaged by improving coordination and developing alternative modes of transportation.

### 3.3 Coordination Plan Update - Outreach Process

Because of the extensive outreach conducted in the region during the original 2007 Human Services Coordinated Plan and ongoing coordination meetings within the region since then, the SCDOT approached outreach specific to the update of this Regional Transit & Coordination Plan in a streamlined fashion, working primarily with the COGs, MPOs, and transit agencies who are knowledgeable of, and serve, the target populations in their communities. The outreach effort was based upon the following principles:

- Build on existing knowledge and outreach efforts, including outreach conducted for 2007 Human Services Coordinated Plan, locally adopted transit plans, the Long Range Planning efforts within the region, and other relevant studies completed since 2007.
- Leverage existing technical committees/groups and relationships to bring in new perspectives and recent changes via their networks.

Some of the specific tools for outreach included local and regional meeting presentations, in-person feedback, webpage for submitting comments, etc. The COGs contacted local agencies in their region to provide feedback and input into the existing state of coordination in the BCD Region, the gaps and needs in the region, and strategies to meet future needs.

In addition to the above outreach, the BCD region, in coordination with the National Resource Center for Human Service Transportation Coordination (NRC) and the Community Transportation Association of America (CTAA), sponsored a Coordination of Human Service Transportation Workshop on June 22, 2012 in Charleston, South Carolina. The purpose of the Workshop was to identify ways to plan and implement effective transportation strategies in order to offer transportation choices and services for improved access to employment, healthcare, and other activities of daily living for the citizens in the area.



Ms. Jo Ann Hutchinson, the State and Region United We Ride Ambassador with the NRC, discussed the Core elements of a community coordinated system, as outlined in the Framework for Action Community Assessment Tool developed at the national level:

- Core Element: Making Things Happen by Working Together
- Core Element: Taking Stock of Community Needs
- Core Elements: Putting Customers First & Adapting Funding for Greater Mobility
- Core Element: Moving People Efficiently

**Appendix B** presents a summary of the Workshop and June 2012 Draft Action Plan.

### 3.4 State of Coordination in the BCD Region

Since the BCD Regional Human Service Coordination Plan was completed in 2007, there have been changes initiated by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), CARTA and BCD-RTMA (dba as TriCounty Link) to facilitate human service coordination. These include the implementation of a Mobility Management Program, a voucher program for those needing transportation for training or to seek job employment, and Google Transit for CARTA riders.

#### 3.4.1 BCD Mobility Management Program

The BCDCOG hired a Mobility Manager and implemented a successful Mobility Management Program known as Trident Smart Ride. As discussed in Section 2.8, the major function of Smart Ride is to match those in need of transportation services with the information needed to obtain the service, available vendors, possible routes, costs and eligibility requirements. The Smart Ride staff is currently

coordinating transportation services by providing “transfers” and other route information. Smart Ride is also designed to increase services to areas without adequate services and encourage carpooling, bicycling, transit walking and connectivity in order to reduce the cost of driving and reduce road crowding.

### 3.4.2 Voucher Program

The BCDCOG’s SC Works Program is the one-stop employment center in Berkeley, Charleston and Dorchester counties that offers a variety of services to help employers and job seekers meet their workforce development needs. SC Works recognizes that transportation is critical to access jobs for residents living in both the urban and rural areas, and also a critical element of successful economic development.. People who are able to access jobs and area services make long term investments in their families and communities. The BCDCOG was awarded funding to provide job access by implementing a transportation voucher initiative.



Vouchers are a benefit for both the employee and employer, as they guarantee that a participant will be reimbursed for transportation to employment or employment-related activity. The transportation vouchers are being utilized by eligible riders who are transportation disadvantaged allowing them to take full advantage of the best and most cost effective transportation option to access employment.

### 3.4.3 Google Transit

Transit trip planning for the defined urban area of the BCD Region can now be done online using Google Transit. The Google Transit user types in a starting point and a destination and receives detailed, written directions on how to ride CARTA to get from point A to point B, including any walking distances and walking times between bus stops. Google Transit also provides the user with comparative costs for using the bus versus driving.

This tool can be accessed through the mapping functions of most smart phones and tablets. The system provides walking directions to the nearest stop and multiple options for trips. Google Transit contributes to increased ridership. Real time updates to the system from the buses using GPS data transmitted over the cellular network are also now available.

### 3.4.4 Coordination Summary

In addition to the creative coordination efforts discussed above, the BCDRTMA has developed relationships with a number of the human service agencies and expanded its scope of services. BCDRTMA and CARTA have also redesigned routes to create connections between rural areas and the urban core to enhance mobility.

The Trident Area Agency on Aging (AAA) has been working on several initiatives to increase coordination in the region specifically for seniors. In addition to identifying suppliers and other resources designed to transport the elderly, Trident has also focused on improving the sources of

information available to its clients, through continual AAA communication with transportation providers and the development of brochures.

## 3.5 Barriers and Needs in the BCD Region

An important step in completing this updated plan was to identify transportation service needs, barriers, and gaps. The needs assessment provides the basis for recognizing where—and how—service for transit dependent persons can be improved. The plan provides an opportunity for a diverse range of stakeholders with a common interest in human service transportation to convene and collaborate on how best to provide transportation services for transit dependent populations. Through outreach described above by the COG, data were collected regarding transportation gaps and barriers faced in the region today. The results of the needs assessment are summarized below in four broad categories.

### 3.5.1 Making Things Happen by Working Together

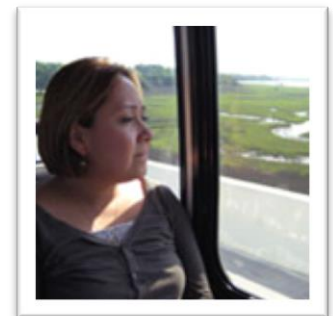
- Create Council/Advisory Board to work on follow-up from June 2012 Workshop
- Connectivity-Agency Transportation Night
- Education to improve public perception; transit training-familiarization in community
- Create Legislative Committee
- Invite other stakeholders to future coordination workshops (Chamber of Commerce, major business representatives (Wal-Mart, Boeing, Kmart, Sears))

### 3.5.2 Taking Stock of Community Needs and Moving Forward

- Changing perception of public transit
- Funding – Transit Oriented Development
- Increase in local community involvement
- Transit accessibility (walkers, etc.)
- Creating advocates (state/local)
- Reducing transit travel time; providing connections
- Enhanced “branding”
- Scheduling (Hours of availability)
- User friendly websites
- Mobility Options (i.e. BRT/commuter rail/transit)
- Need to change perception of who utilizes transit

### 3.5.3 Putting Customers First & Adapting Funding for Greater Mobility

- More cost effective transportation for older adults and bus buddies
- Timely and dependable medical needs (appointments) – find funding
- After hours transportation and weekends
- Part-time employment resources-transit
- Covered wait stations for clients (benches, cover) (advertisers/sponsors)
- Safe access to wait stations (temporary changes due to road construction)
- Social services coordination (partnership for stops)





- B & D county – more routes-rural area
- Shorter routes (smaller and fuel efficient) to accommodate older & disabled adults
- Ride sharing/carpooling, taxis (individual transportation companies)
- Bus buddies/individual taxi-transport partnerships/cost-sharing
- Look for funding opportunities
- One stop call center options
- Friends, family, neighbors, individual transport contractors (cost sharing)
- Business sponsors
- Crosswalks/sidewalks/cutouts for wheelchairs (road construction/relocating stops)
- Coordinate where services are compared to where stops are
- Increased routes to Berkeley and Dorchester counties
- Smaller buses/increase timely stops, less stressful on elderly riders with medical needs (more energy efficient)
- Roper/Dialysis Shuttle

#### 3.5.4 Moving People Efficiently

- Lack of information
- Community development not communicating with transportation
- No one stop shopping
- Accessibility (bike racks, shelters, signs)
- Awareness by transportation entities
- Community awareness and open discussions
- Bus route signs – with accessible buses
- Medical transportation for cancer treatments – lack of coordination and volunteers
- Look at State laws and legislation for a million set aside for transportation

### 3.6 Coordination Strategies and Actions

In addition to considering which projects or actions could directly address the needs listed above, it is important to consider how best to coordinate services so that existing resources can be used as efficiently as possible. The following strategies outline a more comprehensive approach to service delivery with implications beyond the immediate funding of local projects. Examination of these coordination strategies is intended to result in consideration of policy revisions, infrastructure improvements, and coordinated advocacy and planning efforts that, in the long run, can have more profound results to address service deficiencies.

A range of potential coordination strategies was identified primarily through collaboration with the COG with direct outreach to key stakeholders in the region involved in providing service and planning of human service transportation. Many of the strategies were identified in the June 2012 Workshop, along with local stakeholders who were asked to review and update the strategies identified in the 2007 Regional Human Services Transportation Plan. The updated strategies for the BCD region are:

- Create subcommittee to develop ongoing ideas/suggestions with schools, agencies, individuals, human service agencies including travel training

- Communicate with transportation committees and reach out to others for support; invite members to advisory board meetings or send someone to State Coordinating Council for updates, etc.)
- Coordinate with Lt. Governor's Office on Aging for implementation of a volunteer driver program
- Market services for multiple public audiences, websites, product design (disabled/non-English/Spanish), elderly persons. Focus areas: marketing, education and accessibility/connectivity
- Look for funding opportunities
- Develop a one call center-COG
- Develop partner-council of discussion/collaboration
- Increase communication with the Transportation Commission/Community Development Director
- Maximize use of Mobility Manager
- Develop potential coordination with 211 centers
- Implement bike racks, shelters, signs, and other bus stop amenities
- Increase marketing to community through Coordinating Council and COG

The above coordination information summarizes the gaps, barriers, and proposed strategies in the region. As recognized throughout this planning effort, successful implementation will require the joint cooperation and participation of multiple stakeholders to maximize coordination among providers in the region and across the state.

The strategies identified above should be used to develop and prioritize specific transportation projects that focus on serving individuals with disabilities, older adults, and people with limited incomes. Proposals for these specific projects would be used to apply for funding through the newly defined MAP-21 federal programs. The outreach process identified the need for the coordination of transportation planning and services. Due to the population distribution throughout the state, it appears that coordination of planning and services would best be carried out on a regional basis. One example is holding regular coordination meetings in each region (annual or bi-annual) to engage providers throughout the state.



## 4. VISION AND OUTREACH

### 4.1 MTP Vision and Goals

The BCD Regional Transit Plan is intended to function as a stand-alone supplement to the South Carolina Statewide 2040 MTP. The development of the 2040 MTP began with a comprehensive vision process, inclusive of workshops and meetings with SCDOT executive leadership, which was the foundation for developing the 2040 MTP goals, objectives and performance measures. SCDOT coordinated the vision development with the Department of Commerce, the Federal Highway Administration and the South Carolina State Ports Authority. The following text reflects and references elements of the 2040 MTP, as well as the Statewide Interstate Plan, Statewide Strategic Corridor Plan, the Statewide Public Transportation Plan, and the Statewide Rail Plan.

The vision statement of the 2040 MTP is as follows:

***Safe, reliable surface transportation and infrastructure that effectively supports a healthy economy for South Carolina.***

In addition to this vision statement, a series of goals were identified to further develop the statewide plan. For each of these goals, an additional series of itemized metrics were developed as performance measures to implement throughout the statewide plan.



- **Mobility and System Reliability Goal:** Provide surface transportation infrastructure and services that will advance the efficient and reliable movement of people and goods throughout the state.
- **Safety Goal:** Improve the safety and security of the transportation system by implementing transportation improvements that reduce fatalities and serious injuries as well as enabling effective emergency management operations.
- **Infrastructure Condition Goal:** Maintain surface transportation infrastructure assets in a state of good repair.
- **Economic and Community Vitality Goal:** Provide an efficient and effective interconnected transportation system that is coordinated with the state and local planning efforts to support thriving communities and South Carolina’s economic competitiveness in global markets.
- **Environmental Goal:** Partner to sustain South Carolina’s natural and cultural resources by minimizing and mitigating the impacts of state transportation improvements.

## 4.2 2040 MTP Performance Measures

The above goals for all modes of transportation have suggested performance measures to be applied to the overall 2040 MTP. The Statewide Public Transportation Plan includes those performance measures, which are shown in the following tables. As indicated, the measures where public transportation has an impact for the state is indicated by a ‘X’ in the ‘T’ column under Plan Coordination.

### 4.2.1 Mobility and System Reliability Goal

**Provide surface transportation infrastructure and services that will advance the efficient and reliable movement of people and goods throughout the state.**

**Background:** Improved mobility and reliable travel times on South Carolina’s transportation system are vital to the state’s economic competitiveness and quality of life. National legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), makes highway system performance a national goal and requires states to report on their performance. SCDOT uses a combination of capital improvements and operations strategies to accommodate demand for travel. Data on congestion is rapidly becoming more sophisticated, but estimating needs based on this data and linking investment strategies to congestion outcomes remains a challenge.

Proposed Objective	Plan Coordination <sup>1</sup>						Potential Measures
	MTP	I	SC	F	T	R	
<b>Plan Level</b>							
Reduce the number of system miles at unacceptable congestion levels	X	X	X	X			Miles of NHS and state Strategic Corridor system above acceptable congestion levels (INRIX density, LOS, etc.)
Utilize the existing transportation system to facilitate enhanced modal options for a growing and diverse population and economy					X		% of transit needs met
<b>Implementation Level</b>							
Improve the average speed on congested corridors	X	X	X	X			Number of targeted interstate and strategic corridor miles with average peak hour speeds more than 10 MPH below posted speeds
Improve travel time reliability (on priority corridors or congested corridors)	X	X	X	X	X		Average or weighted buffer index or travel time on priority corridors
Reduce the time it takes to clear incident traffic		X	X				Average time to clear traffic incidents in urban areas
Utilize the existing transportation system to facilitate enhanced modal options for a growing and diverse population and economy				X	X		% increase in transit ridership Commuter travel time index on urban interstates <sup>2</sup> Truck travel time index on the freight corridor network
<b>Potential Guiding Principles</b>							
Encourage availability of both rail and truck modes to major freight hubs (for example ports, airports and intermodal facilities)	X	X	X	X		X	

<sup>1</sup>MTP – Multimodal Transportation Plan; I – Interstate; SC – Strategic Corridors; F – Freight; T – Transit; R – Rail

<sup>2</sup> Measure identified by SCDOT in Strategic Plan. Is there data available to calculate this measure?

Specific public transportation measures as shown above include:

- Percent of transit needs met
  - Measured by operating and capital budgets against the needs identified

- Improve travel time reliability
  - Measured by on-time performance
  - Percent increase in transit ridership
  - Measured by annual ridership

#### 4.2.2 Safety Goal

**Improve the safety and security of the transportation system by implementing transportation improvements that reduce fatalities and serious injuries as well as enabling effective emergency management operations.**

**Background:** Safe travel conditions are vital to South Carolina’s health, quality of life and economic prosperity. SCDOT partners with other agencies with safety responsibilities on the state’s transportation system. SCDOT maintains extensive data on safety; however, even state-of-the-art planning practices often cannot connect investment scenarios with safety outcomes.

Proposed Objective	Plan Coordination <sup>1</sup>						Potential Measures
	OP	I	SC	F	T	R	
<b>Plan Level</b>							
Improve substandard roadway.	X	X	X				% of substandard roadway improved
<b>Implementation Level</b>							
Reduce highway fatalities and serious injuries.	X	X	X				Number or rate of fatalities and serious injuries
Reduce bicycle and pedestrian fatalities and serious injuries.	X		X				Number or rate of bike/pedestrian fatalities and injuries
Reduce roadway departures.	X	X	X				Number of roadway departure crashes involving fatality or injury
Reduce head-on and across median crashes.	X	X	X				Number of head on and cross median
Reduce preventable transit accidents.					X		Number of accidents per 100,000 service vehicle miles
Reduce rail grade crossing accidents.						X	Number of rail grade crossing accidents
<b>Potential Guiding Principles</b>							
Better integrate safety and emergency management considerations into project selection and decision making.	X						
Better integrate safety improvements for bicycle, pedestrian, and other non-vehicular modes in preservation programs by identifying opportunities to accommodate vulnerable users when improvements are included in an adopted local or state plan.	X		X		X		
Work with partners to encourage safe driving behavior.	X				X		

<sup>1</sup>MTP – Multimodal Transportation Plan; I – Interstate; SC – Strategic Corridors; F – Freight; T – Transit; R – Rail

Specific public transportation measures as shown above include:

- Annual preventable accidents per 100,000 service miles
  - Measured by tracking of accidents at transit agency/NTD
- Integrate safety improvements – guiding principle that all public transportation projects in the region should continue to include multimodal aspects that integrate safety measures. One example of safety measures from transit agencies in the BCD region includes mandatory safety meetings and daily announcements to operators.

- Partnerships for safe driving behaviors - guiding principle that supports continued partnerships among public transportation agencies and human service agencies including coordinated passenger and driver training. Regional transit agencies track the number of accidents and do preventable accident driver training to decrease this number each year. Another example of proactive partnerships is agency participation at the statewide Rodeo held each year. Operators across the state are invited to attend for staff training and driver competitions.

### 4.2.3 Infrastructure Condition Goal

#### Maintain surface transportation infrastructure assets in a state of good repair.

**Background:** Preserving South Carolina’s transportation infrastructure is a primary element of SCDOT’s mission. This goal promotes public sector fiscal health by minimizing life-cycle infrastructure costs, while helping keep users’ direct transportation costs low. Maintaining highway assets in a state of good repair is one of the national MAP-21 goals and requires states and transit agencies to report on asset conditions. SCDOT maintains fairly extensive data and analytical capabilities associated with monitoring and predicting infrastructure conditions.

Proposed Objective	Plan Coordination <sup>1</sup>						Potential Measures
	OP	I	SC	F	T	R	
<b>Plan and Implementation Level</b>							
Maintain or improve the current state of good repair for the NHS.	X	X	X				Number of miles of interstate and NHS system rated at “good” or higher condition <sup>2</sup>
Reduce the percentage of remaining state highway miles (non-interstate/strategic corridors) moving from a “fair” to a “very poor” rating while maintaining or increasing the % of miles rated as “good.”	X	X	X				% of miles moving from “fair” to “very poor” condition % of miles rate “good” condition
Improve the condition of the state highway system bridges	X	X	X	X			Percent of deficient bridge deck area
Improve the state transit infrastructure in a state of good repair.					X		# and % of active duty transit vehicles past designated useful life
<b>Potential Guiding Principles</b>							
Recognize the importance of infrastructure condition in attracting new jobs to South Carolina by considering economic development when determining improvement priorities.	X	X	X	X			
Encourage availability of both rail and truck modes to major freight hubs (for example ports, airports and intermodal facilities).	X	X	X	X		X	
Coordinate with the SC Public Railways to consider road improvements needed to support the efficient movement of freight between the Inland Port and the Port of Charleston.			X	X		X	
Comply with Federal requirements for risk-based asset management planning while ensuring that State asset management priorities are also addressed.	X	X	X				

<sup>1</sup>MTP – Multimodal Transportation Plan; I – Interstate; SC – Strategic Corridors; F – Freight; T – Transit; R – Rail

<sup>2</sup>The modal plan draft splits the Strategic Plan pavement condition objective into two tiers --- one for the NHS and one for all other roads. In keeping with MAP-21 the objective for the NHS system reflects maintaining or improving current condition while the objective for the remainder of the system is consistent with the Strategic Plan approach of “managing deterioration”.

Specific public transportation measures as shown above include:

- State of public transportation infrastructure
  - Percent of active duty vehicles past designated useful life

#### 4.2.4 Economic and Community Vitality Goal

**Provide an efficient and effective interconnected transportation system that is coordinated with state and local planning efforts to support thriving communities and South Carolina’s economic competitiveness in global markets.**

**Background:** Transportation infrastructure is vital to the economic prosperity of South Carolina. Good road, rail, transit, and air connections across the state help businesses get goods and services to markets and workers get to jobs. Communities often cite desire for economic growth as a reason for seeking additional transportation improvements, and public officials frequently justify transportation spending on its economic merits. State-of-the-art planning practices, however, offer limited potential for connecting investment scenarios with travel choices outcomes.

Proposed Objective	Plan Coordination <sup>1</sup>						Potential Measures
	OP	I	SC	F	T	R	
<b>Plan Level</b>							
Improve access and interconnectivity of the state highway system to major freight hubs (road, rail, marine and air).	X		X	X			% of freight bottlenecks addressed
<b>Implementation Level</b>							
Utilize the existing transportation system to facilitate enhanced freight movement to support a growing economy.	X	X		X			Truck travel time index on the freight corridor network
Maintain current truck travel speed and/ or travel time reliability performance.	X	X		X			Average truck speed on freight corridors
<b>Potential Guiding Principles</b>							
Work with economic development partners to identify transportation investments that will improve South Carolina’s economic competitiveness.	X	X	X	X	X	X	
Work with partners to create a project development and permitting process that will streamline implementation of SCDOT investments associated with state-identified economic development opportunities.	X						
Partner with state and local agencies to coordinate planning.	X						
Encourage local governments and/or MPOs to develop and adopt bicycle and pedestrian plans.	X						
Partner with public and private sectors to identify and implement transportation projects and services that facilitate bicycle and pedestrian movement consistent with adopted bike/pedestrian plans.	X						
Encourage coordination of transit service within and among local jurisdictions.					X		
Work with partners to create a project development and permitting process that will streamline implementation of SCDOT investments associated with state identified economic development opportunities.	X						
Partner with public and private sectors to identify and implement transportation projects and services that facilitate freight movement.	X	X	X	X		X	
Encourage rail improvements that will improve connectivity and reliability of freight movement to global markets.				X		X	
Encourage availability of both rail and truck modes to major freight hubs (for example ports, airports and intermodal facilities).	X	X	X	X		X	

<sup>1</sup>MTP – Multimodal Transportation Plan; I – Interstate; SC – Strategic Corridors; F – Freight; T – Transit; R – Rail

Specific public transportation measures as shown above include:

- Identify transportation investments supporting economic development
  - Measured by identifying transit routes within a ½-mile of re-development or new property development.
- Identify local and regional coordination efforts
  - Measured by number of coordination meetings held annually including all public transportation and human services agencies
  - Measured by annual or ongoing coordination projects among public transportation and human services agencies

### 4.2.5 Environmental Goal

#### Partner to sustain South Carolina’s natural and cultural resources by minimizing and mitigating the impacts of state transportation improvements.

**Background:** The goal is consistent with SCDOT’s current environmental policies and procedures. MAP-21 includes an Environmental Sustainability goal, which requires states “to enhance the performance of the transportation system while protecting and enhancing the environment.” Other than air quality, quantitative measures for impacts to the environment are difficult to calculate at the plan level. For the most part the environmental goal will be measured as projects are selected, designed, constructed and maintained over time.

Proposed Objectives	Plan Coordination <sup>1</sup>						Potential Measures
	OP	I	SC	F	T	R	
<b>Plan Level</b>							
None							
<b>Implementation Level</b>							
Plan, design, construct and maintain projects to avoid, minimize and mitigate impact on the state’s natural and cultural resources.							Transportation-related greenhouse gas emissions (model is run by DHEC) Wetland/habitat acreage created/restored/impacted
<b>Proposed Guiding Principles</b>							
Partner with public and private sectors to identify and implement transportation projects and services that facilitate bicycle and pedestrian movement consistent with adopted bike/pedestrian plans.	X						
Partner to be more proactive and collaborative in avoiding vs. mitigating environmental impacts.	X	X	X	X			
Encourage modal partners to be proactive in considering and addressing environmental impacts of their transportation infrastructure investments.					X	X	
Work with environmental resource agency partners to explore the development of programmatic mitigation in South Carolina.	X	X	X	X			
Partner with permitting agencies to identify and implement improvements to environmental permitting as a part of the department’s overall efforts to streamline project delivery.							

<sup>1</sup>MTP – Multimodal Transportation Plan; I – Interstate; SC – Strategic Corridors; F – Freight; T – Transit; R – Rail



Specific public transportation measures as shown above include:

- Identify impacts of transportation infrastructure improvements
  - Measured by identifying annual infrastructure projects
- If applicable, identify:
  - number of projects assisting in reduction of Vehicle Miles Traveled
  - number of projects with sustainable resources embedded into the project – such as solar panels, automatic flush toilets, recycling, recycled products, etc.

#### 4.2.6 Equity Goal

**Manage a transportation system that recognizes the diversity of the state and strives to accommodate the mobility needs of all of South Carolina’s citizens.**

**Background:** Transportation is essential to support individual and community quality of life. As a public agency SCDOT has a public stewardship responsibility that requires it to evaluate needs and priorities in a way that recognizes the diversity of the state’s geographic regions and traveling public. There are no quantitative measures identified to evaluate the Equity goal.

Proposed Objectives	Plan Coordination <sup>1</sup>						Potential Measures
	OP	I	SC	F	T	R	
<b>Plan Level</b>							
None							
<b>Potential Guiding Principles</b>							
Ensure planning and project selection processes adequately consider rural accessibility and the unique mobility needs of specific groups.	X	X	X	X	X		
Partner with local and state agencies to encourage the provision of an appropriate level of public transit in all 46 South Carolina counties.					X		
Ensure broad-based public participation is incorporated into all planning and project development processes.	X	X	X	X	X	X	

<sup>1</sup>MTP – Multimodal Transportation Plan; I – Interstate; SC – Strategic Corridors; F – Freight; T – Transit; R – Rail

Specific public transportation measures as shown above include:

- Identify partnerships among local, regional, state officials to discuss statewide existing and future public transportation services
  - Measured by agencies attending the statewide public transportation association conference
  - Measured by SCDOT staff attendance at regional public transportation technical meetings or similar

### 4.3 Public Transportation Vision/Goals

An extensive and comprehensive visioning and public involvement program was completed in the 2008 regional transit planning process. The purpose was to develop a vision, goals, and a framework for public transportation in South Carolina. Input was captured from a broad range of stakeholders through several outreach methods, including focus groups, community and telephone surveys,

newsletters, public meetings, and presentations. As discussed earlier in this report, the 2040 MTP planning process builds from the momentum of the 2008 Statewide Plan and provides updated information, including public outreach and the vision for the future. The following text provides a summary of the 2008 efforts and updated information gathered since that time.

The vision for South Carolina’s public transportation<sup>4</sup> was developed in 2008 with accompanying goals to support that vision. This vision continues to support the 2040 MTP and public transportation efforts within each region of the state. The vision statement and goals were developed for purposes of guiding future decisions for public transportation in the future.

### 4.3.1 South Carolina’s Public Transportation Vision

*Public Transit –  
Connecting Our Communities*

*Public transit, connecting people and places through multiple-passenger, land or water-based means, will contribute to the state’s continued economic growth through a dedicated and sound investment approach as a viable mobility option accessible to all South Carolina residents and visitors.*

### 4.3.2 South Carolina’s Public Transportation Goals

The following statewide goals support the above vision and are relevant for all 10 regions across the state. As part of the 2008 Statewide Plan, the regional differences in goals and visions were acknowledged, but emphasis was placed on the visions common to all of the regions in South Carolina. In addition, “statewide” goals were identified that are not related to specific regions.

#### **Economic Growth**

- Recognize and promote public transit as a key component of economic development initiatives, such as linking workers to jobs, supporting tourism, and accommodating the growth of South Carolina as a retirement destination through public/private partnerships.
- Enhance the image of public transit through a comprehensive and continuing marketing/education program that illustrates the benefits of quality transit services.

#### **Sound Investment Approach**

- Ensure stewardship of public transit investments through a defined oversight program.

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<sup>4</sup> Berkeley-Charleston-Dorchester Regional Transit Plan, May 2008.

- Increase dedicated state public transit funding by \$35 million by 2030.
- Make public transit reasonable and affordable by encouraging more local investment and promoting coordinated land use / transportation planning at the local level.
- Utilize an incremental approach to new public transit investments that recognizes funding constraints and the need to maintain existing services.



#### Viability of Transit

- Provide quality, affordable public transit services using safe, clean, comfortable, reliable, and well-maintained vehicles.
- Increase statewide public transit ridership by 5 percent annually through 2030.
- Utilize different modes of public transit including bus, rail, vanpool / carpool, ferry, and other appropriate technologies, corresponding to the level of demand.

#### Accessibility to All

- Provide an appropriate level of public transit in all 46 South Carolina counties by 2020 that supports intermodal connectivity.
- Develop and implement a coordinated interagency human services transportation delivery network.

## 4.4 Public Outreach

As discussed in the previous section, the public outreach for the 2008 Statewide plan was extensive. The 2040 MTP planning process continues to build from the momentum of those previous efforts to improve the overall statewide transportation network. The following section summarizes public input received for the previous plan and for the recent 2040 MTP efforts that began in July 2012.

### 4.4.1 Stakeholder Input

#### 2008 Statewide Public Transportation Plan - Public Outreach

During development of the 2008 statewide public transportation plan, extensive outreach was conducted. Personal and telephone interviews were conducted with community leaders, transit system directors, and transportation planners. The general findings of that outreach were:

- Perception of public transportation in the region is both positive and negative with the recognition of its necessity for segments of the population and of the need for service improvements. (Service has improved since the 2008 statewide plan with the implementation of improvements funded by the passage of the local sales tax for transportation.)
- Growth continues in the area and the region's geography limits the number of transportation corridors. Alternative modes are lacking in the region.

- Geographic gaps were noted in Summerville, Goose Creek, Ladson, and Johns Island. The resources for transit were considered insufficient at that time. (More funds are available now through the local option sales tax that had recently passed at that time.)
- Education is needed so that citizens understand the availability and advantages of transit and the connection between land use and transportation.
- A coordinated regional effort is needed to create a seamless transportation system that appeals to riders with transportation choices and covers more geographical area.
- More state public education regarding transit benefits, funding, training, and technical assistance is needed along with fostering of leadership at the regional level.

### **July 2012 MTP Kickoff Meeting - Transit, Bicycle, Pedestrian Session**

The 2040 MTP kickoff meeting was conducted on July 31, 2012; 138 stakeholders attended, representing all transportation interests from around the state. Introductory remarks on the importance of the plan and this multi-agency cooperative effort were provided by SCDOT Secretary Robert J. St. Onge Jr., Department of Commerce Secretary Bobby Hitt, South Carolina State Ports Authority Vice President Jack Ellenberg, and FHWA South Carolina Division Administrator Bob Lee. After an overview presentation describing the 2040 MTP process and primary products, the stakeholders participated in the following three modal break-out sessions to provide input on the transportation system needs and SCDOT priorities:

- Transit and Bicycle and Pedestrian;
- Interstate and Strategic Corridors; and,
- Freight and Rail.

The discussions at each session provided valuable stakeholder expectations and perspectives on the goals that should be considered in the 2040 MTP. **Appendix C** provides a summary of discussion questions and responses from the Transit and Bicycle and Pedestrian session.

### **Strategic Partnerships among SCDOT, Local Agencies, and Council of Governments**

A key component in the development of the 10 Regional Transit & Coordination Plan updates includes partnerships among SCDOT and local staff. Within South Carolina, transportation planning at the urban and regional levels is conducted by 10 MPOs and 10 COGs, as listed below. This strategic partnership creates a strong foundation to identify multimodal transportation needs and joint solutions to improve the movement of people and goods throughout the entire state.

### Metropolitan Planning Organizations

- ANATS – Anderson Area Transportation Study
- ARTS – Augusta/Aiken Area Transportation Study
- CHATS – Charleston Area Transportation Study
- COATS – Columbia Area Transportation Study
- FLATS – Florence Area Transportation Study
- GRATS – Greenville-Pickens Area Transportation Study
- GSATS – Myrtle Beach Area Transportation Study
- RFATS – Rock Hill Area Transportation Study
- SPATS – Spartanburg Area Transportation Study
- SUATS – Sumter Area Transportation Study

### Councils of Government

- Appalachian Council of Governments (Anderson, Cherokee, Greenville, Oconee, Pickens, Spartanburg)
- Berkeley-Charleston-Dorchester Council of Governments (Berkeley, Charleston, Dorchester)
- Catawba Regional Planning Council (Chester, Lancaster, Union, York)
- Central Midlands Council of Governments (Fairfield, Lexington, Newberry, Richland)
- Lowcountry Council of Governments (Beaufort, Colleton, Hampton, Jasper)
- Lower Savannah Council of Governments (Aiken, Allendale, Bamberg, Barnwell, Calhoun, Orangeburg)
- Pee Dee Regional Council of Governments (Chesterfield, Darlington, Dillon, Florence, Marion, Marlboro)
- Santee-Lynches Regional Council of Governments (Clarendon, Kershaw, Lee, Sumter)
- Upper Savannah Council of Governments (Abbeville, Edgefield, Greenwood, Laurens, McCormick, Saluda)
- Waccamaw Regional Planning and Development Council (Georgetown, Horry, Williamsburg)

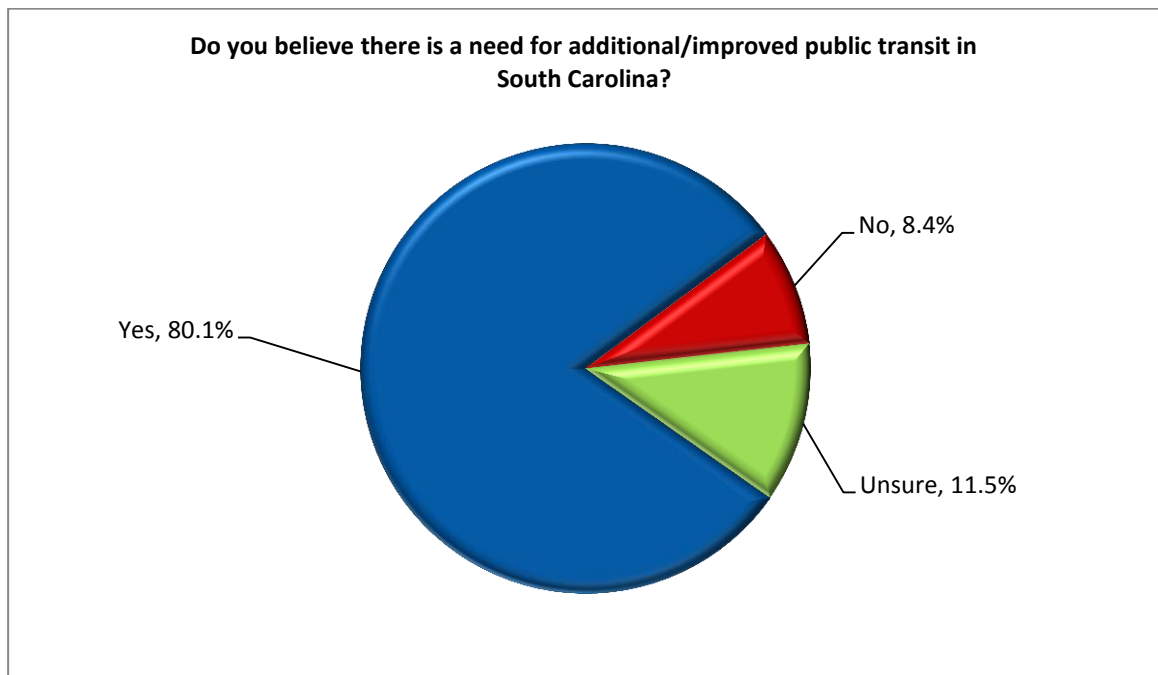
Existing transit service data, future needs, and strategies are presented in the following chapters. These data were collected from various collaboration opportunities between the study team and local agencies, including the transit agencies, COGs, and MPOs. Data, comments and input from the local agencies and the community-at-large were carefully considered in the development of this BCD Regional Transit Plan. The 2040 MTP planning process includes scheduled public meetings during the late summer and fall 2013. In addition, the project website, <http://www.dot.state.sc.us/Multimodal/default.aspx>, provides up-to-date information and an opportunity for all residents and visitors to learn about the 2040 MTP and a forum to leave comments and suggestions for the project team.

### Public Transportation Statewide Opinion Survey

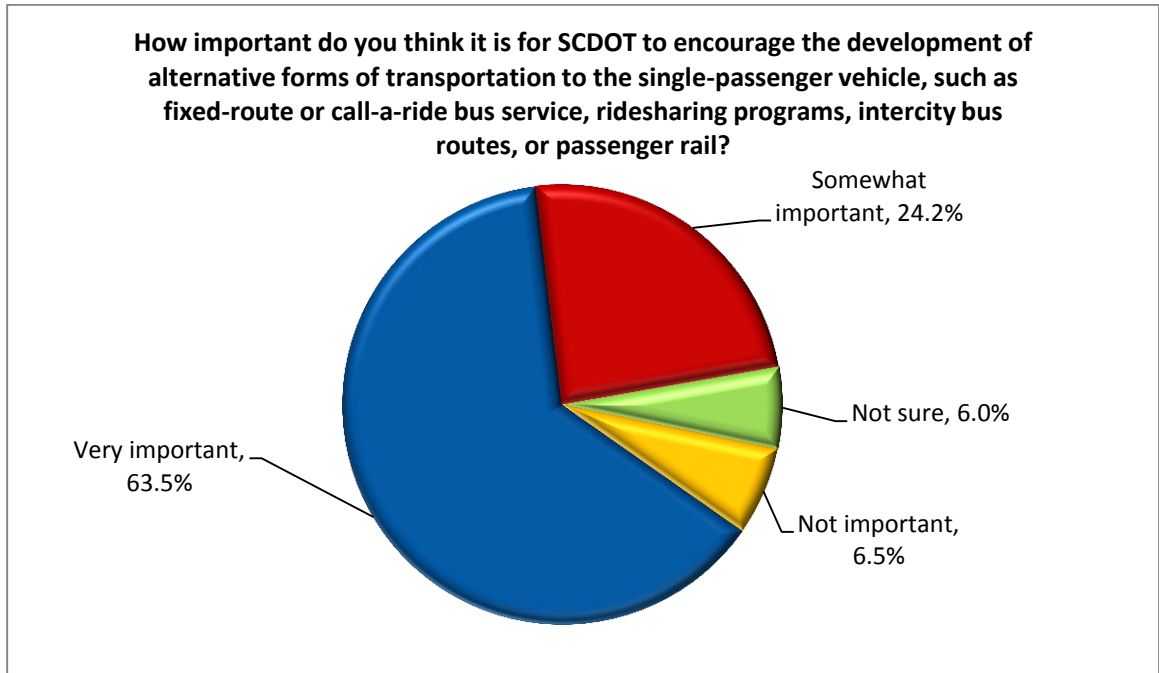
A public transportation opinion survey was available from February 18, 2013 through March 13, 2013 to gain input on public transportation services in the state of South Carolina. The survey asked for responses on use of public transportation, availability of transit service, mode of transportation to/from work, rating the service in your community and across the state, should public transportation be a priority for the SCDOT, what would encourage you to begin using public transportation, age, gender, number of people in the household, etc. The survey was provided through Survey Monkey, with a link available on the project website. Emails were also sent by each of the COGs to local stakeholders, grass roots committees, transit agencies, human service agencies, etc. In addition, the SCDOT completed a press release with survey link information in Spanish and English. Over the course of the survey period, 2,459 surveys were completed.

Figures 4-1, 4-2 and 4-3 provide an overall summary from the statewide public transportation opinion survey. Ninety-two percent of the survey respondents use a personal vehicle for travel. The question was posed regarding what would encourage the survey respondents to ride public transit. The top three responses were rail or bus rapid transit (BRT) available for trips, transit stops located close to their homes, and more frequent transit buses.

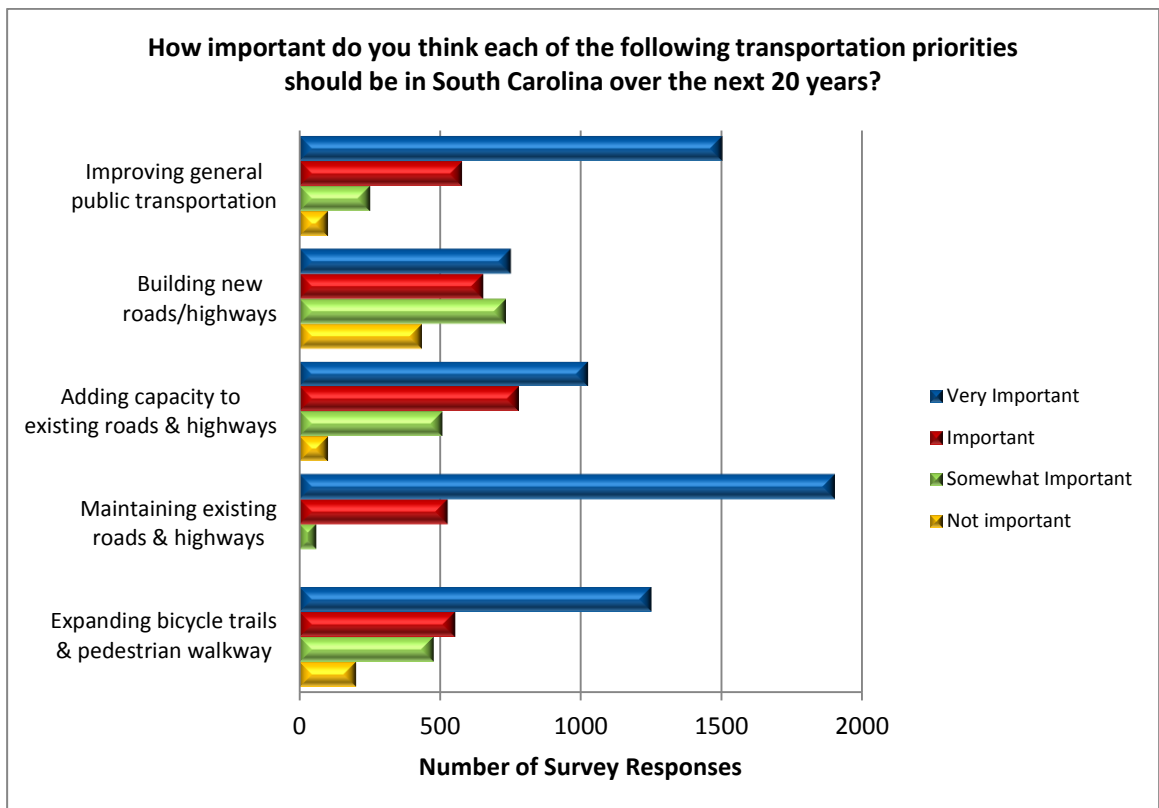
Figure 4-1: Survey Summary, Need



**Figure 4-2: Survey Summary, Importance**



**Figure 4-3: Survey Summary, Priorities**



## 4.5 Regional Vision Summary

Through the recent efforts of the CHATS Long Range Transportation Plan, the regional vision for public transportation is clearly defined and summarized below.

The primary goal for public transportation in the BCD Region is to enable transit to be a viable transportation option for citizens throughout the region. With CARTA and TriCounty Link’s implementation of various commuter routes, more riders with transportation choices are utilizing services. Commuter routes and park-and-ride locations cater to the needs of peak-hour commuters; local and fixed route opportunities continue to meet the transportation needs of the transit dependent. To address future mobility needs and promote a sustainable transportation system, transit must continue to serve the needs of the transit-dependent population, while continuing to offer a competitive alternative to the automobile for “choice” customers.

### 4.5.1 Strategies to Enhance Transit in the BCD Region

Transit is an important component of the transportation network in the BCD Region. Residents, employees, and visitors benefit greatly from transit services, and an opportunity exists to increase the role of transit in the region. Over the coming years, the primary goal for transit will be to enhance services to increase attractiveness



and more fully integrate services into the multimodal transportation framework of the region. In 2013, a regional study was completed for the BCD Region which analyzed the consolidation of TriCounty Link and CARTA. The study recommended a phased approach to consolidation.

Recommended strategies related to public transportation are described below in the following categories:

- Existing service enhancements
  - Continue to enhance commuter service from outlying areas
  - Continue to expand service oriented to special generators
  - Expand community-based services in low-density areas
  - Implement Intelligent Transportation Systems (ITS) enhancements at major transit stops and investigate the potential of designated rights-of-way for fixed guideway service
- Facilities, equipment, and amenities
  - Complete the Charleston Intermodal Transportation Center
  - Examine the role of Transit Oriented Development (TOD) as a transit hub to support nodal land use plans
  - Provide transit amenities throughout the region





- Further coordination opportunities between CARTA and TriCounty Link, moving forward with a phased approach for consolidation of systems
- Stronger coordination of land use and transportation planning
- New modes and technologies
  - Develop dedicated park-and-ride facilities
  - Study the potential implementation of fixed guideway service
  - Continue discussions and preserve rail corridor capacity for potential commuter rail service
  - Examine critical corridors for Bus Rapid Transit (BRT) opportunities
  - Explore potential water shuttle connections
- Institutional and funding strategies
  - Maintain a comprehensive marketing program
  - Actively participate in promoting transit-supportive land use

The first three categories discuss planning, operational, and capital aspects of transit improvements in the region, and the fourth category addresses policy strategies that should be implemented to address the needs that have been identified.



## 5. REGIONAL TRANSIT NEEDS

Section 4 provides the public transportation needs and deficiencies identified for the BCD Region. The analysis includes general public transit needs based on existing services and future needs identified by public input, feedback from individual transit agencies, needs identified in existing plans, and feedback from the local BCDCOG, transit agencies, and SCDOT staff.

### 5.1 Future Needs

Future needs for public transportation in the BCD Region were prepared and aggregated by transit agency and summarized for the region. The following section provides information used to calculate the overall regional needs to maintain existing public transportation services and to enhance public transit services in the future for the transportation categories.

#### 5.1.1 Baseline Data

The primary source of documents used to establish the baseline and existing public transportation information was data reported to SCDOT annually from each individual transportation agency. These data were summarized in Section 2 of this report. The following list includes the primary sources of data.

- SCDOT Transit Trends Report, FY 2007-FY 2011
- SCDOT Operational Statistics
- SCDOT FTA Section 5310, 5311, 5316, 5317 TEAM grant applications
- SCDOT Statewide Intercity and Regional Bus Network Plan, Final Report, May 2012.
- South Carolina Interagency Transportation Coordination Council, Building the Fully Coordinated System, Self-Assessment Tool for States, June 2010.
- SCDOT Provider Needs Survey, December 2012.
- SCDOT Regional Transit Plans, 10 Regions, 2008.

The next steps in the development of the regional plan included calculating the public transportation future needs. The needs were summarized into two scenarios:

1. Maintain existing services; and
2. Enhanced services.

### 5.2 Maintain Existing Services

The long-range transit operating and capital costs to maintain existing services were prepared as follows:

- **Operating Costs:** To calculate the long-term needs for maintaining existing services, a 2011 constant dollar for operating expenses was applied to each of the BCD Region transit agencies for the life of this plan, which extends to 2040.

- **Capital Costs:** To calculate the capital costs for maintaining existing services, two separate categories were used:
  - Cost for replacing the existing vehicle fleet, and
  - Non-fleet capital costs.

Fleet data and non-fleet capital data are reported to SCDOT annually. The non-fleet capital costs may include facility maintenance, bus stop improvements, stations, administration buildings, fare equipment, computer hardware, etc. A four-year average from FY 2008-FY 2011 data reported by each agency was used to calculate the fleet and non-fleet capital costs for maintaining existing services for the next 29 years. Other data used for the estimation of enhancement of services (as described in the next section) included the approximate value and year of each vehicle upon arrival to the transit agency. These values were used to estimate the average cost to replace the agency fleet.

**Table 5-1** summarizes the operating, administration, and capital costs to maintain the existing services to 2040. Annual costs and total cost are also presented. The data is derived from the sources listed above in Section 5.1.1.

**Table 5-1: BCD Region, Maintain Existing Services Cost Summary**

BCD Region	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain 2040 Total (29 yrs)
	Oper/Admin	Oper/Admin	Capital	Capital	Oper/Admin/Cap
Charleston Area Regional Transit Authority	\$12,394,000	\$347,018,000	\$6,543,000	\$183,201,000	\$530,219,000
TriCounty Link	\$4,515,000	\$126,426,000	\$1,015,000	\$28,430,000	\$154,856,000
<b>Total BCD Region</b>	<b>\$16,909,000</b>	<b>\$473,444,000</b>	<b>\$7,558,000</b>	<b>\$211,631,000</b>	<b>\$685,075,000</b>

### 5.3 Enhanced Services

The second scenario for estimating future public transportation needs is Enhanced Services, which simply implies a higher level of service or more service alternatives for residents in the BCD Region than exists today. The data sources for obtaining future transit needs were obtained from:

- SCDOT Transit Trends Report, FY 2011;
- SCDOT Operational Statistics;
- SCDOT FTA Section 5310, 5311, 5316, 5317 TEAM grant applications;
- SCDOT Statewide Intercity and Regional Bus Network Plan, Final Report, May 2012;
- SCDOT Provider Needs Survey, December 2012;
- SCDOT Regional Transit Plans, 10 Regions, 2008;
- MPO Long Range Transportation Plans;
- Transit Development Plans, where applicable; and
- MTP 2040 public comments from website, statewide public transportation survey, and other public outreach.

The aforementioned planning documents were the primary resources used to identify future transit needs for the BCD Region. For some areas, more detailed future cost and project information were available. In other areas, projects were identified and shown as needed, but the plans did not include

cost estimates for the service or project. In these cases, the average transit performance measures were used to determine a cost for the project or recent estimates for similar projects completed by the consultant team. Many needs for expanded rural and urban services were identified from recent public outreach efforts, within the above adopted plans, and also in the 2008 Human Services Coordination Plans. The needs included more frequent service, evening, weekend, employment services, and rural transit connections to major activity locations.

**Table 5-2** shows a summary of the operating, administration, and capital costs for enhanced transit services through 2040. The data is derived from the sources listed above in Section 5.1.1. **Appendix D** provides the detailed information for each agency.

**Table 5-2: BCD Region Enhanced Services Cost Summary**

BCD Region	Enhance Services		2040 TOTAL Enhance Service (29 yrs)
	Oper/Admin	Capital	Oper/Admin/Cap
Charleston Area Regional Transit Authority	\$113,200,000	\$37,830,000	\$151,030,000
TriCounty Link	\$18,018,000	\$3,650,000	\$21,668,000
<b>Total BCD Region</b>	<b>\$131,218,000</b>	<b>\$41,480,000</b>	<b>\$172,698,000</b>

## 5.4 Needs Summary

To summarize, the total public transportation needs to maintain existing transit services and for enhanced transit services for the BCD Region are shown in **Table 5-3**. The public transit services in the region consist of a wide variety of services. Both general public transit services and specialized transportation for the elderly and disabled are important components of the overall network.

**Table 5-3: BCD Region Public Transportation Needs**

Agency	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain 2040 Total (29 yrs)	Enhance Services		2040 TOTAL (29 yrs) Enhance Service	2040 TOTAL (29 yrs) Maintain + Enhance Service
	Oper/Admin	Oper/Admin	Capital	Capital	Oper/Admin/Cap	Oper/Admin	Capital	Oper/Admin/Cap	Oper/Admin/Cap
Charleston Area Regional Transit Authority	\$12,394,000	\$347,018,000	\$6,543,000	\$183,201,000	\$530,219,000	\$113,200,000	\$37,830,000	\$151,030,000	\$681,249,000
TriCounty Link	\$4,515,000	\$126,426,000	\$1,015,000	\$28,430,000	\$154,856,000	\$18,018,000	\$3,650,000	\$21,668,000	\$176,524,000
<b>Total BCD Region</b>	<b>\$16,909,000</b>	<b>\$473,444,000</b>	<b>\$7,558,000</b>	<b>\$211,631,000</b>	<b>\$685,075,000</b>	<b>\$131,218,000</b>	<b>\$41,480,000</b>	<b>\$172,698,000</b>	<b>\$857,773,000</b>

## 5.5 Transit Demand vs. Need

The above sections, 5.2 and 5.3, of this report identify the local service needs from the individual transit systems in the BCD Region. Feedback from the transit agencies, the general public and the local project teams identified many needs including the expansion of daily hours of service, extending the geographic reach of service, broadening coordination activities within the family of service providers, and finding better ways of addressing commuter needs. The major urban areas, through their detailed service planning efforts, also continue to identify additional fixed-route and paratransit service expansion needs including more frequent service, greater overall capacity, expanding beyond the current borders of the service areas, and better handling of commuter needs.

As discussed earlier in the report, this Regional Transit & Coordination Plan is an update to the 2008 plan that included an analysis of transit demand. Below is updated information that uses data from the 2010 U.S. Census. Gauging the need for transit is different from estimating demand for transit services. Needs will always exist whether or not public transit is available. The 2008 planning effort included quantifying the transit demand by using two different methodologies:

- **Arkansas Public Transportation Needs Assessment (APTNA) Method:** The APTNA method represents the proportional demand for transit service by applying trip rates to three population groups: the elderly, the disabled, and individuals living in poverty. The trip rates from the method are applied to population levels in a given community.
- **Mobility Gap Method:** The Mobility Gap method measures the mobility difference between households with a vehicle(s) and households without a vehicle. The concept assumes that the difference in travel between the two groups is the demand for transit among households without a vehicle.

### 5.5.1 Arkansas Public Transportation Needs Assessment (APTNA) Method

The APTNA method<sup>5</sup> represents the proportional transit demand of an area by applying trip rates to three key markets: individuals greater than 65 years old, individuals with disabilities above the poverty level under age 65, and individuals living in poverty under age 65. **Table 5-4** shows the population groups.

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<sup>5</sup> *Arkansas Public Transportation Needs Assessment and Action Plan*, prepared for the Arkansas State Highway and Transportation Department by SG Associates, 1992. BCD Regional Transit Plan, 2008.

**Table 5-4: BCD Region Population Groups**

	Elderly (Over 65)				Disabled (Under 65)				Poverty (Under 65)			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Berkeley County	11,530	12,818	14,205	15,638	6,297	7,000	7,758	8,540	14,506	16,126	17,871	19,674
Charleston County	11,558	12,241	13,093	14,486	3,845	4,072	4,355	4,819	8,151	8,633	9,233	10,215
Dorchester County	7,803	9,566	10,869	12,086	5,805	7,116	8,085	8,991	9,205	11,284	12,821	14,257
<b>Rural</b>	<b>30,892</b>	<b>34,625</b>	<b>38,167</b>	<b>42,210</b>	<b>15,946</b>	<b>18,188</b>	<b>20,198</b>	<b>22,349</b>	<b>31,862</b>	<b>36,042</b>	<b>39,925</b>	<b>44,146</b>
Berkeley County	4,948	5,500	6,096	6,711	4,533	5,039	5,585	6,148	4,821	5,359	5,939	6,538
Charleston County	30,561	32,366	34,618	38,300	11,295	11,963	12,795	14,156	42,326	44,827	47,945	53,045
Dorchester County	4,899	6,006	6,824	7,588	1,869	2,291	2,603	2,895	3,918	4,803	5,457	6,068
<b>Urban</b>	<b>40,408</b>	<b>43,872</b>	<b>47,537</b>	<b>52,599</b>	<b>17,698</b>	<b>19,293</b>	<b>20,983</b>	<b>23,199</b>	<b>51,065</b>	<b>54,989</b>	<b>59,341</b>	<b>65,652</b>
<b>Total BCD Region</b>	<b>71,300</b>	<b>78,498</b>	<b>85,704</b>	<b>94,809</b>	<b>33,644</b>	<b>37,481</b>	<b>41,181</b>	<b>45,548</b>	<b>82,927</b>	<b>91,031</b>	<b>99,267</b>	<b>109,798</b>

Source: U.S. Bureau of the Census, Department of Health and Environmental Control, Office of Research and Statistics

In the APTNA method, trip generation rates represent the resulting ridership if a high quality of service is provided in the service area. The trip rates for the APTNA method were calculated using the 2001 National Household Travel Survey (NHTS). The trip rates came from the South Region (Alabama, Arkansas, Delaware, Georgia, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Virginia and West Virginia excluding Florida, Kentucky, Maryland and Texas). The NHTS reported the following trip rates:<sup>6</sup>

- 5.8 (rural) and 6.2 (urban) for the population above 65 years of age
- 12.3 (rural) and 12.2 (urban) for people from 5 to 65 with disabilities above the poverty level, and
- 13.8 (rural) and 11.8 (urban) for people below the poverty level.

To derive transit demand, the following equations are used:

$$D_{(Rural)} = 5.8(P_{65+}) + 12.3(P_{DIS<65}) + 13.8(P_{POV})$$

$$D_{(Urban)} = 6.2(P_{65+}) + 12.2(P_{DIS<65}) + 11.8(P_{POV})$$

Where, *D* is demand for one-way passenger trips per year,

*P*<sub>65+</sub> = population of individuals 65 years old and older,

*P*<sub>DIS<65</sub> = population of individuals with disabilities under age 65, and

*P*<sub>POV</sub> = population of individuals under age 65 living in poverty.

**Table 5-5** shows the daily and annual ridership projections for the BCD Region. The daily transit trips are 5,162 for the year 2010 and 6,884 for 2040. The annual transit trips for the region are projected to be approximately 2.5 million for 2040. About 55 percent of the projected daily ridership is attributed to urban areas and the remaining 45 percent to rural areas.

**Table 5-5: BCD Region Ridership Projections using APTNA Method**

	Annual Transit Demand				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Berkeley County	344,509	382,975	424,430	467,241	944	1,049	1,163	1,280
Charleston County	226,814	240,215	256,924	284,255	621	658	704	779
Dorchester County	243,689	298,733	339,421	377,431	668	818	930	1,034
<i>Rural</i>	<i>815,012</i>	<i>921,922</i>	<i>1,020,775</i>	<i>1,128,927</i>	<i>2,233</i>	<i>2,526</i>	<i>2,797</i>	<i>3,093</i>
Berkeley County	142,870	158,822	176,014	193,768	391	435	482	531
Charleston County	826,726	875,570	936,475	1,036,095	2,265	2,399	2,566	2,839
Dorchester County	99,411	121,865	138,464	153,970	272	334	379	422
<i>Urban</i>	<i>1,069,006</i>	<i>1,156,258</i>	<i>1,250,953</i>	<i>1,383,833</i>	<i>2,929</i>	<i>3,168</i>	<i>3,427</i>	<i>3,791</i>
<b>Total BCD Region</b>	<b>1,884,018</b>	<b>2,078,180</b>	<b>2,271,727</b>	<b>2,512,760</b>	<b>5,162</b>	<b>5,694</b>	<b>6,224</b>	<b>6,884</b>

<sup>6</sup> Berkeley-Charleston-Dorchester Regional Transit Plan, 2008; NHTS.



### 5.5.2 Mobility Gap Methodology<sup>7</sup>

The Mobility Gap method measures the difference in the household trip rate between households with vehicles available and households without vehicles available. Because households with vehicles travel more than households without vehicles, the difference in trip rates is the mobility gap. This method shows total demand for zero-vehicle household trips by a variety of modes including transit.

This method uses data that is easily obtainable, yet is stratified to address different groups of users: the elderly, the young, and those with and without vehicles. The data can be analyzed at the county level and based upon the stratified user-groups; the method produces results applicable to the state and at a realistic level of detail.

The primary strength of this method is that it is based upon data that is easily available: household data and trip rate data for households with and without vehicles. Updated population and household data were obtained from the 2010 U.S. Census. **Table 5-6** shows the rural and urban households (by age group) in the BCD Region without vehicles, based upon Census information. Rural and urban trip rate data were derived from the 2001 National Household Travel Survey (NHTS) at the South Region level, to be consistent in the way the APTNA trip rates were derived and discussed in the previous section.

For the Mobility Gap methodology, the trip rates for households with vehicles serves as the target for those households without vehicles, and the “gap” (the difference in trip rates) is the amount of transit service needed to allow equal mobility between households with zero vehicles and households with one or more vehicles. The assumption of this method is that people without vehicles will travel as much as people who have vehicles, which is the transit demand.

The equation used in the Mobility Gap method is:

$$\text{Mobility Gap} = \text{Trip Rate}_{\text{HH w/Vehicle}} - \text{Trip Rate}_{\text{HH w/out Vehicle}}$$

Where, “HH w/ Vehicle” = households with one or more vehicles, and

“HH w/out Vehicle” = households without a vehicle.

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<sup>7</sup> BCD Regional Transit Plan, 2008.

**Table 5-6: BCD Region Household Data**

	Households (15 to 64)				Households (Over 65)				Total Households Without a Vehicle			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Berkeley County	2,327	2,587	2,867	3,156	2,477	2,754	3,052	3,359	2,026	2,252	2,496	2,496
Charleston County	4,552	4,821	5,156	5,705	9,517	10,079	10,780	11,927	1,845	1,954	2,090	2,090
Dorchester County	1,945	2,384	2,709	3,012	2,220	2,721	3,092	3,438	1,634	2,003	2,276	2,276
<i>Rural</i>	5,505	9,792	10,732	11,873	14,214	15,554	16,924	18,725	5,505	6,209	6,862	6,862
Berkeley County	451	501	556	612	301	335	371	408	752	836	926	1,020
Charleston County	7,672	8,125	8,690	9,615	2,707	2,867	3,066	3,393	10,379	10,992	11,757	13,007
Dorchester County	586	718	816	908	311	381	433	482	897	1,100	1,249	1,389
<i>Urban</i>	8,709	9,345	10,062	11,134	3,319	3,583	3,870	4,282	12,028	12,928	13,933	15,417
<b>Total BCD Region</b>	<b>14,214</b>	<b>19,137</b>	<b>20,795</b>	<b>23,007</b>	<b>17,533</b>	<b>19,137</b>	<b>20,795</b>	<b>23,007</b>	<b>17,533</b>	<b>19,137</b>	<b>20,795</b>	<b>22,279</b>

Source: B25045, TENURE BY VEHICLES AVAILABLE BY AGE OF HOUSEHOLDER, 2006-2010 American Community Survey 5-Year Estimates.

**Table 5-7** shows that for elderly households with people age 65 and older, a rural mobility gap of 5.88 (7.64-1.76) trips per day and an urban mobility gap of 7.40 (9.97-2.57) person-trips per day per household exist between households with and without an automobile. For younger households with individuals between the age of 15 and 64, a rural mobility gap of 6.00 (10.09-4.09) trips per day and an urban mobility gap of 0.74 (8.36-7.62) person-trips per day per household exist between households with and without an automobile.<sup>8</sup>

**Table 5-7: Mobility Gap Rates**

	Person-Trip Rates				Mobility Gap	
	Rural		Urban		Rural	Urban
	0-Vehicle	1+vehicles	0-Vehicle	1+vehicles		
Age 15-64	4.09	10.09	7.62	8.36	6.00	0.74
Age 65+	1.76	7.64	2.57	9.97	5.88	7.40

As illustrated in the calculation below, the Mobility Gap was calculated by multiplying the trip rate difference for households without vehicles available compared to households with one or more vehicles by the number of households without vehicles in each county:

$$\begin{array}{l}
 \textit{Trip Rate Difference} \\
 \textit{(between 0-vehicle and} \\
 \textit{1+vehicle households)}
 \end{array}
 \times
 \begin{array}{l}
 \textit{Number of households} \\
 \textit{with 0-vehicles available}
 \end{array}
 \times
 \begin{array}{l}
 \textit{Number of days (365)}
 \end{array}
 =
 \begin{array}{l}
 \textit{Mobility Gap} \\
 \textit{(number of} \\
 \textit{annual trips)}
 \end{array}$$

Using the updated U.S. Census 2010 household data (Table 5-6) and the appropriate Mobility Gap trip rate, the estimated demand was calculated for each county in the BCD Region. **Table 5-8** presents the annual and daily demand for 2010, 2020, 2030, and 2040.

The Mobility Gap approach yields high estimates of travel need in the BCD Region. While this method may provide a measure of the relative mobility limitations experienced by households that lack access to a personal vehicle, it is important to acknowledge that these estimates far exceed actual trips provided by local transit systems.

The Region’s current rural daily demand for transit-trips is approximately 45,000 person-trips per day, while urban daily demand is approximately 82,000 person-trips per day. The Mobility Gap method estimates the BCD Region transit demand (based upon 365 days of service) at 29.8 million person-trips per year for 2010, and approximately 37.8 million per year for 2040. Daily person-trips for the BCD Region would be approximately 104,000 by 2040.

<sup>8</sup> 2001 NHTS.

**Table 5-8: BCD Region Travel Demand using Mobility Gap Method**

	Annual Trip Demand - Mobility Gap				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Berkeley County	4,392,571	4,883,022	5,411,583	5,411,583	12,034	13,378	14,826	14,826
Charleston County	4,000,145	4,236,480	4,531,172	4,531,172	10,959	11,607	12,414	12,414
Dorchester County	3,542,675	4,342,894	4,934,399	4,934,399	9,706	11,898	13,519	13,519
<i>Rural</i>	<i>11,935,391</i>	<i>13,462,396</i>	<i>14,877,155</i>	<i>14,877,155</i>	<i>32,700</i>	<i>36,883</i>	<i>40,759</i>	<i>40,759</i>
Berkeley County	1,117,134	1,241,867	1,376,292	1,515,115	3,061	3,402	3,771	4,151
Charleston County	15,418,523	16,329,479	17,465,366	19,323,290	42,243	44,738	47,850	52,941
Dorchester County	1,332,538	1,633,532	1,856,020	2,063,871	3,651	4,475	5,085	5,654
<i>Urban</i>	<i>17,868,195</i>	<i>19,204,877</i>	<i>20,697,678</i>	<i>22,902,275</i>	<i>48,954</i>	<i>52,616</i>	<i>56,706</i>	<i>62,746</i>
<b>Total BCD Region</b>	<b>29,803,586</b>	<b>32,667,273</b>	<b>35,574,833</b>	<b>37,779,430</b>	<b>81,654</b>	<b>89,499</b>	<b>97,465</b>	<b>103,505</b>

### 5.5.3 Comparison Between Demand Methodologies

The transit demand results estimated by the two methods show a substantial difference in the range of transit service for the BCD Region. The APTNA method estimates annual transit demand at 1.9 million person-trips per year for 2010, while the Mobility Gap method estimates annual transit demand at 29.8 million person-trips per year. **Table 5-9** compares results for the two methods.

**Table 5-9: BCD Region Transit Demand Comparison for Two Methods**

	Demand	2010	2020	2030	2040
APTNA <sup>(1)</sup>	Annual	1,884,018	2,078,180	2,271,727	2,512,760
Mobility Gap <sup>(2)</sup>	Annual	29,803,586	32,667,273	35,574,833	37,779,430
Actual	Trips 2011	4,506,242	--	--	--

<sup>(1)</sup> APTNA considers only 3 markets: 65+ years old; under 65, above poverty line, but disabled; and Under 65 living in poverty.

<sup>(2)</sup> Based on differences in household trip rates between households with vehicles available and those without – independent of age, poverty or disables characteristics.

The APTNA methodology indicates that transit service in the BCD Region is exceeding demand. However, the Mobility Gap methodology indicates that the current level of reported transit service provided in the BCD Region (4.5 million annual trips) falls short of the estimated transit demand.

Key differences exist between the two model’s assumptions, which are why the transit needs derived from each method are extremely different. The APTNA Method is derived specifically for the estimation of transit demand, assuming that a high-quality level of service is provided. Transit demand, as estimated by the APTNA method, is based upon three population groups: the elderly, the disabled and those living in poverty. Commuters and students within the region using transit are not factored into this methodology.

On the contrary, the Mobility Gap method estimates the additional trips that might be taken by households without a vehicle if an additional mode of transportation were provided, such as transit. The Mobility Gap method estimates transportation demand that could be served by transit. However, these trips might also be served by other modes. Therefore, the Mobility Gap method estimates an “ultimate” demand.

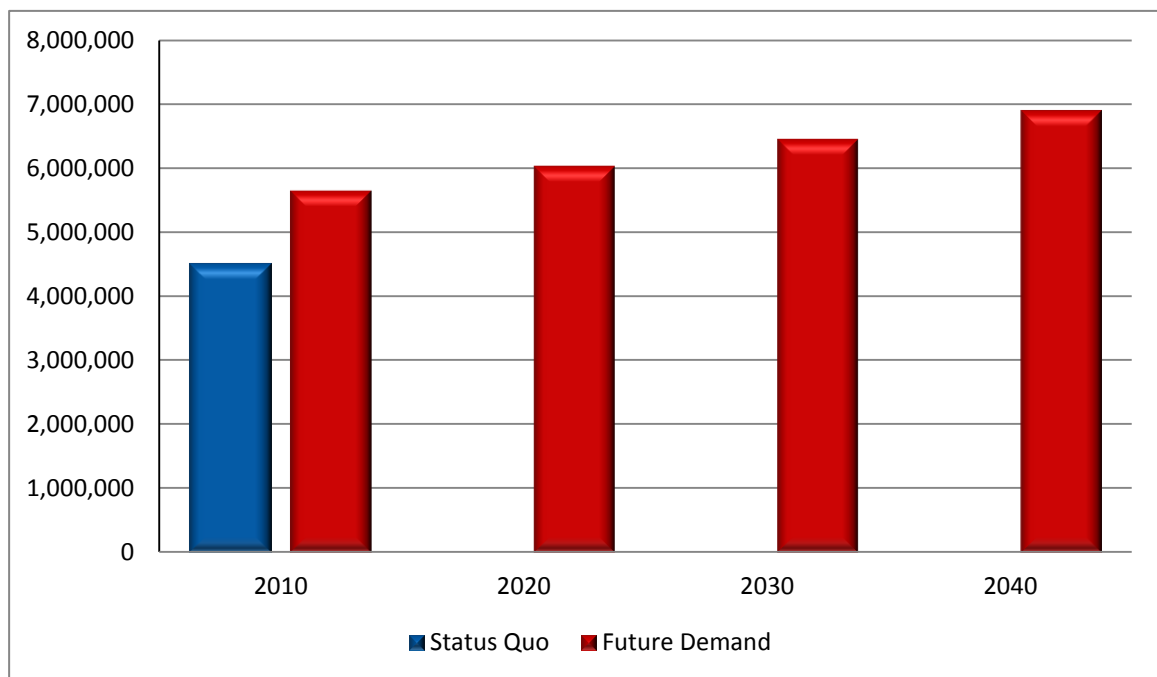
The APTNA method’s estimate for urban transit need is not realistic, and the Mobility Gap method for estimating urban transit need is too overstated. In the previous 2008 Plan, the methodology calculations were modified by the study team to produce a more realistic estimate. This updated 2040 plan continues to use the 2008 Plan estimates for 2010, 2020, and 2030. For 2040, an updated demand was calculated using an average of the percent of increase for the modified projections. **Table 5-10** shows the results of the adjustments made to the BCD Region’s transit needs. A comparison with the current level of transit service in the BCD Region (4.5 million trips per year) suggests the adjusted transit demand method is realistic, while the estimate provided by the APTNA method is a “low-end” approximation and the Mobility Gap method is a “high-end” approximation for the region.

**Table 5-10: BCD Region Adjusted Transit Demand**

Demand	2010	2020	2030	2040
2013 Adjusted Needs	5,654,000	6,041,000	6,461,000	6,906,000
Actual Trips 2011	4,506,242	--	--	--
Needs Met	80%	--	--	--

Based on the adjusted transit demand forecast, the total transit demand in 2010 was estimated at 5.7 million one-way trips. In FY 2011, 4.5 million trips were provided. Using the adjusted transit demand forecast, the percent of demand met for the BCD Region is 80 percent. To meet 100 percent of the current demand, 1.15 million trips are needed among the existing transit systems. The demand forecast shows that by 2040, the estimated transit demand will exceed 6.9 million trips. **(Figure 5-1)**

**Figure 5-1: BCD Region Transit Demand**



## 5.6 Benefits of Expansion in Public Transportation

The impacts of public transit go beyond the transportation-related measures of mobility and accessibility. In recent years there has been increasing recognition of transit's social, economic, environmental quality, and land use and development impacts.

- **Social/Demographic:** Public transportation has significant positive impacts on personal mobility and workforce transportation, in particular for seniors, disabled persons, and low-income households (where the cost of transportation can be a major burden on household finances).
- **Economic:** Public transportation provides a cost savings to individual users in both urban and rural areas. For urban areas, transit can support a high number of workforce trips and thus



major centers of employment in urban areas, and major professional corporations currently see proximity to public transit as an important consideration when choosing office locations.

- **Environmental Quality:** Under current conditions, an incremental trip using public transportation has less environmental impact and energy usage than one traveling in an automobile; and greater usage of transit will positively impact factors such as air pollution in the state. As the average fuel economy for all registered vehicles increases due to natural retirement of older inefficient vehicles and more strict emissions standards for new vehicles, the overall impact to the environment decreases. Nevertheless, public transportation is expected to continue to be a more environmentally friendly form of travel.

Research indicates the benefits of a transit investment are intimately linked with the efficiency and usefulness of the service as a convenient, well-utilized transportation asset. For example, improvements in air pollution or roadway congestion are directly linked to capturing transit ridership that may otherwise use an automobile for a trip.



## 6. POTENTIAL FUNDING SOURCES

The issue of funding continues to be a crucial factor in the provision of public transit service and has proven to be the single greatest determinant of success or failure. Funding will ultimately control growth potential for the agency. Dedicated transit funding offers the most sustainable funding source for transit agencies. Experience at agencies across the country underscores the critical importance of developing secure sources of local funding – particularly for ongoing operating subsidies – if the long-term viability of transit service is to be assured.

To provide high-quality transit service and to become a well-established part of the community, a dependable source of funding is essential, such as the Sales Tax passed in 2004. Factors that must be carefully considered in evaluating financial alternatives include the following:

- It must be equitable – the costs of transit service to various segments of the population must correspond with the benefits they accrue.
- Collection of tax funds must be efficient.
- It must be sustainable – the ability to confidently forecast future revenues is vital in making correct decisions regarding capital investments such as vehicles and facilities.
- It must be acceptable to the public.

A wide number of potential transit funding sources are available. The following discussion provides an overview of these programs, focusing on Federal, state, and local sources.

### 6.1 BCD Region

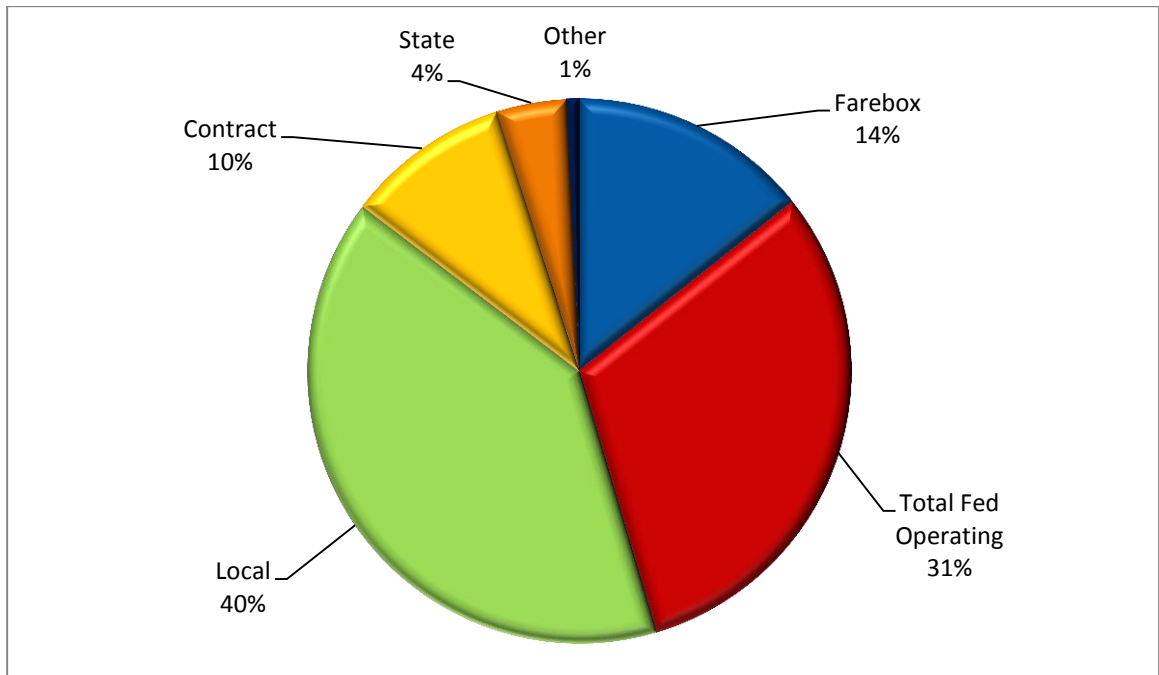
Given the continued growth in population and employment projected for South Carolina and the BCD Region, particularly in the growing communities of Charleston, public transportation continues to be an increasingly important and viable transportation option. The half-cent sales tax initiative that passed (almost 10 years ago) in November 2004 was imperative to provide continuous, reliable, and expanding transit services. Since May 2005, transit has received 18 percent of the \$288,458,000 that has been collected from the half-cent sales tax program.

The recently adopted CHATS Long Range Transportation Plan identifies specific and general transportation system improvement recommendations and strategies to accommodate future transportation demands while promoting safety and efficiency. The LRTP supports a multimodal transportation system that addresses the economic, social, and environmental needs of the BCD Region by assessing not only automobile accessibility, but also freight, bicyclist, pedestrian, and transit components of the system. The LRTP recognizes that integrated transportation and land use planning and interconnectivity of the transportation system are essential in enabling increased accessibility and mobility for BCD residents.



Transit funding revenues for the BCD Region are shown in **Figure 6-1** and **Table 6-1**.<sup>9</sup> Approximately 40 percent of total funding for transit operations is from local funds in the region. Approximately 31 percent of the operating revenues are from Federal programs. These include FTA programs for 5307, 5310, 5311, 5316, 5317, and Federal ARRA funding dollars. Federal dollars fund approximately 98 percent of the capital expenditures in the region. State funding represents approximately four percent for operations and less than one percent of regional capital projects. The region as a whole has a farebox return ratio of approximately 14 percent.

**Figure 6-1: BCD Region Operating Revenues**



<sup>9</sup> SCDOT OpStats Report, FY2011.

**Table 6-1: BCD Region Transit Funding Revenues**

Agency	Farebox	Operating Revenues						Capital					Total Revenue Oper/Cap
		Total Fed Operating	Local	Contract	State	Other	TOTAL OP REVENUES	Total Federal Capital Assistance	Local Cap Assist	State Cap Assist	Other	Total Cap	
Charleston Area Regional Transportation Authority	\$2,944,373	\$3,744,373	\$8,115,639	--	\$632,989	\$159,206	\$15,596,580	\$11,862,841	\$209,958	\$11,250	--	\$12,084,049	\$27,680,629
TriCounty Link	\$146,733	\$2,977,084	\$508,181	\$2,112,040	\$264,028	--	\$6,008,065	\$928,737	--	--	--	\$928,737	\$6,936,802
<b>Total BCD Region</b>	<b>\$3,091,106</b>	<b>\$6,721,457</b>	<b>\$8,623,820</b>	<b>\$2,112,040</b>	<b>\$897,017</b>	<b>\$159,206</b>	<b>\$21,604,645</b>	<b>\$12,791,578</b>	<b>\$209,958</b>	<b>\$11,250</b>	<b>\$0</b>	<b>\$13,012,786</b>	<b>\$34,617,431</b>
	14%	31%	40%	10%	4%	1%	--	98%	2%	0%	--	--	--

## 6.2 Statewide Transit Funding

To fully address transit needs in the state, new revenue sources will need to be tapped. Potential new funding sources could come from a variety of levels, including Federal, state, and local governments, transit users, and private industry contributors. Based on the level of transit need in the state, a combination of sources will be needed to make significant enhancements in the level of service that is available. In many communities, transit has been regarded as a service funded largely from Federal grants, state contributions, and passenger fares. However, with the strains on the Federal budget and restrictions on use of funds, coupled with a lack of growth in state funding, communities are recognizing that a significant local funding commitment is needed not only to provide the required match to draw down the available Federal monies, but also to support operating costs that are not eligible to be funded through other sources.

Historically, funding from local or county government in South Carolina has been allocated on a year-to-year basis, subject to the government's overall fiscal health and the priorities of the elected officials at the time. Local funding appropriated to a transit system can vary significantly from year to year, making it difficult for systems to plan for the future and initiate new services. Since the passage of the half-cent sales tax initiative, the BCD Region has maximized local funds to ensure future capital equipment and facilities are maintained, as well as introduced new service routes. The dedicated sales tax funding has produced consistent revenues from year to year. The half-cent transportation sales tax is distributed with a portion allocated to the Charleston Area Regional Transportation Authority (CARTA) and the Berkeley-Charleston-Dorchester Rural Transportation Management Association (BCDRTMA). **Appendix E** presents a summary chart of tax initiatives in the state from the South Carolina Sales and Use Taxes from [www.sctax.org](http://www.sctax.org).

For both local leaders and residents, there appears to be a growing realization that transit funding should come from all levels of government, in addition to transit users and other sources. As part of the input gathered through the extensive 2008 Statewide Plan focus group process, participants were asked if they would be willing to have local taxes used to fund public transportation services. Of the community leaders that were surveyed statewide, 89 percent indicated that they would be willing to have local taxes used for public transportation; likewise, 80 percent of the residents statewide who participated in the focus groups stated that they would be willing to have their local taxes used to fund public transportation.

## 6.3 Federal Funding Sources

The Federal government has continued to sustain and slightly increase funding levels for public transportation in urban and rural areas. In addition, changes in program requirements have provided increased flexibility in the use of Federal funds. In October 2012, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) passed and was signed into law. Prior to MAP-21, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was in place. MAP-21 has several new provisions for public transit agencies and builds upon previous surface transportation laws. **Table 6-2** provides a snapshot of the MAP-21 programs and the funding levels for two years. Future funding revenues for the long-term are presented in the overall Statewide Transit Plan.

**Table 6-2: MAP-21 Programs and Funding Levels**

PROGRAM	MAP-21 AUTHORIZATIONS		
	FY 2013 <i>(Millions of Dollars)</i>	FY 2014 <i>(Millions of Dollars)</i>	Two-Year Total <i>(Millions of Dollars)</i>
<b>Total All Programs</b>	<b>10,578.00</b>	<b>10,695.00</b>	<b>21,273.00</b>
<b>Formula Grant Programs Total(Funded from the Mass Transit Account)</b>	<b>8,478.00</b>	<b>8,595.00</b>	<b>17,073.00</b>
§ 5305 Planning	126.90	128.80	255.70
§ 5307/5336 Urbanized Area Formula	4,397.95	4,458.65	8,856.60
§ 5310 Seniors and Individuals with Disabilities	254.80	258.30	513.10
§ 5311 Rural Area Basic Formula	537.51	545.64	1,083.15
§ 5311(b)(3) Rural Transportation Assistance Program	11.99	12.16	24.15
§ 5311(c)(1) Public Transp. on Indian Reservations	30.00	30.00	60.00
§ 5311(c)(2) Appalachian Development Public Transp.	20.00	20.00	40.00
§ 5318 Bus Testing Facility	3.00	3.00	6.00
§ 5322(d) National Transit Institute	5.00	5.00	10.00
§ 5335 National Transit Database	3.85	3.85	7.70
§ 5337 State of Good Repair	2,136.30	2,165.90	4,302.20
§ 5339 Bus and Bus Facilities Formula	422.00	427.80	849.80
§ 5340 Growing States and High Density States	518.70	515.90	1,044.60
§ 20005(b) of MAP-21 Pilot Program for TOD Planning	10.00	10.00	20.00
<b>Other Programs Total (Funded from General Revenue)</b>	<b>2,100.00</b>	<b>2,100.00</b>	<b>4,200.00</b>
§ 5309 Fixed-Guideway Capital Investment	1,907.00	1,907.00	3,814.00
§ 5312 Research, Development, Demo., Deployment	70.00	70.00	140.00
§ 5313 TCRP	7.00	7.00	14.00
§ 5314 Technical Assistance and Standards Development	7.00	7.00	14.00
§ Human Resources and Training	5.00	5.00	10.00
§ Emergency Relief	(a)	(a)	(a)
§ 5326 Transit Asset Management	1.00	1.00	2.00
§ 5327 Project Management Oversight	(b)	(b)	(b)
§ 5329 Public Transportation Safety	5.00	5.00	10.00
§ 5334 FTA Administration	98.00	98.00	196.00

(a) Such sums as are necessary.

(b) Project Management Oversight funds are a variable percentage takedown from capital grant programs.

Source: APTA 2013.



## 7. FINANCIAL PLAN

The transit needs and projects identified in this Plan were outlined based primarily upon improved transit coverage, higher service levels, and stakeholder and public comments in locally adopted plans. The following financial plan considers fiscal constraints and other trade-offs in the planning process. The identified transit needs require funding above and beyond what is spent today. The existing transit agencies in the BCD Region provide approximately 4.5 million trips annually, meeting 80 percent of the overall transit needs for the region. The unmet needs, given the prospect of continued population and employment growth, will include more connectivity, opportunities for improved efficiencies, greater emphasis on commuter transportation and a need for the increases in the overall funding for transit.

The BCD Region represents a cross-section of the rural networks, human service transportation programs, commuter services, visitor shuttles, and urban service. The public perception of transit is good within the region, with recent services that make it a viable daily commute option. However, traffic issues, mobility problems and/or the need to continue stimulating growth and economic development will continue to heighten the benefits that can be realized through the implementation of transit.

**Table 7-1** presents the projected financial plan for the BCD Region using the maintaining existing services scenario. The table includes projections for the “short-term” and for the “long-term” until 2040, which are cost constrained. The information was calculated using a constant FY 2011 dollar. Service levels provided today at the transit agencies would remain the same into the future. As discussed in Section 5 of this report, should this scenario continue, the unmet needs for public transit in the BCD Region would increase.

### 7.1 Increase to 90 Percent of Needs Met

The existing transit demand for 2010, as discussed earlier in the report, was identified as approximately 5.6 million trips, with approximately 80 percent (4.5M trips) of that need currently being met with existing services. The 2020 projected demand increases to 6.04 million trips. One goal for the BCD Region may be to increase the need met to 90 percent by 2020, which equates to providing 5.4M trips or an increase of 930,932 one-way trips. With an existing regional average of 10.01 passengers per hour, transit agencies in the BCD Region would need to increase revenue service hours by 93,017 annually ( $930,932/10.02$ ). The average cost per hour for the region is \$47.98. To meet approximately 90 percent of the need in 2020 (6.04 million trips), operating and administrative budgets would need to increase by approximately \$4.5 M ( $93,017 \times \$47.98$ ) annually.

**Table 7-1: BCD Region Maintain Existing Services Plan**

Agency	Financial Plan (2014-2020) Operating/Admin Expenses								Operating Costs 2013-2020 (8-yr Total)	Operating Costs (2021-2030)	Operating Costs (2031-2040)	28 yr Total (2013-2040)
	2013	2014	2015	2016	2017	2018	2019	2020				
Charleston Area Regional Transportation Authority	\$12,393,501	\$12,393,501	\$12,393,501	\$12,393,501	\$12,393,501	\$12,393,501	\$12,393,501	\$12,393,501	\$99,148,008	\$123,935,010	\$123,935,010	\$347,018,028
TriCounty Link	\$4,515,223	\$4,515,223	\$4,515,223	\$4,515,223	\$4,515,223	\$4,515,223	\$4,515,223	\$4,515,223	\$36,121,782	\$45,152,228	\$45,152,228	\$126,426,239
<b>Total BCD Region</b>	<b>\$16,908,724</b>	<b>\$16,908,724</b>	<b>\$16,908,724</b>	<b>\$16,908,724</b>	<b>\$16,908,724</b>	<b>\$16,908,724</b>	<b>\$16,908,724</b>	<b>\$16,908,724</b>	<b>\$135,269,790</b>	<b>\$169,087,238</b>	<b>\$169,087,238</b>	<b>\$473,444,267</b>

The above scenario with the goal of meeting 90 percent of the public transportation needs in the region is one example of increasing public transportation services for residents and visitors in the region. Citizens of the BCD Region must work with local officials to determine priorities for their community. The actions listed below support increasing the levels of public transportation.<sup>10</sup>

1. First and foremost, greater financial participation at both the State and local government level is critical to the success of public transportation as a viable mobility solution. Many of the transit systems in South Carolina struggle on an annual basis to generate the matching funds for Federal formula dollars. Charleston is a role model for many counties across the state.
2. A number of potential local funding mechanisms could be implemented at the local (some at the state) level to generate funds. Most of these methods require substantial political capital in order to implement them. Adding to the difficulty of establishing these mechanisms is the fact that there are legislative restrictions against them. A concerted effort among transit providers and SCDOT should be undertaken to approach the State Legislature about changes in the restrictions placed on local funding mechanisms. As evident in the BCD Region, the community must support and campaign for public transportation to ensure a local funding mechanism is put in place.
3. Broad flexibility with local control for funding options must also be made available such as sales and gas taxes, vehicle registration fees, property taxes and tax allocation districts. Local governments within South Carolina (Charleston and Columbia) and elsewhere in the Southeast (including Atlanta, Charlotte and Charleston) have used local sales tax revenues to pay for transit services.
4. State funding support for public transit should be increased to expand service and provide increased mobility and travel choices. As is the case with local funding mechanisms, legislation has restricted the use of state motor fuel user fee receipts for transit to ¼-cent out of 16.8 cents per gallon. This translates to about \$6 million per year for transit programs. This fee is based purely on the level of fuel consumption, and is not indexed to inflation.
5. Transit's role in economic development and supporting tourism is on the rise and transit providers and the state transit association have taken a more visible approach to engaging chambers and economic development agencies in the planning process. Critical to the expansion of transit, as well as the introduction of premium service transit, like bus rapid transit and rail service, will be how well the transit community engages the tourism and development communities into the design of service and ultimately the funding of new service.

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<sup>10</sup> 2008 BCD Regional Transit Plan.

6. With an array of technology-oriented industries and major regional activity centers situated within the region, transit providers should focus their efforts on approaching the business community and tourism industry for their support of transit.
7. South Carolina has one of the fastest growing elderly populations in the U.S. because of the State's allure as a retirement destination. Many of these individuals have higher incomes (although may still be fixed incomes) and come from areas of the country where transit plays a greater role as a transportation option. Transit systems cannot be slow to react to new developments with elderly populations and should look for opportunities to partner with these developments to help fund transit programs. Transit service demand among the elderly population is expected to continue growing in the BCD Region.
8. Rural transportation is a core function of transit in South Carolina and service in these areas should be expanded. New and expanded services connecting to rural commerce centers should be evaluated.
9. In South Carolina, the State is responsible for transportation and local governments are responsible for land use and zoning. Frequently there are inadequate incentives for municipalities to cooperate with one another and the State on transportation and land use issues. There is a need to take voluntary but cumulative steps toward improving transportation and land use planning in the State.
10. Access management techniques can help increase public safety, extend the life of major facilities, reduce congestion, support alternative transportation modes, and improve the appearance and quality of the built environment while ensuring appropriate access to adjacent businesses and other land uses. Managing access to transportation facilities and services is one way to preserve the operational integrity of the transportation system while ensuring its compatibility with adjacent land uses.

## 7.2 Conclusion

This BCD Regional Transit Plan Update provides information relative to transit services in the past five years. The plan identifies existing transit services, public outreach with cooperative partners - SCDOT, MPOs, COGs, and regional stakeholders to move toward effective multimodal transportation options for the state. The need for collaborative efforts at all levels is pertinent as identified earlier in this report. Though many challenges lie ahead, this plan is realistic and provides updated information regarding future regional planning. A balance can be struck between anticipated transit demand and realistic levels of service in the region. State and regional partners may build on the analyses within this plan to help articulate the purpose and need for enhanced transit services and pursue the most acceptable mechanisms to fill gaps in funding.





## APPENDIX A: EXISTING TRANSIT SERVICES

**Table A-1 – Peak Vehicles, Urban vs. Rural - BCD Region  
FY 2009 to FY 2011**

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Charleston Area Regional Transportation Authority	Urban	83	102	83	102	83	102
	Rural	--	--	--	--	--	--
	<b>Total</b>	<b>83</b>	<b>102</b>	<b>83</b>	<b>102</b>	<b>83</b>	<b>102</b>
TriCounty Link	Urban	--	--	--	--	--	--
	Rural	21	24	32	32	28	30
	<b>Total</b>	<b>21</b>	<b>24</b>	<b>32</b>	<b>32</b>	<b>28</b>	<b>30</b>
	Other - Medicaid	20	26	28	28	28	30
<b>Total BCD Region</b>	<b>Urban</b>	<b>83</b>	<b>102</b>	<b>83</b>	<b>102</b>	<b>83</b>	<b>102</b>
	<b>Rural</b>	<b>21</b>	<b>24</b>	<b>32</b>	<b>32</b>	<b>28</b>	<b>30</b>
	<b>Total</b>	<b>104</b>	<b>126</b>	<b>115</b>	<b>134</b>	<b>111</b>	<b>132</b>
	<b>Other - Medicaid</b>	<b>20</b>	<b>26</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>30</b>

**Table A-2 – Ridership by Urban vs. Rural - BCD Region FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Charleston Area Regional Transportation Authority	Urban	4,072,461	4,270,478	4,321,293
	Rural	--	--	--
	<b>Total</b>	<b>4,072,461</b>	<b>4,270,478</b>	<b>4,321,293</b>
TriCounty Link	Urban	--	--	--
	Rural	124,872	126,208	132,495
	<b>Total</b>	<b>124,872</b>	<b>126,208</b>	<b>132,495</b>
	Other - Medicaid	41,242	46,245	52,454
<b>Total BCD Region</b>	<b>Urban</b>	<b>4,072,461</b>	<b>4,270,478</b>	<b>4,321,293</b>
	<b>Rural</b>	<b>124,872</b>	<b>126,208</b>	<b>132,495</b>
	<b>Total</b>	<b>4,197,333</b>	<b>4,396,686</b>	<b>4,453,788</b>
	<b>Other - Medicaid</b>	<b>41,242</b>	<b>46,245</b>	<b>52,454</b>

**Table A-3 – Annual Vehicle Revenue Miles Urban vs. Rural - BCD Region  
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Charleston Area Regional Transportation Authority	Urban	3,729,054	3,820,900	3,600,465
	Rural	--	--	--
	<b>Total</b>	<b>3,729,054</b>	<b>3,820,900</b>	<b>3,600,465</b>
TriCounty Link	Urban	--	--	--
	Rural	825,489	951,262	978,497
	<b>Total</b>	<b>825,489</b>	<b>951,262</b>	<b>978,497</b>
	Other - Medicaid	702,181	824,233	990,841
<b>Total BCD Region</b>	<b>Urban</b>	<b>3,729,054</b>	<b>3,820,900</b>	<b>3,600,465</b>
	<b>Rural</b>	<b>825,489</b>	<b>951,262</b>	<b>978,497</b>
	<b>Total</b>	<b>4,554,543</b>	<b>4,772,162</b>	<b>4,578,962</b>
	<b>Other - Medicaid</b>	<b>702,181</b>	<b>824,233</b>	<b>990,841</b>

**Table A-4 – Annual Revenue Vehicle Hours by Urban vs. Rural - BCD Region  
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Charleston Area Regional Transportation Authority	Urban	276,990	270,855	250,756
	Rural	--	--	--
	<b>Total</b>	<b>276,990</b>	<b>270,855</b>	<b>250,756</b>
TriCounty Link	Urban	--	--	--
	Rural	39,624	47,245	47,604
	<b>Total</b>	<b>39,624</b>	<b>47,245</b>	<b>47,604</b>
	Other - Medicaid	72,713	67,097	54,023
<b>Total BCD Region</b>	<b>Urban</b>	<b>276,990</b>	<b>270,855</b>	<b>250,756</b>
	<b>Rural</b>	<b>39,624</b>	<b>47,245</b>	<b>47,604</b>
	<b>Total</b>	<b>316,614</b>	<b>318,100</b>	<b>298,360</b>
	<b>Other - Medicaid</b>	<b>72,713</b>	<b>67,097</b>	<b>54,023</b>

**Table A-5 - Operating/Administrative Costs Urban vs. Rural - BCD Region  
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Charleston Area Regional Transportation Authority	Urban	\$12,812,213	\$9,884,294	\$12,393,501
	Rural	--	--	--
	<b>Total</b>	<b>\$12,812,213</b>	<b>\$9,884,294</b>	<b>\$12,393,501</b>
TriCounty Link	Urban	--	--	--
	Rural	\$2,360,139	\$2,503,236	\$2,902,490
	<b>Total</b>	<b>\$2,360,139</b>	<b>\$2,503,236</b>	<b>\$2,902,490</b>
	Other - Medicaid	\$1,140,113	\$1,366,572	\$1,612,732
<b>Total BCD Region</b>	<b>Urban</b>	<b>\$12,812,213</b>	<b>\$9,884,294</b>	<b>\$12,393,501</b>
	<b>Rural</b>	<b>\$2,360,139</b>	<b>\$2,503,236</b>	<b>\$2,902,490</b>
	<b>Total</b>	<b>\$15,172,352</b>	<b>\$12,387,530</b>	<b>\$15,295,991</b>
	<b>Other - Medicaid</b>	<b>\$1,140,113</b>	<b>\$1,366,572</b>	<b>\$1,612,732</b>

**Table A-6 - Passengers per Revenue Vehicle Mile, Urban vs. Rural - BCD Region  
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Charleston Area Regional Transportation Authority	Urban	1.09	1.12	1.20
	Rural	--	--	--
	<b>Total</b>	<b>1.09</b>	<b>1.12</b>	<b>1.20</b>
TriCounty Link	Urban	--	--	--
	Rural	0.15	0.13	0.14
	<b>Total</b>	<b>0.15</b>	<b>0.13</b>	<b>0.14</b>
	Other - Medicaid	0.06	0.06	0.05
<b>Total BCD Region</b>	<b>Urban</b>	<b>1.09</b>	<b>1.12</b>	<b>1.20</b>
	<b>Rural</b>	<b>0.15</b>	<b>0.13</b>	<b>0.14</b>
	<b>Total</b>	<b>0.92</b>	<b>0.92</b>	<b>0.97</b>
	<b>Other - Medicaid</b>	<b>0.06</b>	<b>0.06</b>	<b>0.05</b>

**Table A-7 - Passengers per Revenue Vehicle Hour, Urban vs. Rural - BCD Region  
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Charleston Area Regional Transportation Authority	Urban	14.70	15.77	17.23
	Rural	--	--	--
	<b>Total</b>	<b>14.70</b>	<b>15.77</b>	<b>17.23</b>
TriCounty Link	Urban	--	--	--
	Rural	3.15	2.67	2.78
	<b>Total</b>	<b>3.15</b>	<b>2.67</b>	<b>2.78</b>
	Other - Medicaid	0.57	0.69	0.97
<b>Total BCD Region</b>	<b>Urban</b>	<b>14.70</b>	<b>15.77</b>	<b>17.23</b>
	<b>Rural</b>	<b>3.15</b>	<b>2.67</b>	<b>2.78</b>
	<b>Total</b>	<b>13.26</b>	<b>13.82</b>	<b>14.93</b>
	<b>Other - Medicaid</b>	<b>0.57</b>	<b>0.69</b>	<b>0.97</b>

**Table A-8 - Cost per Passenger Trip, Urban vs. Rural - BCD Region  
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Charleston Area Regional Transportation Authority	Urban	\$3.15	\$2.31	\$2.87
	Rural	--	--	--
	<b>Total</b>	<b>\$3.15</b>	<b>\$2.31</b>	<b>\$2.87</b>
TriCounty Link	Urban	--	--	--
	Rural	\$18.90	\$19.83	\$21.91
	<b>Total</b>	<b>\$18.90</b>	<b>\$19.83</b>	<b>\$21.91</b>
	Other - Medicaid	\$27.64	\$29.55	\$30.75
<b>Total BCD Region</b>	<b>Urban</b>	<b>\$3.15</b>	<b>\$2.31</b>	<b>\$2.87</b>
	<b>Rural</b>	<b>\$18.90</b>	<b>\$19.83</b>	<b>\$21.91</b>
	<b>Total</b>	<b>\$3.61</b>	<b>\$2.82</b>	<b>\$3.43</b>
	<b>Other - Medicaid</b>	<b>\$27.64</b>	<b>\$29.55</b>	<b>\$30.75</b>



## **APPENDIX B: COORDINATION WORKSHOP**



**Berkeley-Charleston-Dorchester**  
**Coordination of Human Service Transportation Workshop**

June 22, 2012

Charleston, South Carolina

**DRAFT Action Plan**



*DRAFT Charleston Action Plan*  
*June 22, 2012*

## Executive Summary

### Background

The Berkeley-Charleston-Dorchester Council of Governments in coordination with the National Resource Center for Human Service Transportation Coordination (NRC) and the Community Transportation Association of America (CTAA), sponsored the Coordination of Human Service Transportation Workshop on June 22, 2012 in Charleston, South Carolina. This event was attended by 42 attendees. Attachment 1 & 2 include a list of attendees as well as the agenda for the meeting.

### Purpose of Workshop

***“To identify ways to plan and implement effective transportation strategies in order to offer transportation choices and services for improved access to employment, health care and other activities of daily living for the citizens in the area.”***

### Special Thanks

A special thanks goes to Vonie Gilreath with the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) and Jo Ann Hutchinson, United We Ride Ambassador with the National Resource Center for Human Service Transportation Coordination and. It was through their vision and dedication that this event was planned and resulted in this Draft Action Plan.

Most importantly, is a ***“Special Thank You”*** to all the participants of this workshop for taking the time to attend and for offering their expertise and frank suggestions for a brighter future for the area. As a result of the consensus building of this collaborative planning process, action steps will now be taken to create improved coordination among public and human service transportation systems, agencies and consumers resulting in improved service delivery and one-stop access for the future of the people of the area.

The National Resource Center for Human Service Transportation Coordination, the Community Transportation Association of America and the Workshop Planning Committee and others identified in this plan, will begin working on the action items and priorities identified in the Action Plan.

## **Workshop Summary**

The meeting began at 9:00 and concluded at 2:00.

The workshop was organized and facilitated by Vonie Gilreath, BCDCOG and Jo Ann Hutchinson, the State's United We Ride Coordination Ambassador with the National Resource Center for Human Service Transportation Coordination. The morning agenda consisted of the following speakers and a brief summary of their remarks:

## **Welcome**

Vonie Gilreath

## **Introductions and Purpose/Outcome Objectives**

Vonie

## **What Community Transportation Means**

Phil Minard a local user of the system explained what transportation meant to him. He previously had lived in Europe (?) where transit was readily available and he is fortunate enough to live near a route in order that he can commute daily to work and other activities

Jim Love with AARP

## **Agenda Overview & National Update**

Jo Ann Hutchinson, the State and Region United We Ride Ambassador with the National Resource Center for Human Service Transportation Coordination (NRC) provided a report about their organization and the technical assistance services that are and will continue to be available for coordination and mobility management activities for the State and this area. She also reported on national trends facing the country leading to reasons why forums such as this one should continue to be held in order to address the continuing growth of transportation needs, especially for our veterans, elderly, disabled and others who face mobility barriers. (reference or attach power point)

## **State and Local Updates**

SCDOT, CARTA. TriCounty Link



### **Planning for the Future/Action Planning**

Following the State and Local updates, Jo Ann Hutchinson provided breakout instructions including an overview of the five Core elements of a community coordinated system as outlined in the Framework for Action Community Assessment Tool developed at the national level. Discussion points relative to these elements were discussed and 4 breakout Sessions were described, facilitators volunteered and breakout participants were selected. The five core elements were included in four breakout groups (Three breakouts were assigned one core element each and one breakout group was assigned two core elements:

Group 1 Core Element: ***Making Things Happen by Working Together*** (Facilitator: Lydia Hennick)

Group 2 Core Element: ***Taking Stock of Community Needs*** (Facilitator: Chris Howard)

Group 3 Core Elements: ***Putting Customers First & Adapting Funding for Greater Mobility***  
(Facilitator: Linda Naert)

Group 4 Core Element: ***Moving People Efficiently*** (Facilitator: Steven Follmand)

In addition to discussing recommendations for the core elements, each group took a few minutes to identify successes in the area. Each of the groups met until 1:30 at which time all four groups reported as follows on the consensus obtained for their respective assignments. The recommendations provided by each breakout group will be further refined and acted upon by the local participants over the next several months.

**Group 1 – Core Element: Making Things Happen by Working Together**  
**Facilitated by Lydia Hennick-Logisticare Solutions**

**Coordination Successes in the Region (Identified by Group 1)**

- (1) Commuter solutions
- (2) Transfers between CARTA & Tri-County Link
- (3) ADA compliant buses
- (4) Shelters at stops
- (5) CARTA trip planning on line

**Group 1 Action Plan**  
**Core Element: Making Things Happen by Working Together**

<b>Areas of Needed Improvement In Order of Priority</b>	<b>Action Needed &amp; Lead Responsibility</b>	<b>Reasonable Timeline</b>
(1) Create Council/Advisory Board to work on follow-up from today	(1) Vonnie at BCDCOG	(1) Monthly with conference call option
(2) Connectivity-Agency Transportation Night	(2) Manish Mazyek	(2) 10/2012 Meeting & February 2013
(3) Education to improve public perception	(3) Create subcommittee to develop ongoing ideas/suggestions with schools, agencies, individuals, human service agencies including travel training)	(3) Ongoing once advisory board is in place
(4) Create Legislative Committee	(4) Communicate with transportation committees and reach out to others for support; invite	(4) Ongoing once advisory board is in place

<p>(5) Invite other stakeholders to future workshops (Chamber of Commerce, major business representatives (Wal-Mart, Boeing, Kmart, Sears)</p>	<p>members to advisory board meetings or send someone to State Coordinating Council for updates, etc.) (5) ?</p>	<p><b>(5) ?</b></p>
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**Group 2 – Core Element: Taking Stock of Community Needs and Moving Forward  
Facilitated by Chris Howard-County Human Services**



**Coordination Successes in the Region (Identified by Group 2)**

- (1) CARTA Tri-County Link Coordination/Partnership
- (2) Public/Private Partnerships
- (3) Transit = Reduced stress/economical
- (4) Local referendum = local match/sales tax
- (5) Tri-county connecting up and down Dorchester County (pilot)
- (6) Tri-County public outreach efforts (increased visibility of transit)

**Group 2 Action Plan**  
**Core Element: Taking Stock of Community Needs and Moving Forward**

<b>Areas of Needed Improvement In Order of Priority</b>	<b>Action Needed &amp; Lead Responsibility</b>	<b>Reasonable Timeline</b>
<ul style="list-style-type: none"> <li>(1) Education to community on what's available, etc.</li>   <li>(2) Changing perception of public transit</li> <li>(3) Connectivity</li> <li>(4) Funding – Transit Oriented Development</li> <li>(5) Increase in local community involvement</li> <li>(6) Transit training-Familiarization in community</li> <li>(7) Transit accessibility (walkers, etc.)</li> <li>(8) Creating advocates (state/local)</li> <li>(9) Reducing transit connections/travel time</li> <li>(10) Enhanced “branding”</li> <li>(11) Scheduling (Hours of availability)</li> <li>(12) User friendly websites</li> <li>(13) Options (i.e. BRT/commuter rail/transit)</li> <li>(14) Need to change perception of who riders are</li> </ul>	<ul style="list-style-type: none"> <li>(1) Multiple public audiences, websites, product design (disabled/non-English/Spanish), older persons. Focus areas: marketing, education and accessibility/connectivity</li> </ul>	<ul style="list-style-type: none"> <li>(1) Ongoing</li>   <li>(2) March 2013</li> </ul>

**Group 3 – Facilitated by Linda Naert-AAA**  
**Putting Customers First & Adapting Funding for Greater Mobility**



**Coordination Successes in the Region (Identified by Group 3)**

- (1) ITN – Charleston County
- (2) Rural Transit Management Authority (Tri-County Link)
- (3) Boeing
- (4) Rural Transit Management Authority (Santee Cooper)
- (5) Roper Share Ride w/CARTA
- (6) Tele-Ride system
- (7) Increased transit routes/new route (rural to urban)
- (8) Bike routes/walking paths (J.I., Charleston, Summerville, MPT) (Walking path near Summerville School)
- (9) Flex Routes MTP-CARTA

**Group 3 Action Plan**  
**Putting Customers First & Adapting Funding for Greater Mobility**

<b>Areas of Needed Improvement In Order of Priority</b>	<b>Action Needed &amp; Lead Responsibility</b>	<b>Reasonable Timeline (Priorities Highlighted)</b>
<ul style="list-style-type: none"> <li>(1) More cost effective transportation for older adults and bus buddies</li> <li>(2) Timely and dependable medical needs (appointments)</li> <li>(3) After hours transportation and weekends</li> <li>(4) Part-time employment resources-transit</li> <li>(5) Access grants for #2</li> <li>(6) Covered wait stations for clients (benches, cover) (advertisers/sponsors)</li> <li>(7) Safe access to wait stations (temporary changes due to road construction)</li> <li>(8) Social services coordination (partnership for stops)</li> <li>(9) B &amp; D county – more routes-rural area</li> <li>(10) Shorter routes (smaller and fuel efficient) to accommodate older &amp; disabled adults</li> <li>(11) Ride sharing/carpooling, taxis (individual transportation companies)</li> <li>(12) Bus buddies/individual taxi-transport partnerships/cost-sharing</li> <li>(13) Look for funding opportunities (Vonnie)</li> </ul>	<p>More drafting needed on actions</p>	<p>TBD</p>

<ul style="list-style-type: none"> <li>(14) One stop call center options</li> <li>(15) Friends, family, neighbors, individual transport contractors (cost sharing)</li> <li>(16) Business sponsors</li> <li>(17) Crosswalks/sidewalks/cutouts for wheelchairs (road construction/relocating stops)</li> <li>(18) Coordinate where services are compared to where stops are</li> <li>(19) Increased routes to Berkeley and Dorchester counties</li> <li>(20) Smaller buses/increase timely stops, less stressful on elderly riders with medical needs (more energy efficient)</li> <li>(21) Roper/Dialysis Shuttle (5317?)</li> </ul>		
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**Group 4 – Facilitated by Steven Follmand - Lt. Governor’s Office on Aging**  
**Moving People Efficiently**

**Coordination Successes in the Region (Identified by Group 4)**

- (1) Public/private partnerships – CARTA - Tri-County Link
- (2) CARTA on call
- (3) Have a call center
- (4) Good relationships & collaboration with transit agency, schools, agencies, etc.
- (5) Good relationship with transit & inviting to discussions
- (6) Express routes to other transit – coordination with social services
- (7) Tri-County straight shot - CARTA



**Group 4 Action Plan**  
**Moving People Efficiently**

<b>Areas of Needed Improvement In Order of Priority</b>	<b>Action Needed &amp; Lead Responsibility</b>	<b>Timeline TBD</b>
<ul style="list-style-type: none"> <li>(1) Lack of information</li> <li>(2) Community development not communicating with transportation</li> <li>(3) No one stop shopping</li> <li>(4) Accessibility (bike racks, shelters, signs)</li> <li>(5) Awareness by transportation entities</li> <li>(6) Community awareness and open discussions</li> <li>(7) Bus route signs – with accessible buses</li> <li>(8) Medical transportation for cancer treatments – lack of coordination and volunteers</li> <li>(9) Look at State laws &amp; legislation for a million set aside for transportation</li> </ul>	<ul style="list-style-type: none"> <li>(1) One call center-COG or partner-council of discussion/collaboration</li> <li>(2) Transportation Commission/Community Development Director</li> <li>(3) Mobility Manager, 211</li> <li>(4) Market - COG &amp; Transportation Council</li> <li>(5) Coordinating Council and COG</li> <li>(6) COG or Coordinating Council committee</li> </ul>	

**Conclusion and Next Steps**

As stated earlier, this Action Plan will be reviewed and refined by the local area with next steps identified for Implementation of the priority areas. Future forums will be held.

This Plan was drafted by Jo Ann Hutchinson, United We Ride Ambassador for South Carolina.

***Thank You for Being a Partner in the Collaborative Planning Process for  
Improved Coordination of Public and Human Service Transportation in the Charleston Area!***



## APPENDIX C: KICKOFF MEETING - TRANSIT, BICYCLE, PEDESTRIAN SESSION – SUMMARY DISCUSSION

### What are the most important issues for the State of South Carolina for all modes?

- *Lack of transportation in rural areas*
- *Safety & reliability*
- *Funding*
- *Flexibility in funding for local communities*
- *Providing links to passenger rail*
- *Coordination of land use and viable transportation options*
- *Management of transit systems*
- *Lack of public awareness for public transit services. Similar for bicycle and pedestrian facilities*
- *Lack of coordination among all levels of governments – local, county, regional, MPO, state, and Federal. Also lack of coordination across the modes – roadway, transit, etc.*
- *Lack of accommodation for pedestrians/bike on existing facilities. New designs should have all modes considered*
- *Cultural issue that roadways are for cars*
- *There is existing SC DOT Complete Streets policy. The concept/policy needs to be implemented and supported at all levels*

### We just identified many important needs and issues for the State. In addition to those needs, what are needs/challenges for the underserved populations, such as the elderly, minority, and low income residents?

- *Access to transportation, including public transit, vehicles, etc.*
- *A need for reliable, scheduled service vs. demand response. People will know when the next transit bus is coming.*
- *Provide connections for among transit agencies, when moving between communities.*
- *Transit agencies need to update transit networks to reflect changes within the community. The routes need to travel where people want to go.*
- *Connections to jobs*
- *Increase rideshare programs, such as carpool, vanpool*
- *Car culture*
- *Transit options are limited with service only during certain hours. After hours and weekends often have limited services and service areas*
- *Statewide dedicated funding*
- *Lack of end user advocates (organized) – Need to develop grass roots local organizations to support public transit at the local levels. These efforts need to be carried forward to regional and statewide agencies*
- *Need for dedicated maintenance of transit facilities, including bus stations, access to bus stops, sidewalks, curb cuts, transit vehicles, etc.*
- *Expand transit agencies to the general public – not restricted to seniors or human services clients.*

**Are there specific projects/services in your community or in South Carolina that are successful examples of public transit, bicycle, or pedestrian coordination?**

- *Lexington-Irmo trail system*
  - *long continuous system*
  - *good connection*
- *1% sales tax – Beaufort – great projects*
- *East Coast greenway*
- *Palmetto Trail*
  - *Ecotourism*
- *Swamp Rabbit - Greenville*
  - *TR*
  - *high use*
  - *economic development*
  - *public-private partnership*
  - *restrooms/parking*
  - *economic benefits*
- *Charleston*
  - *Cruise ship impact mitigation*
  - *300K riders on trolley*
  - *IM*
  - *CVB, Ports/Chas/CARTA*
- *Multituse paths in Hilton Head*
  - *spend tourist on infrastructure*
- *NCDOT document economic benefits of bikes*
- *Local ordinance allowing bikes on sidewalk*
- *CAT connections to other cities*

**Do you believe there is community/public and political support for public transit, bicycles, and pedestrian projects?**

- *No; not enough.*

**How do we build community and political support for public transit, bicycles, and pedestrian projects?**

- *Local grass roots organizations to support projects*
- *Advocacy*
- *Success stories – promote successful projects across the state to show where coordination has worked and is a great example for all levels of government*
- *DOT sponsored PDAs*
- *Use communication methods*
  - *Internet*
- *Realize new ways of thinking – outside the box*
  - *Communication*
  - *young people*
- *“Communities for cycling” brings together various – BMP*
- *Find other ways of communicating (see above). e.g. TV kiosks at DMV – line scroll at bottom of screen available for announcements, waiting area clients, captive market*

**What things could SCDOT do (change/enhance) to help people ride public transit, use bicycle and pedestrian facilities?**

- Support denser land development policies. Needs to be implemented from local to state and Federal levels
- Promote 'Ride Free on Transit' opportunities
- On all projects, implement complete streets policy, including all DOT-funded roadway and bridge projects. Ensuring accessibility to transit stops (sidewalks, curb cuts, etc.)
- Support connectivity for future development projects – ensure pedestrian and transit facilities are reviewed for all projects, including park and ride locations, bike facilities, etc.
- Review all modal alternatives for projects
- Make bike/pedestrian facilities safer
- Design usable trails for commuters, not just recreational trails, to provide a viable alternative to the single occupant vehicles as commuter routes
- Support and implement technology (ex: Qr codes) for trails and transit facilities, which reaches new markets of users. This example is a new means of communicating routes. We need to use technology to the maximum and to ensure it is maintained.
- Support a multimodal user-friendly map for residents and tourists - transit/bike/pedestrian map
- Engage and embrace Google services. SC could be a leader and partner for future use
- Prepare transportation options for the influx of retirement age population over the next decades. Some active retirees, others need fundamental transportation services. Our transit agencies must adjust to meet the needs
- Engage private partners to change transit image and to help in funding future projects
- Promote alternative fuels (Seneca, e.g.)
- Coordinate across county lines
- Implement Transit Oriented Development with private partners
- Educate political leaders at all levels to support public transit, bicycle and pedestrian needs and projects
- Support an increase in the percentage of gas tax used to support transit agencies with state funding
- Ensure the LRTP includes the needs for all modes to ensure grant applications have the needs documented.

**Other Notes**

- Success – Council on Aging providing general public service. Using FTA Section 5310 and 5311 funding for their transportation program.

**Wrap-up & Summary**

- Focus on connections to jobs
- Coordination needed at all levels of government, from the local level to the state level
- Coordination needed among all modes too; use the SCDOT Complete Streets policy as a start to multimodal projects across the state
- More funding needed to meet the needs



## **APPENDIX D: DETAILED AGENCY DATA FOR ENHANCED SERVICES**

BCD Region

Transit Agency	Operating Needs					Capital Needs			2040 expansion	
	Existing Description	Annual Cost	Expansion Description	Annual Cost		Expansion Description	Cost		Total Op Needs	Capital Needs
CARTA	Maintain Existing	\$17,234,346	RT 31 to 45 min	\$225,000	Yr 1-6	Replace vehicles	\$25,500,000	Yr 1-6	\$5,625,000	
			RT 12 to 25 min	\$225,000	Yr 1-6	Build Park n Ride	\$2,000,000	Yr 1-6	\$5,625,000	\$2,000,000
			RT 211 to 12 min	\$225,000	Yr 1-6	Build Intm Facility	\$6,000,000	Yr 1-6	\$5,400,000	\$6,000,000
			Express to Goose	\$350,000	Yr 1-6	Bus shelters	\$250,000	Yr 1-6	\$8,400,000	\$250,000
			Express to WA	\$350,000	Yr 1-6	Technology	\$1,200,000	Yr 1-6	\$8,400,000	\$1,200,000
			Service in Sum	\$550,000	Yr 1-6				\$12,650,000	
			Service in GC	\$550,000	Yr 1-6				\$12,650,000	
			Add rt to Hwood	\$300,000	Yr 1-6				\$6,900,000	
			Add 1 route	\$300,000	Yr 7-20	25 veh for exp	\$11,250,000	Yr 7-20	\$6,600,000	\$11,250,000
			Express MC - NC	\$475,000	Yr 7-20	Facility upgrade	\$6,000,000	Yr 7-20	\$9,975,000	\$6,000,000
			Express Sum-Ch	\$475,000	Yr 7-20	Replace 100 vehicles	\$45,000,000	Yr 7-20	\$9,975,000	\$9,975,000
			Water Ferry	\$1,000,000	Yr 7-20	6 super stops	\$480,000	Yr 7-20	\$21,000,000	\$480,000
						40 bus stop upgrades	\$1,200,000	Yr 7-20		\$1,200,000
						2 water ferries	\$500,000	Yr 7-20		\$500,000
						Replace 16 sup veh	\$400,000	Yr 7-20		\$400,000
						Bus shelters	\$350,000	annually		\$7,350,000
						Technology	\$1,200,000	Yr 7-20		\$1,200,000
BCD Tri Cnty Link	Maintain Existing	\$2,631,269	Add 10% per year			expansion vehicles	\$1,500,000	yr1-20	\$4,914,000	\$1,500,000
			expand service	\$234,000	Yr 3	facility upgrades	\$750,000		\$3,744,000	\$750,000
			expand service	\$234,000	Yr 8	computer/technology	\$400,000		\$3,276,000	\$400,000
			expand service	\$234,000	Yr 13	upgrades				
			expand service	\$234,000	Yr 15	shelters	\$200,000			\$200,000
						park and rides	\$800,000		\$800,000	
<b>Total BCD Region</b>									<b>\$131,218,000</b>	<b>\$41,480,000</b>



## APPENDIX E: SOUTH CAROLINA LOCAL SALES AND USE TAXES

### Local Tax Chart and Transactions Exempt from Local Sales and Use Taxes

Please note that from time to time the Department issues information letters to update the chart and other information found in this exhibit. These information letters can be found on the Department's website ([www.sctax.org](http://www.sctax.org)).

Please check the website regularly in order to maintain an up-to-date list of the local sales and use taxes that are being imposed in South Carolina. The most current version of this information, as of the date on this publication, is South Carolina Information Letter #13-3. This Information Letter provides the following changes that take effect after the date of this publication:

- Effective April 1, 2013, Orangeburg county will “re-impose” its 1% Capital Projects Tax;<sup>8</sup>
- Effective May 1, 2013, Bamberg county will impose a 1% Capital Projects Tax in addition to the Local Option Tax already imposed;<sup>9</sup>
- Effective May 1, 2013, Hampton county will impose a 1% Capital Projects Tax in addition to the Local Option Tax already imposed;<sup>10</sup>
- Effective May 1, 2013, Lee county will impose a 1% Capital Projects Tax in addition to the Local Option Tax already imposed;<sup>11</sup>
- Effective May 1, 2013, Marion county will impose a 1% Capital Projects Tax in addition to the Local Option Tax already imposed;<sup>12</sup> and
- Effective May 1, 2013, Richland county will impose a 1% Transportation Tax in addition to the Local Option Tax already imposed.

<sup>8</sup> The 1% Capital Projects Tax imposed in Orangeburg county expires on March 31, 2013 and the new Capital Projects Tax becomes effective the next day on April 1, 2013. In addition, the new 1% Capital Projects Tax exempts sales of unprepared food effective April 1, 2013.

<sup>9</sup> While the 1% Local Option Tax already imposed in Bamberg county does not exempt the sale of unprepared food, the sale of unprepared food will be exempt from the new 1% Capital Projects Tax.

<sup>10</sup> While the 1% Local Option Tax already imposed in Hampton county does not exempt the sale of unprepared food, the sale of unprepared food will be exempt from the new 1% Capital Projects Tax.

<sup>11</sup> While the 1% Local Option Tax already imposed in Lee county does not exempt the sale of unprepared food, the sale of unprepared food will be exempt from the new 1% Capital Projects Tax.

<sup>12</sup> While the 1% Local Option Tax already imposed in Marion county does not exempt the sale of unprepared food, the sale of unprepared food will be exempt from the new 1% Capital Projects Tax.



**Local Tax Chart and Transactions Exempt from  
Local Sales and Use Taxes**  
**\*\* See Previous Page for Effective Dates \*\***

**CHART 1: COUNTY SALES AND USE TAXES<sup>13</sup>**

COUNTY	SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES							NOTE
	TYPE OF LOCAL SALES AND USE TAX AND EFFECTIVE DATE	12-36-2120 12-36-2130 STATE EXEMPTIONS	12-36-2110 EXEMPTION FOR MAXIMUM TAX ITEMS	12-36-1710 EXEMPTION FOR CASUAL EXCISE ITEMS	EXEMPTION FOR FOOD STAMP PURCHASES	EXEMPTION FOR CERTAIN FOOD SALES	"GRANDFATHER CLAUSE" EXEMPTION FOR CERTAIN PURCHASES BY CONTRACTORS	
<i>Abbeville</i>	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	
<i>Aiken</i>	Capital Projects 1/1/2013	Yes	Yes	No	Yes	Yes	Yes	1, 12 & 27
<i>Allendale</i>	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	5
	Capital Projects 5/1/09	Yes	Yes	No	Yes	No	Yes	1 & 5
<i>Anderson</i>	No Local Sales and Use Tax is Imposed in this County							26
<i>Bamberg</i>	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	30
	Capital Project 5/1/13	Yes	Yes	No	Yes	Yes	Yes	1 & 30
<i>Barnwell</i>	Local Option 5/1/99	Yes	Yes	Yes	Yes	No	Yes	
<i>Beaufort</i>	No Local Sales and Use Tax is Imposed in this County							1 & 6
<i>Berkeley</i>	Local Option 5/1/97	Yes	Yes	Yes	Yes	No	Yes	18
	Transportation 5/1/09	Yes	Yes	No	Yes	No	Yes	1 & 18
<i>Calhoun</i>	Local Option 5/1/05	Yes	Yes	Yes	Yes	No	Yes	
<i>Charleston</i>	Local Option 7/1/91	Yes	Yes	Yes	Yes	No	Yes	8
	Transportation 5/1/05	Yes	Yes	No	Yes	No	Yes	1 & 8
	Ed. Capital Imp. 3/1/11	Yes	Yes	No	Yes	Yes	Yes	1 & 8

<sup>13</sup> County Sales and Use Taxes listed in this chart (Chart 1) are imposed county-wide, whether imposed by the county or one or more school districts.

COUNTY	SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES							NOTE
	TYPE OF LOCAL SALES AND USE TAX AND EFFECTIVE DATE	12-36-2120 12-36-2130 STATE EXEMPTIONS	12-36-2110 EXEMPTION FOR MAXIMUM TAX ITEMS	12-36-1710 EXEMPTION FOR CASUAL EXCISE ITEMS	EXEMPTION FOR FOOD STAMP PURCHASES	EXEMPTION FOR CERTAIN FOOD SALES	"GRANDFATHER CLAUSE" EXEMPTION FOR CERTAIN PURCHASES BY CONTRACTORS	
Cherokee	Cherokee School 7/1/96	Yes	Yes	No	Yes	Yes	Yes	1 & 19
	Local Option 5/1/09	Yes	Yes	Yes	Yes	No	Yes	19
Chester	Local Option 5/1/94	Yes	Yes	Yes	Yes	No	Yes	3
	Capital Projects 5/1/09	Yes	Yes	No	Yes	No	Yes	1 & 3
Chesterfield	Local Option 5/1/97	Yes	Yes	Yes	Yes	No	Yes	4
	Chesterfield School 9-1-00	Yes	Yes	No	Yes	Yes	Yes	1 & 4
Clarendon	Local Option 5/1/97	Yes	Yes	Yes	Yes	No	Yes	11
	Clarendon Schools 6/1/04	Yes	Yes	No	Yes	Yes - until 6/30/05 No - effective 7/1/05	Yes	1 & 11
Colleton	Local Option 7/1/91	Yes	Yes	Yes	Yes	No	Yes	
Darlington	Local Option 5/1/97	Yes	Yes	Yes	Yes	No	Yes	10
	Darlington School 2/1/04	Yes	Yes	No	Yes	Yes	Yes	1 & 10
Dillon	Local Option 5/1/96	Yes	Yes	Yes	Yes	No	Yes	7
	School District 10/1/08	Yes	Yes	No	Yes	Yes	Yes	1 & 7
Dorchester	Transportation 5/1/05	Yes	Yes	No	Yes	No	Yes	1
Edgefield	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	
Fairfield	Local Option 5/1/06	Yes	Yes	Yes	Yes	No	Yes	
Florence	Local Option 5/1/94	Yes	Yes	Yes	Yes	No	Yes	16
	Capital Projects 5/1/07	Yes	Yes	No	Yes	No	Yes	1 & 16
Georgetown	No Local Sales and Use Tax is Imposed in this County							26
Greenville	No Local Sales and Use Tax is Imposed in this County							26

COUNTY	SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES							NOTE
	TYPE OF LOCAL SALES AND USE TAX AND EFFECTIVE DATE	12-36-2120 12-36-2130 STATE EXEMPTIONS	12-36-2110 EXEMPTION FOR MAXIMUM TAX ITEMS	12-36-1710 EXEMPTION FOR CASUAL EXCISE ITEMS	EXEMPTION FOR FOOD STAMP PURCHASES	EXEMPTION FOR CERTAIN FOOD SALES	"GRANDFATHER CLAUSE" EXEMPTION FOR CERTAIN PURCHASES BY CONTRACTORS	
<i>Greenwood</i>	No Local Sales and Use Tax is Imposed in this County							24
<i>Hampton</i>	Local Option 7/1/91	Yes	Yes	Yes	Yes	No	Yes	9
	Capital projects 5/1/13	Yes	Yes	No	Yes	Yes	Yes	1 & 9
<i>Horry</i>	Capital Projects 5/1/07	Yes	Yes	No	Yes	No	Yes	17
	Ed. Capital Imp. 3/1/09	Yes	Yes	No	Yes	Yes	Yes	1 & 17
<i>Jasper</i>	Local Option 7/1/91	Yes	Yes	Yes	Yes	No	Yes	2
	Jasper School 12/1/02	Yes	Yes	No	Yes	Yes	Yes	1 & 2
<i>Kershaw</i>	Local Option 5/1/97	Yes	Yes	Yes	Yes	No	Yes	
<i>Lancaster</i>	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	20
	Capital Projects 5/1/09	Yes	Yes	No	Yes	No	Yes	1 & 20
<i>Laurens</i>	Local Option 5/1/99	Yes	Yes	Yes	Yes	No	Yes	
<i>Lee</i>	Local Option 5/1/96	Yes	Yes	Yes	Yes	No	Yes	15
	Capital Projects 5/1/13	Yes	Yes	No	Yes	Yes	Yes	1 & 15
<i>Lexington</i>	Lexington Schools 3/1/12	Yes	Yes	No	Yes	Yes	Yes	1 & 25
<i>Marion</i>	Local Option 7/1/91	Yes	Yes	Yes	Yes	No	Yes	29
	Capital Projects 5/1/13	Yes	Yes	No	Yes	Yes	Yes	1 & 29
<i>Marlboro</i>	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	28
	Marlboro Schools 2/1/13	Yes	Yes	No	Yes	Yes	Yes	1 & 28
<i>McCormick</i>	Local Option 7/1/91	Yes	Yes	Yes	Yes	No	Yes	
<i>Newberry</i>	Capital Projects 4/1/12	Yes	Yes	No	Yes	No	Yes	1, 12 & 23

COUNTY	SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES							NOTE
	TYPE OF LOCAL SALES AND USE TAX AND EFFECTIVE DATE	12-36-2120 12-36-2130 STATE EXEMPTIONS	12-36-2110 EXEMPTION FOR MAXIMUM TAX ITEMS	12-36-1710 EXEMPTION FOR CASUAL EXCISE ITEMS	EXEMPTION FOR FOOD STAMP PURCHASES	EXEMPTION FOR CERTAIN FOOD SALES	"GRANDFATHER CLAUSE" EXEMPTION FOR CERTAIN PURCHASES BY CONTRACTORS	
<i>Oconee</i>	No Local Sales and Use Tax is Imposed in this County							26
<i>Orangeburg</i>	Capital Projects 4/1/13	Yes	Yes	No	Yes	Yes	Yes	1, 12 & 32
<i>Pickens</i>	Local Option 5/1/95	Yes	Yes	Yes	Yes	No	Yes	
<i>Richland</i>	Local Option 5/1/05	Yes	Yes	Yes	Yes	No	Yes	31
	Transportation 5/1/13	Yes	Yes	No	Yes	No	Yes	1 & 31
<i>Saluda</i>	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	
<i>Spartanburg</i>	No Local Sales and Use Tax is Imposed in this County							26
<i>Sumter</i>	Local Option 5/1/96	Yes	Yes	Yes	Yes	No	Yes	21
	Capital Projects 5/1/09	Yes	Yes	No	Yes	No	Yes	1 & 21
<i>Union</i>	No Local Sales and Use Tax is Imposed in this County							26
<i>Williamsburg</i>	Local Option 5/1/97	Yes	Yes	Yes	Yes	No	Yes	
<i>York</i>	Capital Projects 1/1/12	Yes	Yes	No	Yes	Yes	Yes	1, 12 & 22

**CHART 2: CATAWBA INDIAN RESERVATION TRIBAL TAX<sup>14</sup>**

SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES								
RESERVATION LOCATED IN YORK AND LANCASTER COUNTIES	TYPE OF LOCAL SALES AND USE TAX AND EFFECTIVE DATE	12-36-2120 12-36-2130 STATE EXEMPTIONS	12-36-2110 EXEMPTION FOR MAXIMUM TAX ITEMS	12-36-1710 EXEMPTION FOR CASUAL EXCISE ITEMS	EXEMPTION FOR FOOD STAMP PURCHASES	EXEMPTION FOR CERTAIN FOOD SALES	"GRANDFATHER CLAUSE" EXEMPTION FOR CERTAIN PURCHASES BY CONTRACTORS	NOTE
Catawba Indian Reservation	Tribal Tax (See Notes #13 and #14)	Yes	See Note #14	See Note #14	Yes	See Note #13	See Note #14	13 & 14

**CHART 3: MUNICIPAL SALES AND USE TAXES<sup>15</sup>**

SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES								
Municipality	TYPE OF LOCAL SALES AND USE TAX AND EFFECTIVE DATE	12-36-2120 12-36-2130 STATE EXEMPTIONS	12-36-2110 EXEMPTION FOR MAXIMUM TAX ITEMS	12-36-1710 EXEMPTION FOR CASUAL EXCISE ITEMS	EXEMPTION FOR FOOD STAMP PURCHASES	EXEMPTION FOR CERTAIN FOOD SALES	"GRANDFATHER CLAUSE" EXEMPTION FOR CERTAIN PURCHASES BY CONTRACTORS	NOTE
Myrtle Beach	Tourism Development 8/1/09	Yes	Yes	No	Yes	Yes	Yes	1

<sup>14</sup> Chart 2 concerns the Catawba Tribal Sales and Use Tax; however, see Notes #13 and #14 for information on the tax rates and the application of either the State sales and use tax or the Catawba Tribal sales and use tax for sales (deliveries) made on the Catawba Indian Reservation.

<sup>15</sup> Chart 3 concerns the Local Tourism Development Sales and Use Tax that may only be imposed by municipalities located in a county where revenue from state accommodations tax is at least fourteen million dollars in a fiscal year. As of the date of this information letter, only Horry County meets this criterion; therefore, only municipalities in Horry County may impose the Local Tourism Development Sales and Use Tax at this time.