



## Charting a Course to 2040

SOUTH CAROLINA MULTIMODAL TRANSPORTATION PLAN

Regional Transit & Coordination Plan

## CATAWBA REGION

Prepared for:



Prepared by:



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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 region for the 10 Council of Governments (COGs)
- **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

The Catawba 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 Catawba 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.

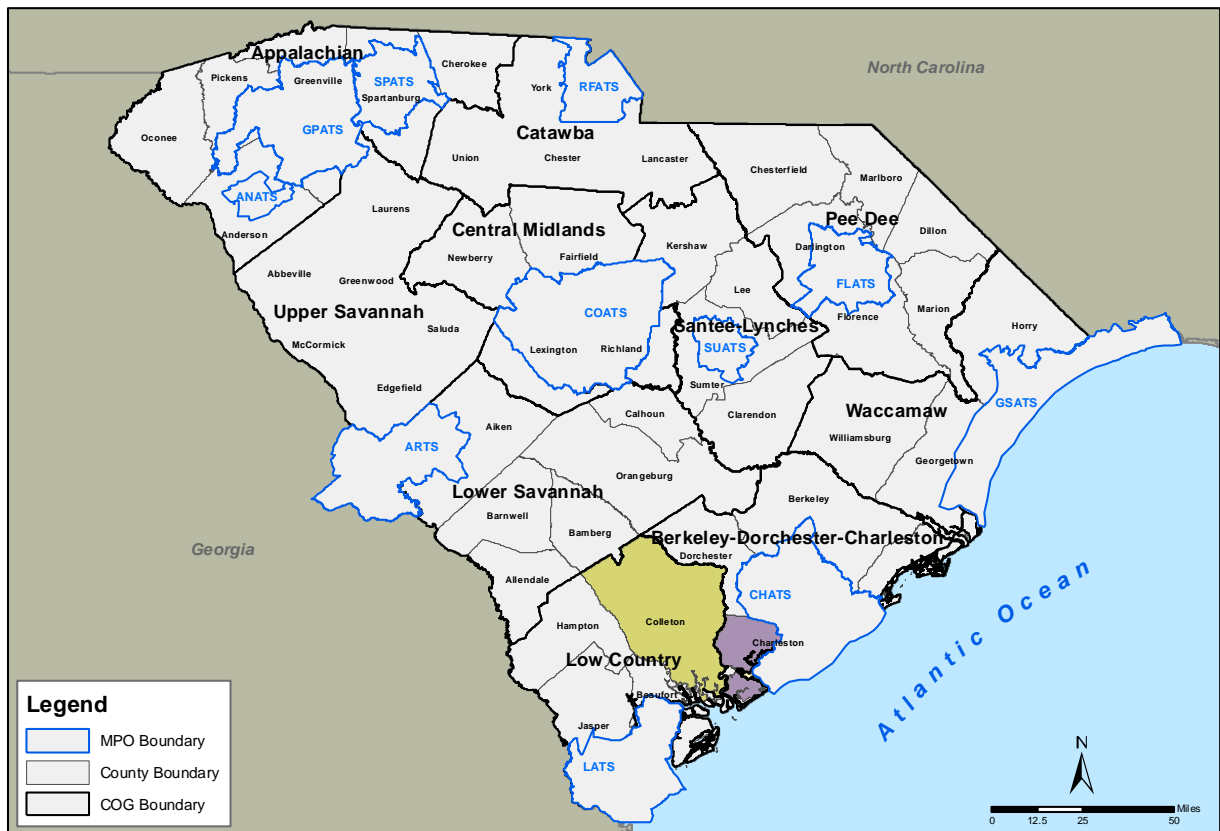


A key transportation strategy for the South Carolina Department of Transportation (SCDOT) is to develop multimodal options for residents and visitors in all areas of the state, including public transportation. Many regions in the state have adopted policies that focus on addressing both existing transportation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

## 1.2 Community Summary

The Catawba Regional Transit & Coordination Plan includes the following northern counties: Chester, Lancaster, Union, and York. **Figure 1-1** illustrates the 10 Council of Government areas across the state of South Carolina.

**Figure 1-1: South Carolina MPOs and COGs**



The demographic characteristics of the Catawba region vary widely between York County and the remainder of the region. York County has grown into an extension of the Charlotte, North Carolina urban area, and is relatively young and affluent. However, the other, more rural counties have an older population as well as more lower-income residents. In York County, there is a growing need for commuter-oriented transit services, whereas in the remaining counties, transit needs are likely to be more centered on providing access to basic needs in the rural areas. One exception is Lancaster County (Indian Land) which is not rural, and is a part of Rock Hill-Fort Mill Area Transportation MPO. Many residents of all four counties leave the region to work on a daily basis.

A brief review of demographic and economic characteristics of the study area is presented as a basis for evaluating the Catawba 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 U.S., 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 to neighboring states.

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

State	Population <sup>(1)</sup>		Total Percent Growth 2010-2030
	2020	2030	
South Carolina	4,822,577	5,148,569	11.1%
North Carolina	10,709,289	12,227,739	
Tennessee	6,780,670	7,380,634	15.7%
Georgia	10,843,753	12,017,838	
Alabama	4,728,915	4,874,243	2.0%
<b>United States</b>	<b>341,387,000</b>	<b>373,504,000</b>	

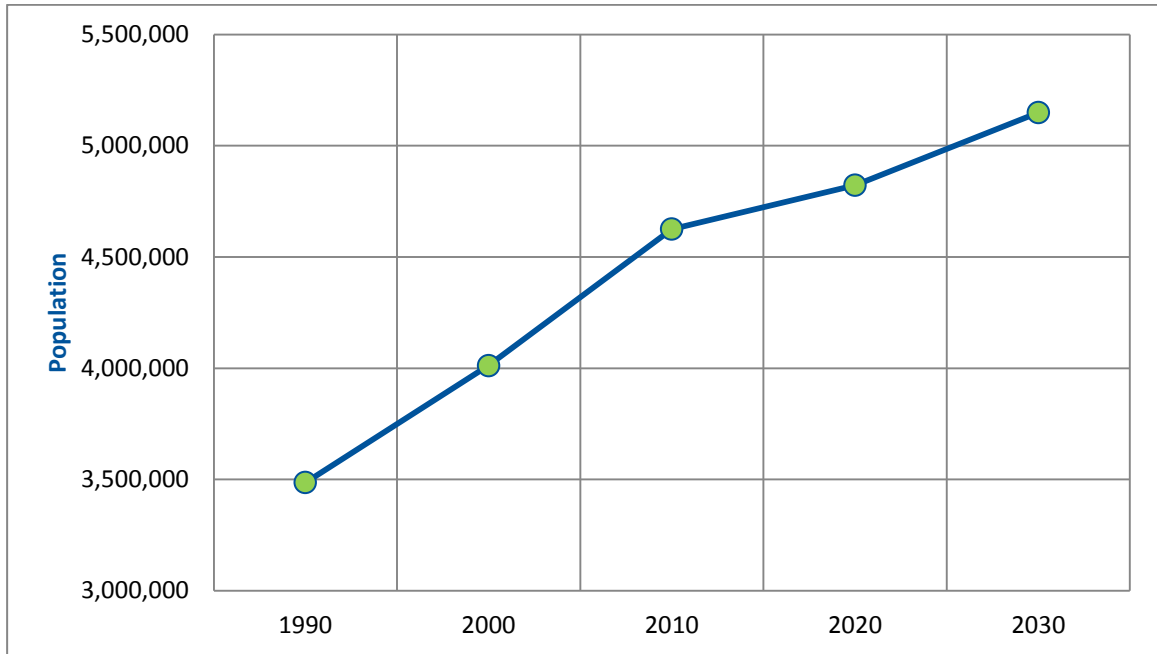
  

State	Annual Percentage Growth		Total Percent Growth 2010-2030
	2010-2020	2020-2030	
South Carolina	0.4%	0.7%	11.1%
North Carolina	1.2%	1.4%	
Tennessee	0.7%	0.9%	15.7%
Georgia	1.2%	1.1%	
Alabama	-0.1%	0.3%	2.0%
<b>United States</b>	<b>1.1%</b>	<b>0.9%</b>	

Note: (1) 1990, 2000 and 2010 populations from Census. 2020, 2030 populations are U.S. Census Bureau projections from 2008.



**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 Catawba Region and the nine other regions is shown in **Table 1-3**. All COG regions experienced growth from 1990 to 2010, with the Catawba Region experiencing a 1.67 percent growth from 1990 to 2000. The following decade had significantly higher growth at 2.58 percent, the highest in the state. 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>Catawba Regional COG</b>	<b>248,520</b>	<b>289,914</b>	<b>364,826</b>	<b>1.67%</b>	<b>2.58%</b>
SC Appalachian COG	887,993	1,028,656	1,171,497	1.58%	1.39%
Berkeley-Charleston-Dorchester COG	506,875	549,033	664,607	0.83%	2.11%
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: Catawba Region Population Growth by County**

Catawba COG	Population			
	2000	2010	2030	2040
Chester County	34,068	33,140	32,400	32,500
Lancaster County	61,351	76,652	95,300	106,500
Union County	29,881	28,961	28,100	28,200
York County	164,614	226,073	320,700	355,600
<b>Total</b>	<b>289,914</b>	<b>364,826</b>	<b>476,500</b>	<b>522,800</b>

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

As shown in the above tables, the Catawba region reported approximately 365,000 persons in 2010, with the most populated counties of York with 62 percent and Lancaster with 21 percent of the population. The remaining counties tend to be rural in nature. Quality of life is an important factor in the Catawba region. From the urban core of Rock Hill to the region’s lakes, rivers, and other recreational spaces, the historical, cultural and recreational amenities are abundant. These amenities along with close proximity to a major metropolitan center, affordable housing, shopping centers, healthcare, and educational facilities draw people to the region.

Although the Catawba Region has experienced significant population growth in the past decade, the distribution of that growth has been uneven within the region. York and Lancaster counties experienced accelerated growth, while Chester and Union counties experienced small population declines. For the foreseeable future Lancaster and York counties are expected to continue to grow while Chester and Union counties are predicted to roughly maintain their existing population levels.<sup>1</sup>

The high growth within the Catawba Region is in two of the region’s counties, Lancaster and York, which are located closest to the greater Charlotte, North Carolina metropolitan area. In addition, a few key areas of these counties have contained a majority of this growth. In York County, the high level growth areas were found in the northeastern portion of the county surrounding Fort Mill, Rock Hill, Tega Cay, and the Lake Wylie area. In Lancaster County, a vast majority of the growth took place in the northern Indian Land “panhandle” area.

The Charlotte urban area was the fastest growing urban area with 1 million or more people in the US between 2000 and 2010, growing at an astonishing 64.6 percent during that time period to a total population of 1.25 million people. The lower cost of living, enhanced transportation infrastructure, and explosive affordable housing development between 2000 and 2007 within the Fort Mill and Rock Hill areas of York County and the Indian Land area of Lancaster County make these areas attractive alternatives for residences within the Charlotte area.<sup>2</sup>

<sup>1</sup> <http://www.4noboundaries.org/documents/CatawbaRegionalCEDs2012Final.pdf>

<sup>2</sup> <http://www.4noboundaries.org/documents/CatawbaRegionalCEDs2012Final.pdf>

### 1.2.2 Economic Summary

Prior to the 1900s, the Catawba region had a strong history of agriculture, until the cotton and rapidly growing textile industry characterized the region's economy. However, several decades ago the textile industry began to decline, changing the economic landscape of the region. While manufacturing continues to be a major industry in the region, the impact of a global economy is reshaping the future. The days of low-skilled, labor intensive manufacturing are largely over, as that type of industry has moved to the international markets. What remains is a growing manufacturing base that is greatly automated and requires a technically trained, highly skilled workforce.

In addition to manufacturing, corporate headquarters, services, and tourism now play a major role in the region's economic viability. In 2012, trade, transportation, and utilities; manufacturing; and government represented the three largest employment sectors. Just as population trends varied county by county within the region, likewise employment sectors vary as well. This is primarily due to the same factors that impacted population trends within the region, coupled with the more rural nature of Union and Chester counties. Annual employment projections from SC Works online website indicated a 1.3 percent growth in employment for the state, which is projected through 2020.

### 1.2.3 Income

In 2011, the average salary for all industries in the Catawba Region was \$37,412, approximately 78 percent of the US average salary of \$48,040. The highest paying industries in the region were Information (average salary of \$53,829), Manufacturing (\$51,820), and Financial Activities (\$45,721). At the county level, York County had the highest average salary within the Catawba Region at \$38,379. Chester and Lancaster counties were slightly below the regional average with salaries at \$35,760 and \$36,105, respectively. At \$31,357, Union County had the lowest average in the region.

The 2010 per capita income for the U.S. reported \$39,937 and the Catawba Region reported \$30,223. At the county level, Chester, Lancaster and Union trail the U.S. and state median household income; York County is above the averages.

During the 1990s to 2000, the Catawba Region had unemployment rates similar to the US national rate of less than eight percent. Beginning in 2001, however, as the remainder of the major textile industry locations within the region began to shut down, the gap began to widen with unemployment rates remaining approximately double that of the US between 2003 and 2008. With the added impact of the recession being fully realized in the area by 2008 and the collapse in population and housing growth in the region, unemployment rates rose in line with the US between 2009 and 2011, but the gap between the regional rate and the US rate widened greatly compared to that of the nation. Between 2009 and 2011, the regional unemployment rate averaged 15.2% which represented a 122% increase in the average unemployment rate of the prior decade.<sup>3</sup>

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<sup>3</sup> <http://www.4noboundaries.org/documents/CatawbaRegionalCEDs2012Final.pdf>.



The economic landscape in the Catawba Region continues a transformation that began three decades ago with the beginning of the decline of the textile industry. The days of low-skilled, labor intensive manufacturing are largely over as that type of industry has moved offshore. What remains is a growing manufacturing base that is greatly automated and requires a technically trained, highly skilled workforce. While large scale manufacturing operations continue to locate nationally, much of the new manufacturing is anticipated to be smaller entrepreneurial firms that will require a computer literate, technically trained workforce, along with access to capital. Other sectors that will drive where future economic expansion takes place include major distribution facilities, information-based support technologies and marketing services, and research and development facilities.



## 2. EXISTING TRANSIT IN THE CATAWBA REGION

### 2.1 Overview

This chapter describes existing transit services in the Catawba region and notes trends in transit use, service, expenditures, and efficiency. Commuter service is available in Rock Hill, and demand response service is available in York, Chester, and Lancaster Counties. No service is available in Union County.

The existing operations statistics included in this report are for fiscal year (FY) 2009, FY 2010, and FY 2011 from the SCDOT OPSTATS reports, which are comprised of data submitted by individual transit agencies. Although FY 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. Where available, Lancaster Area Ride System partial statistics for FY2012 were noted.

Since the previous Catawba Regional Transit Plan was completed in 2008, the number of peak vehicles has remained stable for fixed route transit service and fluctuate for demand response service. The annual revenue vehicle hours have increased in the region along with operating expenses.

### 2.2 Existing Transit Services

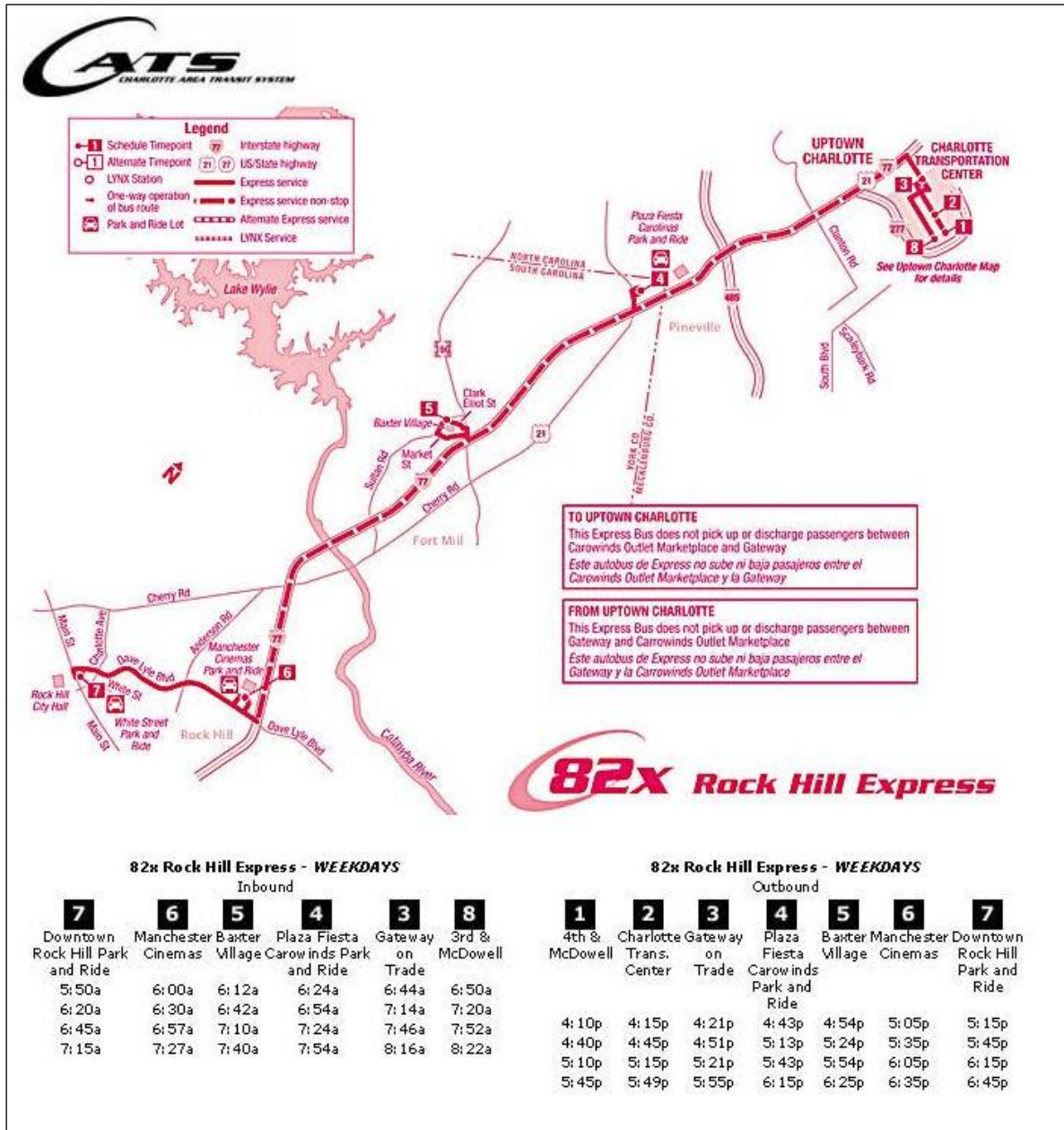
#### 2.2.1 City of Rock Hill

The City of Rock Hill is an example of true coordination and collaboration within the region and for the state through using existing providers to establish public transportation service efficiently. The City, through an interagency agreement with the City of Charlotte, NC provides transit service between downtown Rock Hill and uptown Charlotte and the Charlotte Transportation Center. Charlotte Area Transit operates the route as **Express Plus CATS 82X**, which began in 2001. The commuter bus service operates from 5:50 am – 7:15 am and 4:10 pm – 5:45 pm, Monday through Friday, including four inbound and outbound trips during the peak hours. **Figure 2-1** illustrates the 82X Rock Hill Express route.

The economic challenges of 2008 and 2009 caused monthly ridership to moderate; however, recent ridership has been on an upward trend and is expected to continue. Approximately 3,400 trips are provided each month. Pick-up locations include Downtown Rock Hill Park and Ride; Manchester Cinemas Park and Ride; Baxter Village; and Plaza Fiesta Park and Ride in the Carowinds Area. Base fare for each one-way trip is \$4.00, with monthly passes also available.



Figure 2-1: Rock Hill Express – 82X



FY 2011 ridership for the City of Rock Hill was 57,966 one-way trips, with 9,651 revenue vehicle hours, and over 217,557 revenue vehicle miles.



### 2.2.2 Senior Services of Chester County

Chester County Connector (CCC) is operated by Senior Services Inc. of Chester County. Established in June 2006, Chester County Connector provides transportation services to all residents of Chester County in the county and to surrounding counties. Demand response transportation service is provided to different parts of the county on different days of the week. For instance, trips from Chester to Rock Hill are served Monday through Friday, but trips between Chester and Lancaster are only served on Tuesdays and Thursdays, as shown in **Table 2-1**. This “zoning” of service is necessary to address the rural nature of the county and local match challenges. The Connector has a variety of funding sources, SCDOT, local governments, private foundations, and the United Way.



**Table 2-1: Chester County Connector Routes**

Monday – Friday Routes	Tuesday/Thursday Routes
Chester to Chester	Chester to Lancaster
Chester to Rock Hill	Northern Chester County
Chester to Great Falls	Eastern Chester County
CATS 82X Park and Ride (Charlotte)	Western Chester County
	Southern Chester County

The base fare begins at \$1.50 for each one-way trip within a five-mile area, with an additional \$1.00 for up to five more miles, and an additional \$1.00 for trips up to 30 miles. Services are available from approximately 6:30 am to 7:30 pm, Monday through Friday. CCC has connections to Charlotte, NC via the downtown Rock Hill park and ride with connections to the CATS 82X route, which travels to uptown Charlotte and the Charlotte Transportation Center during peak hours.

In FY 2011, the system provided 18,720 passengers trips, with 10,069 revenue vehicle hours and approximately 178,066 revenue vehicle miles.

### 2.2.3 Lancaster Area Ride System (LARS)

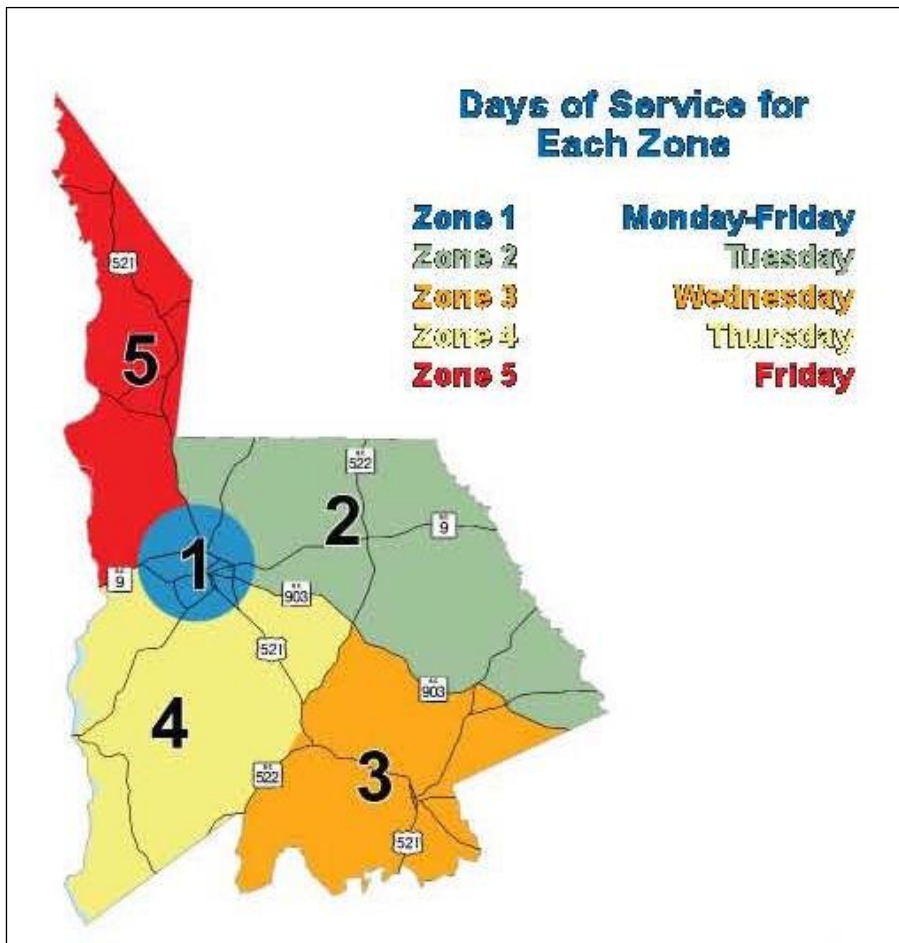
LARS began in 2010 and provides demand response service to Lancaster County, a nonurbanized area. LARS is a joint effort of local nonprofit organizations committed to providing transportation to Lancaster residents. The service is operated by the Lancaster County Council on Aging with funding from SCDOT and Lancaster County.



Service within the City of Lancaster is available Monday through Friday, 5:00 am – 6:00 pm. The remainder of the County is divided into zones, and service is available to each of those zones one day per week. The base fare per one-way trips is \$2.00

within Lancaster County, \$5.00 to Rock Hill, and \$10.00 to Columbia or Charlotte. **Figure 2-2** illustrates the designated zones.

**Figure 2-2: LARS Transit Zones**



Because LARS was not in operation during FY 2011, the annual data is not shown within this plan, However, the preliminary FY 2012 data, which was available during the information gathering portion of this plan, are noted after each table. In FY 2012 (preliminary), LARS provided 5,188 passenger trips, with 2,510 revenue vehicle hours, and approximately 50,020 revenue vehicle miles.

**2.2.4 York County Access**

Other coordinated public transportation within the Catawba Region includes demand response services operated as **York County Access**, which is jointly funded by the City of Rock Hill and York County. Operated by York County Council on Aging, this service provides public transportation for residents of rural York County and the City of Rock Hill. Operating hours are Monday through Friday, 6:00 a.m. to 6:00 p.m. All trips must be scheduled 48 hours in advance and the base fare is \$2.50 for each one-way trip.





One additional transportation option available through York County Access began in July 2010 and is called 'Ride-To-Work Service.' This service is for Rock Hill area residents and trips must be scheduled 24 hours in advance. The operating hours are Monday through Friday peak hours, 5:30 am to 9:00 am, and 3:30 pm to 6:00 pm. The base one way fare is \$2.50 per person. The service began with efforts to decrease the high unemployment in the Rock Hill area. The city was awarded federal American Recovery and Reinvestment Act (ARRA) funds to purchase three new vehicles and to pay for operating costs for the first year of service.

## 2.3 Regional Trends and Summary

### 2.3.1 Vehicle Trends

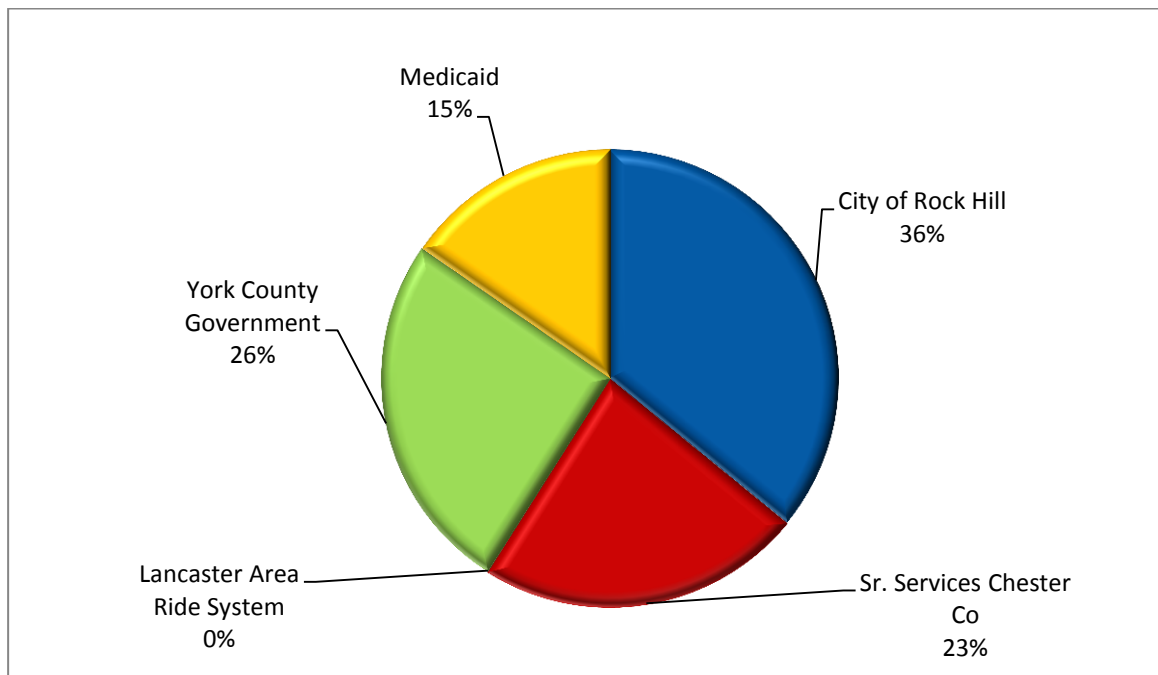
**Table 2-2** presents the total number of vehicles in the fleet for each system and peak number of vehicles. The Catawba Region has a total 2011 fleet for public transportation of 34 vehicles, with an additional 7 vehicles used for Medicaid service. During the peak hours, 33 of the 34 vehicles are in operation across the region (**Figure 2-3**). **Appendix A** provides detailed information for peak vehicles, broken out by urban verses rural areas.

**Table 2-2: Catawba Region Vehicles, FY 2009 to FY 2011**

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
City of Rock Hill	Fixed Route	4	4	4	4	4	4
	Demand Response	2	5	2	5	10	10
	<b>Total</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>14</b>
Senior Services of Chester County	Fixed Route	0	0	0	0	0	0
	Demand Response	13	15	8	9	9	10
	<b>Total</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>10</b>
	Other - Medicaid	5	6	7	8	6	7
Lancaster Area Ride System	Fixed Route	0	0	0	0	0	0
	Demand Response	0	0	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
York County Government	Fixed Route	0	0	0	0	0	0
	Demand Response	5	5	5	5	10	10
	<b>Total</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>10</b>
<b>Total Catawba Region</b>	<b>Fixed Route</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
	<b>Demand Response</b>	<b>20</b>	<b>25</b>	<b>15</b>	<b>19</b>	<b>29</b>	<b>30</b>
	<b>Total</b>	<b>24</b>	<b>29</b>	<b>19</b>	<b>23</b>	<b>33</b>	<b>34</b>
	<b>Other - Medicaid</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>7</b>

(1) The LARS had five vehicles (Medicaid and general public) in FY 2012.

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



### 2.3.2 Ridership and Service Trends

**Table 2-3, Figure 2-4** and **Figure 2-5** present the annual passenger trips by transit agency and a summary for the region. In the past three years, ridership has decreased overall for the region for public transportation services. It should be noted that the aggregate reduction of trips, miles, costs, revenues in the following sections was driven by the reduction in the Senior Services of Chester County ridership between FY 09 to FY11. Medicaid transportation ridership has increased during that same time period. Senior Services of Chester County had the largest loss in ridership from 61,000 in FY 2009 to approximately 18,000 in FY 2011.

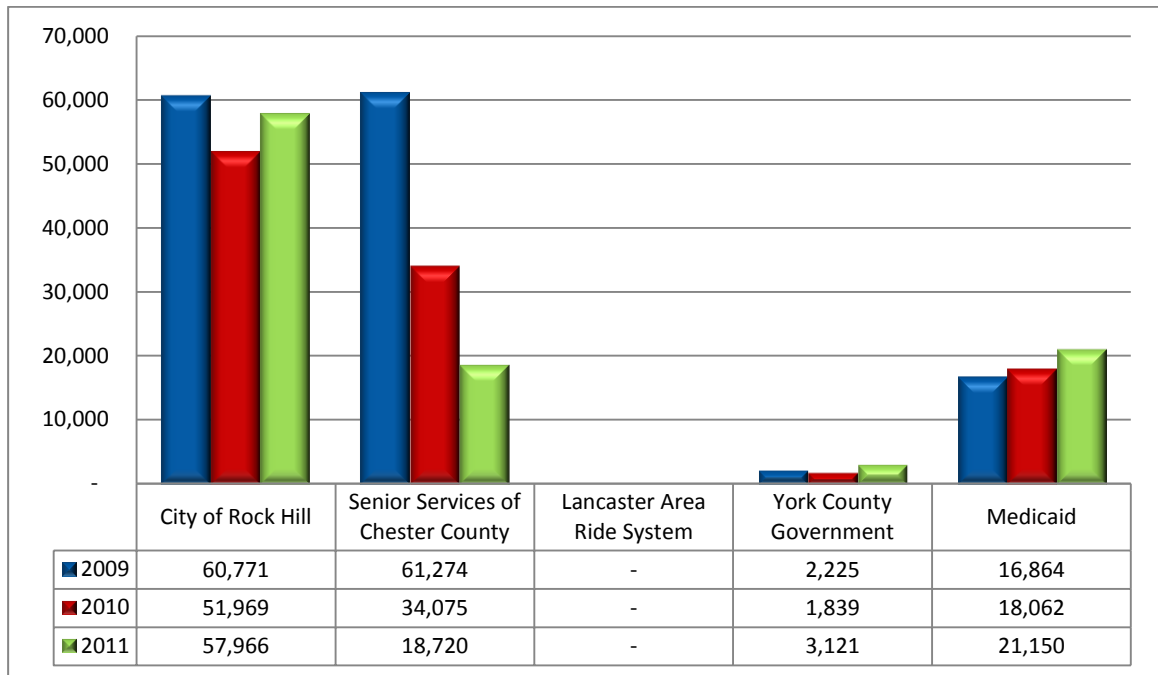
Detailed information for the breakout of urban verses rural data is shown in Appendix A. Urban system ridership is approximately 58,000 annually with small fluctuations. Rural ridership has decreased from approximately 64,000 annual trips to approximately 22,000 annual trips over the past three years.

**Table 2-3: Catawba Region Ridership by Agency, FY 2009 to FY 2011**

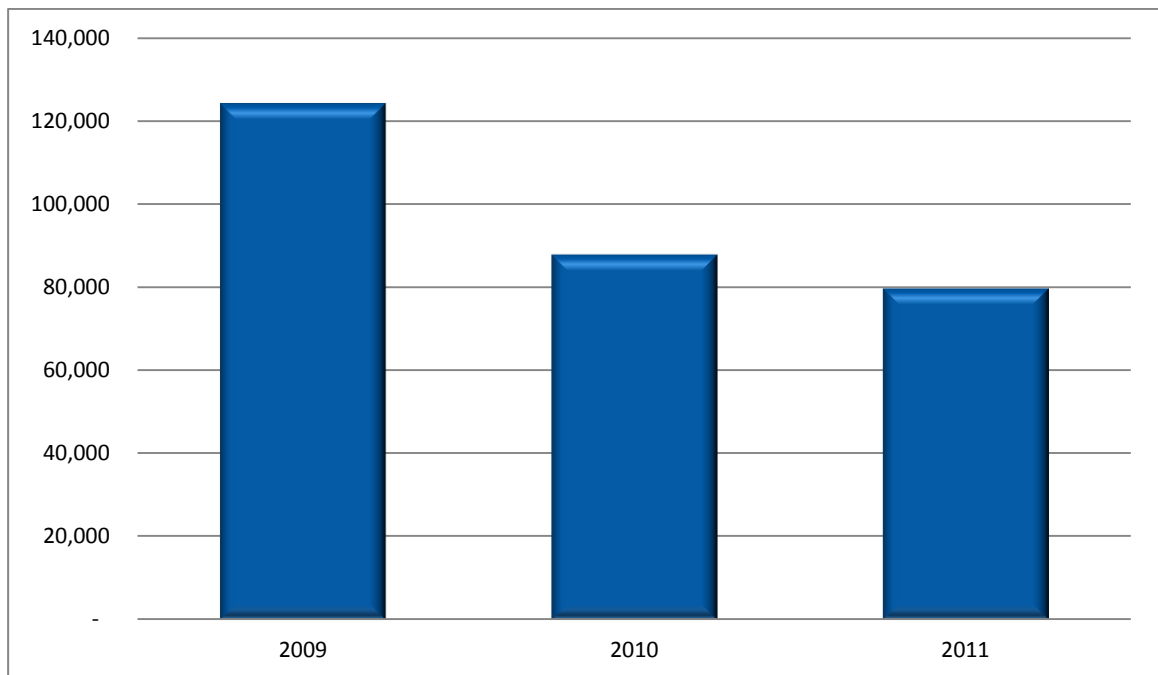
Agency	Service	2009	2010	2011
City of Rock Hill	Fixed Route	52,060	40,444	41,854
	Demand Response	8,711	11,525	16,112
	<b>Total</b>	<b>60,771</b>	<b>51,969</b>	<b>57,966</b>
Senior Services of Chester County	Fixed Route	0	0	0
	Demand Response	61,274	34,075	18,720
	<b>Total</b>	<b>61,274</b>	<b>34,075</b>	<b>18,720</b>
	Other - Medicaid	16,864	18,062	21,150
Lancaster Area Ride System	Fixed Route	0	0	0
	Demand Response	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>
York County Government	Fixed Route	0	0	0
	Demand Response	2,225	1,839	3,121
	<b>Total</b>	<b>2,225</b>	<b>1,839</b>	<b>3,121</b>
<b>Total Catawba Region</b>	<b>Fixed Route</b>	<b>52,060</b>	<b>40,444</b>	<b>41,854</b>
	<b>Demand Response</b>	<b>72,210</b>	<b>47,439</b>	<b>37,953</b>
	<b>Total</b>	<b>124,270</b>	<b>87,883</b>	<b>79,807</b>
	<b>Other - Medicaid</b>	<b>16,864</b>	<b>18,062</b>	<b>21,150</b>

(1) The LARS provided 5,188 passenger trips in FY 2012.

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



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



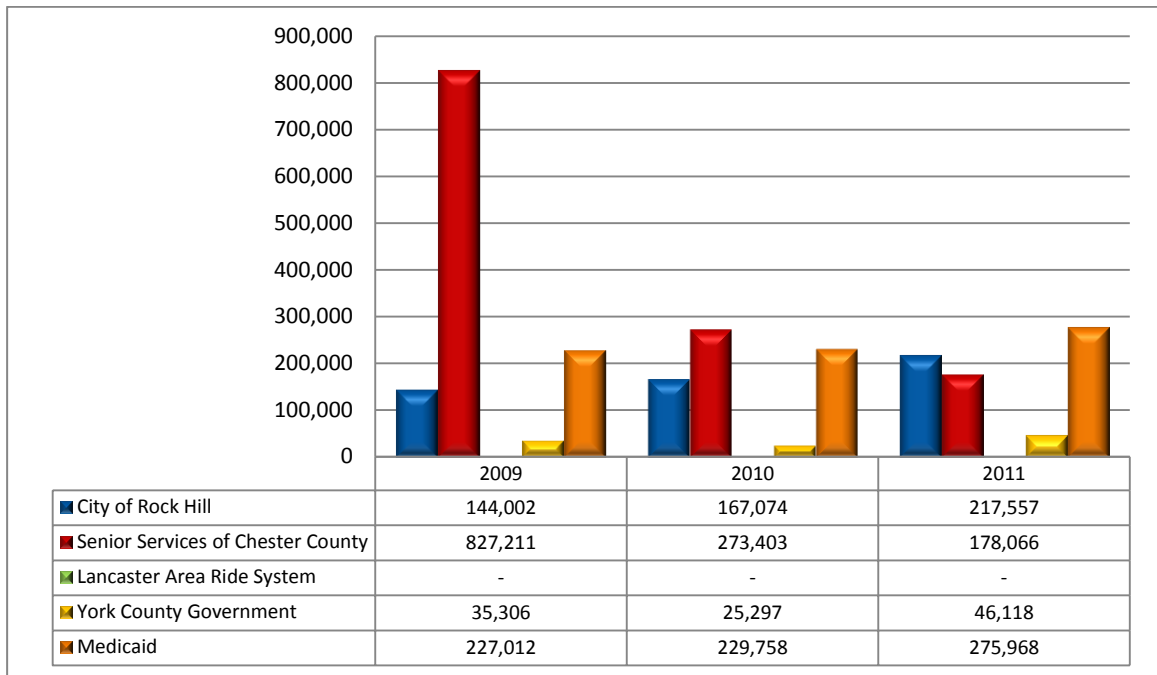
Tables 2-4, Figures 2-6, and Figures 2-7 present the annual vehicle revenue miles. Table 2-5, Figure 2-8, and Figure 2-9 present the annual vehicle revenue hours. The annual vehicle revenue miles and revenue hours have decreased from 2009 to 2011. The Senior Services of Chester County had the most evident decrease of miles and hours of service from 2009 to 2010.

**Table 2-4: Catawba Region Annual Vehicle Revenue Miles by Agency, FY 2009 to FY 2011**

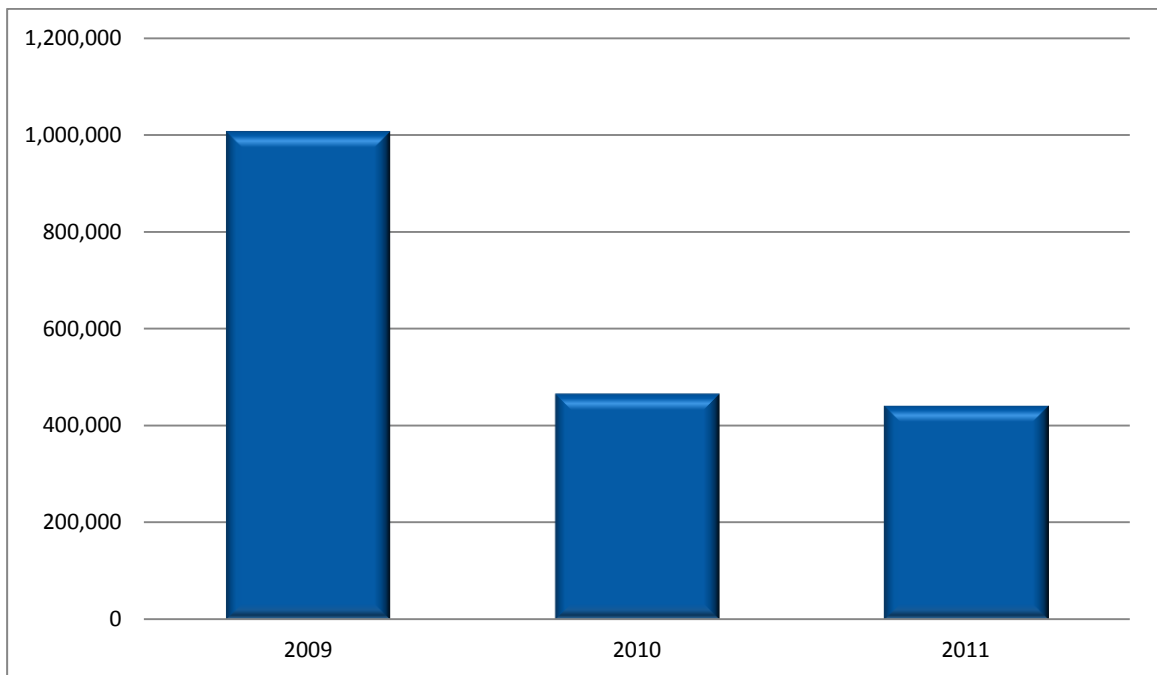
Agency	Service	2009	2010	2011
City of Rock Hill	Fixed Route	75,742	90,292	103,186
	Demand Response	68,260	76,782	114,371
	<b>Total</b>	<b>144,002</b>	<b>167,074</b>	<b>217,557</b>
Senior Services of Chester County	Fixed Route	0	0	0
	Demand Response	827,211	273,403	178,066
	<b>Total</b>	<b>827,211</b>	<b>273,403</b>	<b>178,066</b>
	Other - Medicaid	227,012	229,758	275,968
Lancaster Area Ride System	Fixed Route	0	0	0
	Demand Response	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>
York County Government	Fixed Route	0	0	0
	Demand Response	35,306	25,297	46,118
	<b>Total</b>	<b>35,306</b>	<b>25,297</b>	<b>46,118</b>
<b>Total Catawba Region</b>	<b>Fixed Route</b>	<b>75,742</b>	<b>90,292</b>	<b>103,186</b>
	<b>Demand Response</b>	<b>930,777</b>	<b>375,482</b>	<b>338,555</b>
	<b>Total</b>	<b>1,006,519</b>	<b>465,774</b>	<b>441,741</b>
	<b>Other - Medicaid</b>	<b>227,012</b>	<b>229,758</b>	<b>275,968</b>

(1) The LARS provided 50,732 revenue vehicle miles in FY 2012.

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



**Figure 2-7: Annual Vehicle Revenue Miles Trends**

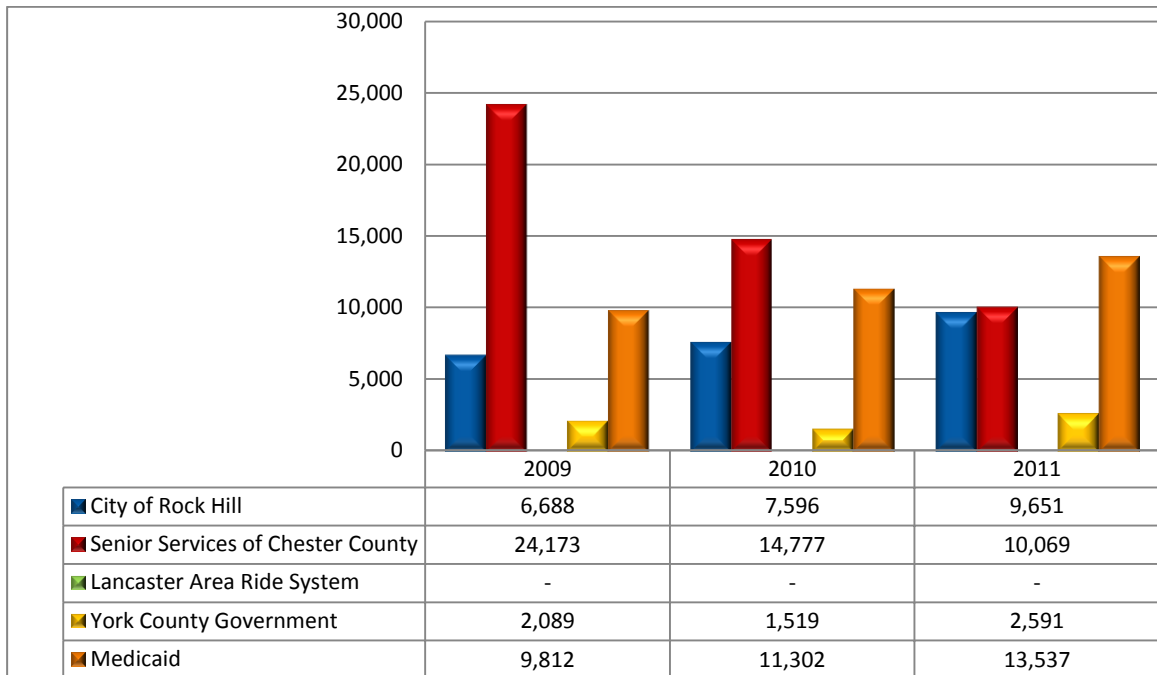


**Table 2-5: Catawba Region Annual Revenue Vehicle Hours by Agency, FY 2009 to FY 2011**

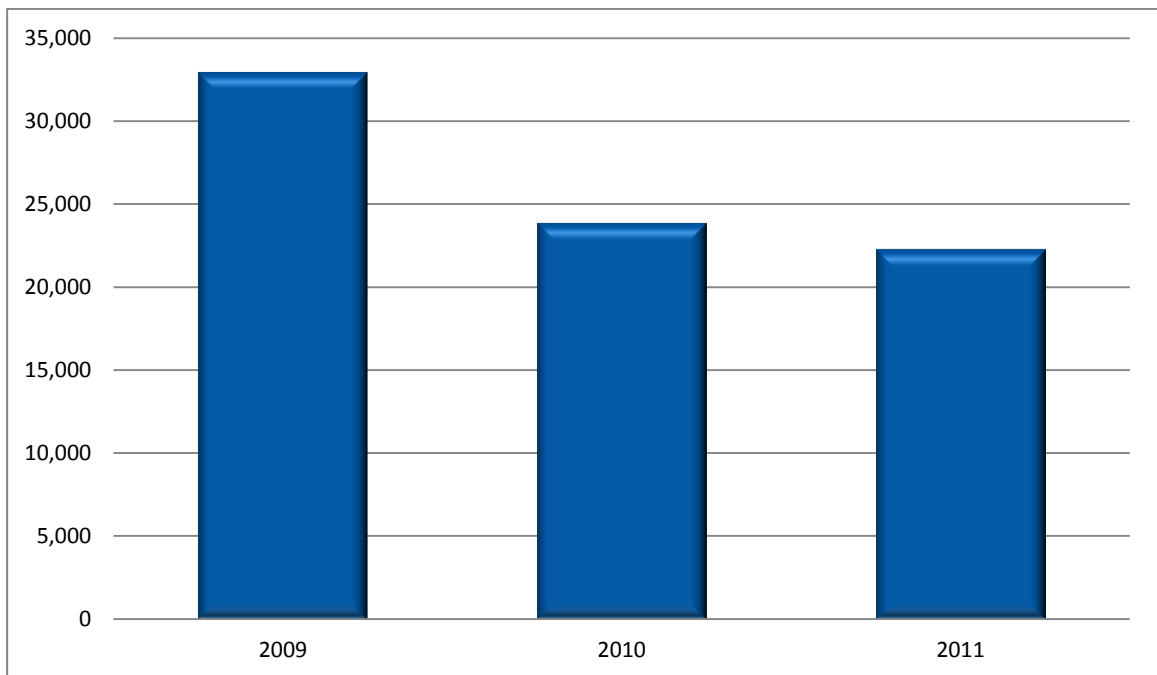
Agency	Service	2009	2010	2011
City of Rock Hill	Fixed Route	2,650	2,954	3,225
	Demand Response	4,038	4,642	6,426
	<b>Total</b>	<b>6,688</b>	<b>7,596</b>	<b>9,651</b>
Senior Services of Chester County	Fixed Route	0	0	0
	Demand Response	24,173	14,777	10,069
	<b>Total</b>	<b>24,173</b>	<b>14,777</b>	<b>10,069</b>
	Other - Medicaid	9,812	11,302	13,537
Lancaster Area Ride System	Fixed Route	0	0	0
	Demand Response	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>
York County Government	Fixed Route	0	0	0
	Demand Response	2,089	1,519	2,591
	<b>Total</b>	<b>2,089</b>	<b>1,519</b>	<b>2,591</b>
<b>Total Catawba Region</b>	<b>Fixed Route</b>	<b>2,650</b>	<b>2,954</b>	<b>3,225</b>
	<b>Demand Response</b>	<b>30,300</b>	<b>20,938</b>	<b>19,086</b>
	<b>Total</b>	<b>32,950</b>	<b>23,892</b>	<b>22,311</b>
	<b>Other - Medicaid</b>	<b>9,812</b>	<b>11,302</b>	<b>13,537</b>

(1) The LARS provided 2,510 revenue vehicle hours in FY 2012.

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



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





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

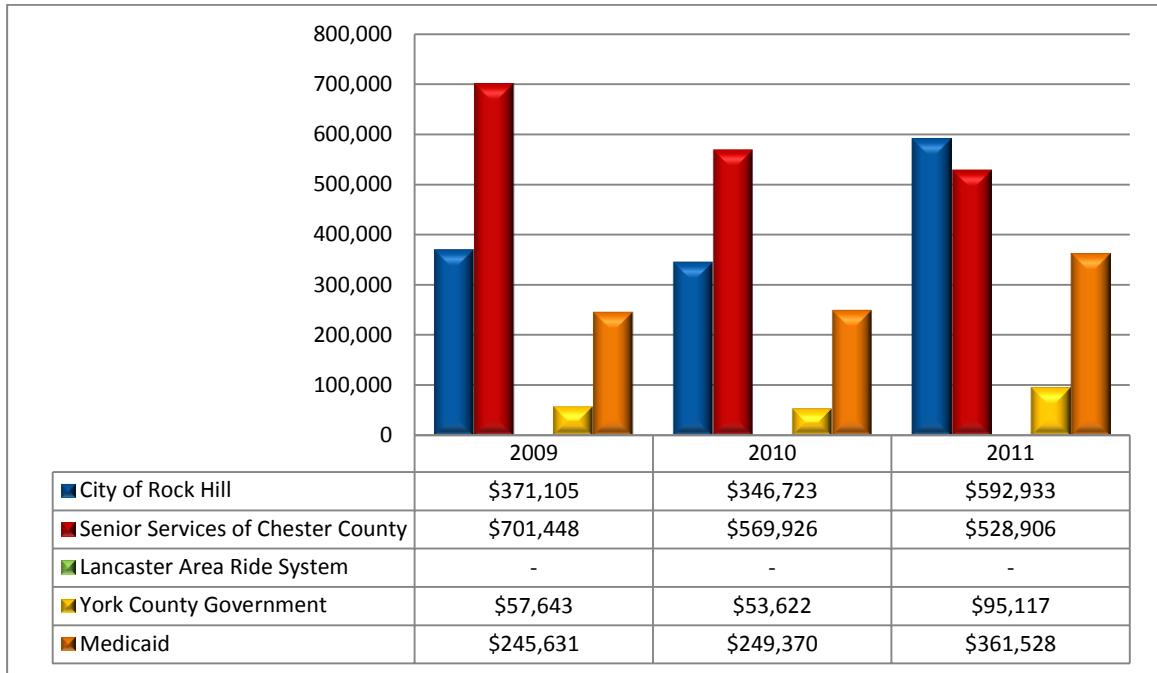
**Table 2-6, Figure 2-10 and Figure 2-11** present the operating/administration expenditures for each transit agency and Catawba region. Costs have recently increased, particularly with the fixed route service.

**Table 2-6: Catawba Region Operating/Administrative Costs, FY 2009 to FY 2011**

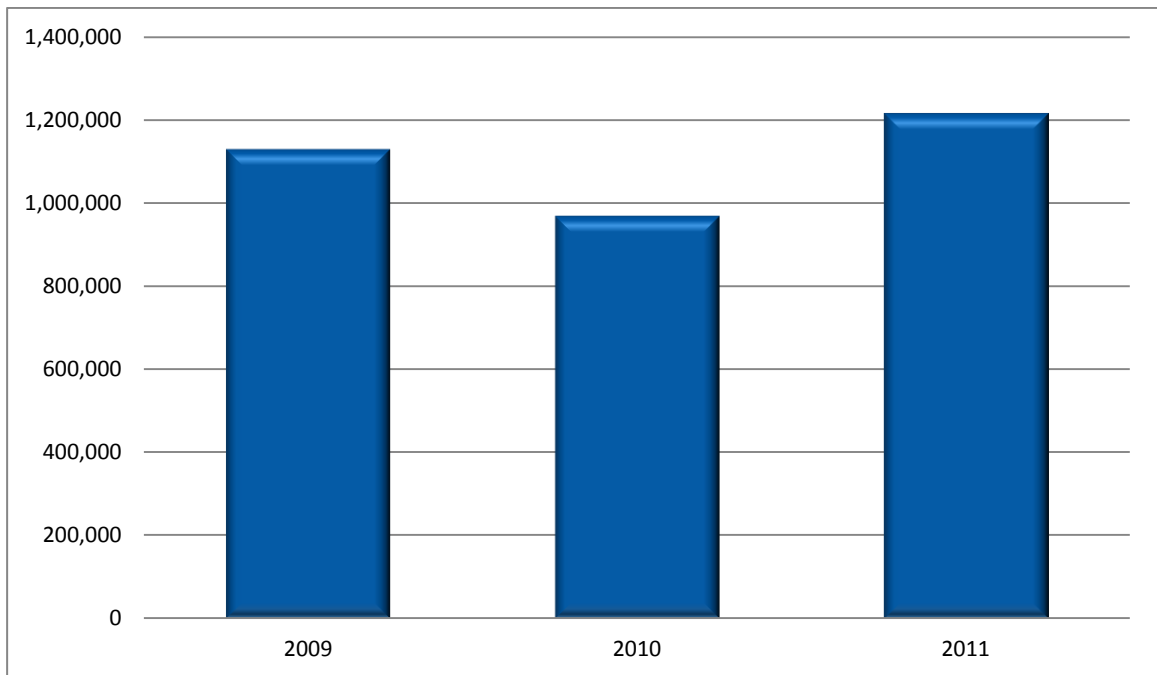
Agency	Service	2009	2010	2011
City of Rock Hill	Fixed Route	\$265,452	\$189,899	\$363,294
	Demand Response	\$105,653	\$156,824	\$229,639
	<b>Total</b>	<b>\$371,105</b>	<b>\$346,723</b>	<b>\$592,933</b>
Senior Services of Chester County	Fixed Route	\$0	\$0	\$0
	Demand Response	\$701,448	\$569,926	\$528,906
	<b>Total</b>	<b>\$701,448</b>	<b>\$569,926</b>	<b>\$528,906</b>
	Other - Medicaid	\$245,631	\$249,370	\$361,528
Lancaster Area Ride System	Fixed Route	\$0	\$0	\$0
	Demand Response	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
York County Government	Fixed Route	\$0	\$0	\$0
	Demand Response	\$57,643	\$53,622	\$95,117
	<b>Total</b>	<b>\$57,643</b>	<b>\$53,622</b>	<b>\$95,117</b>
<b>Total Catawba Region</b>	<b>Fixed Route</b>	<b>\$265,452</b>	<b>\$189,899</b>	<b>\$363,294</b>
	<b>Demand Response</b>	<b>\$864,744</b>	<b>\$780,372</b>	<b>\$853,662</b>
	<b>Total</b>	<b>\$1,130,196</b>	<b>\$970,271</b>	<b>\$1,216,956</b>
	<b>Other - Medicaid</b>	<b>\$245,631</b>	<b>\$249,370</b>	<b>\$361,528</b>

(1) LARS spent \$142,606 in operating/administration in FY 2012.

**Figure 2-10: Catawba Region Annual Operating/Admin Costs**



**Figure 2-11: Catawba Annual Operating/Admin Trends**



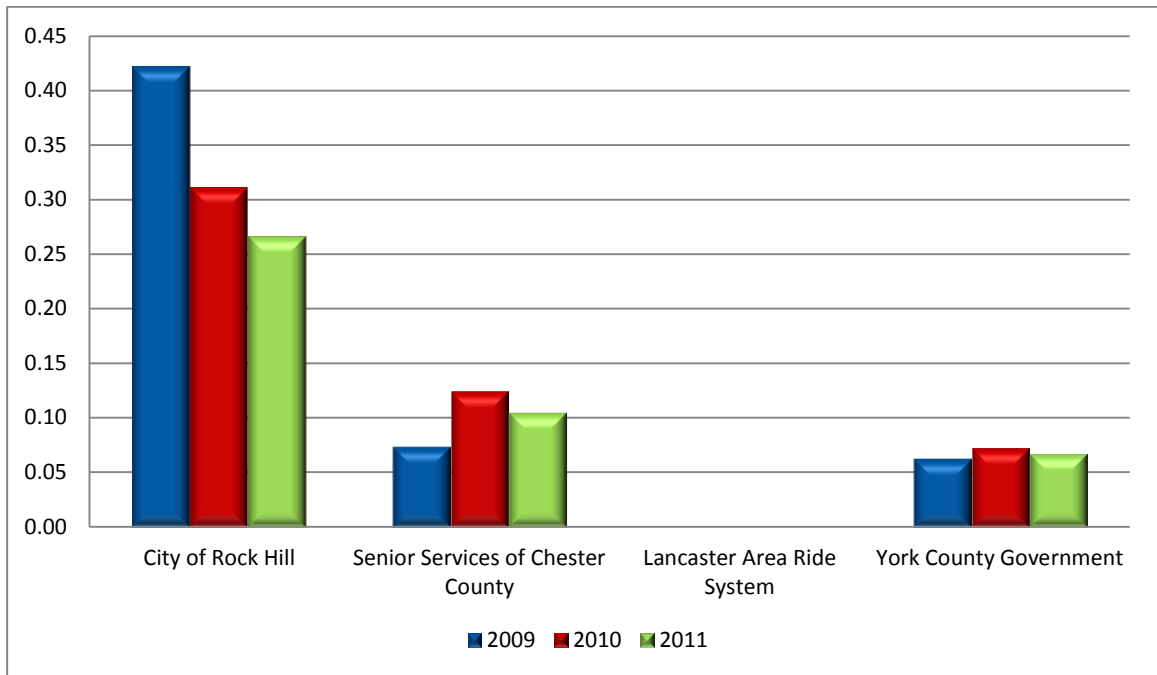
As shown in **Table 2-7**, **Figure 2-12** and **Figure 2-13**, passengers per vehicle mile has recently decreased for fixed route and increased for demand response services.

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

Agency	Service	2009	2010	2011
City of Rock Hill	Fixed Route	0.69	0.45	0.41
	Demand Response	0.13	0.15	0.14
	<b>Total</b>	<b>0.42</b>	<b>0.31</b>	<b>0.27</b>
Senior Services of Chester County	Fixed Route	–	–	–
	Demand Response	0.07	0.12	0.11
	<b>Total</b>	<b>0.07</b>	<b>0.12</b>	<b>0.11</b>
	Other - Medicaid	0.07	0.08	0.08
Lancaster Area Ride System	Fixed Route	–	–	–
	Demand Response	–	–	–
	<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>
York County Government	Fixed Route	–	–	–
	Demand Response	0.06	0.07	0.07
	<b>Total</b>	<b>0.06</b>	<b>0.07</b>	<b>0.07</b>
<b>Total Catawba Region</b>	<b>Fixed Route</b>	<b>0.69</b>	<b>0.45</b>	<b>0.41</b>
	<b>Demand Response</b>	<b>0.08</b>	<b>0.13</b>	<b>0.11</b>
	<b>Total</b>	<b>0.12</b>	<b>0.19</b>	<b>0.18</b>
	<b>Other - Medicaid</b>	<b>0.07</b>	<b>0.08</b>	<b>0.08</b>

(1) LARS FY 2011 ridership per revenue vehicle mile was 0.11.

**Figure 2-12: Catawba Region Annual Passenger/Rev Mile**



**Figure 2-13: Catawba Region Average Annual Passenger/Rev Mile**

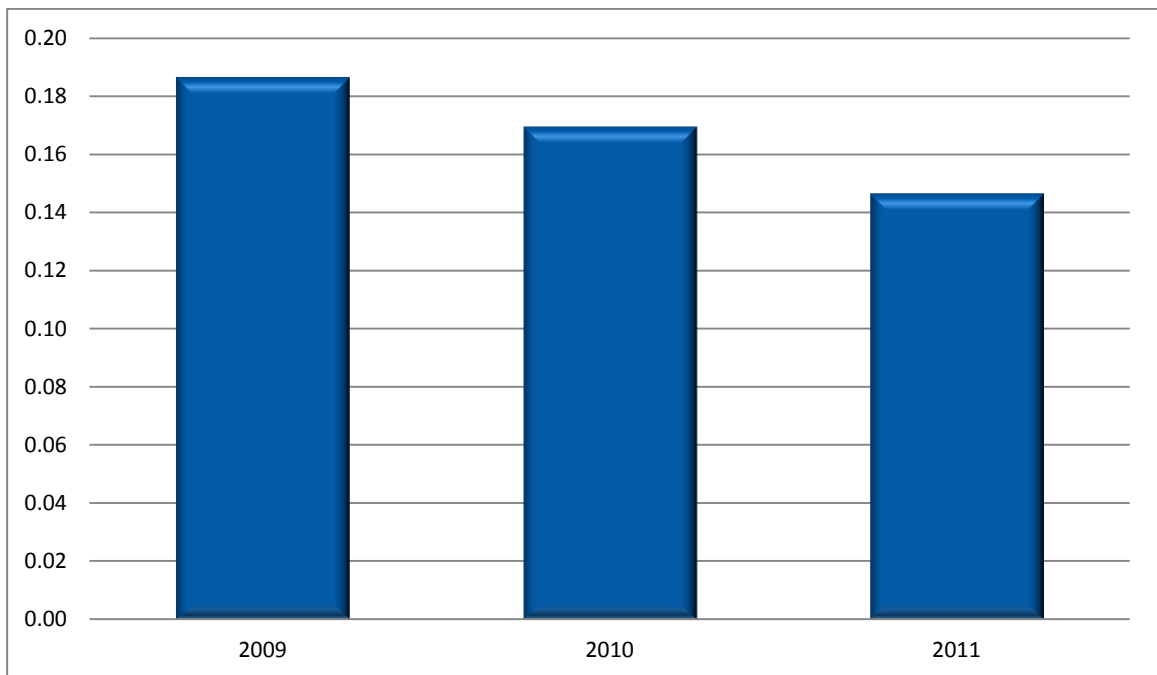


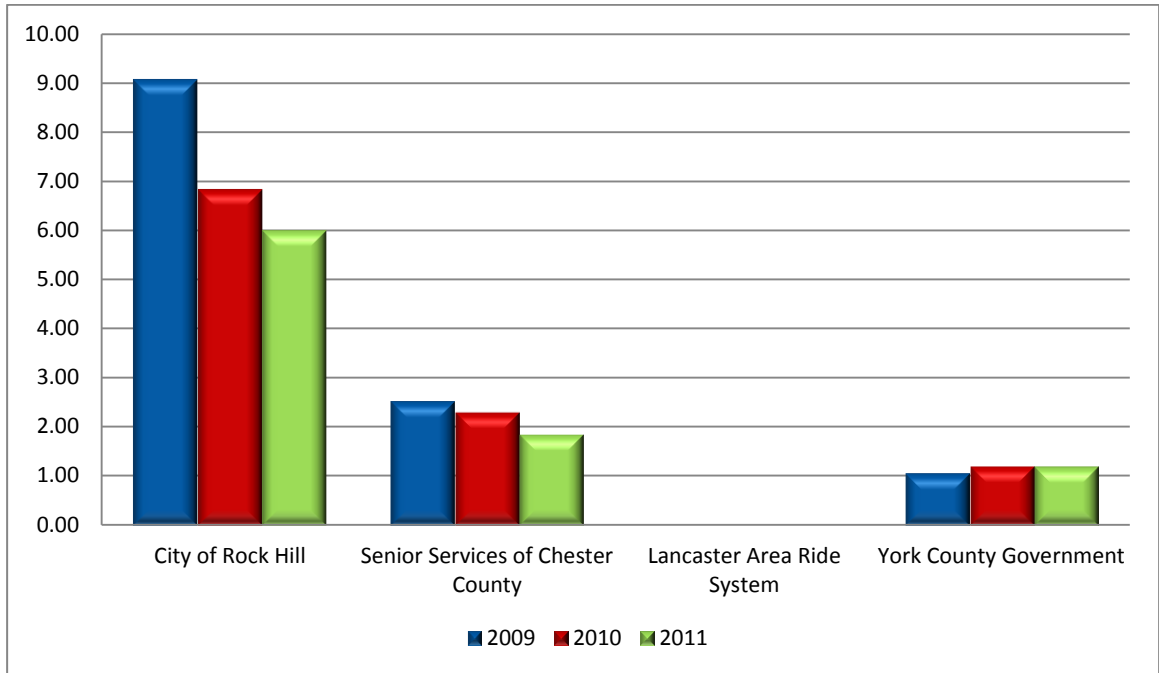
Table 2-8, Figure 2-14 and Figure 2-15 show passengers per revenue vehicle hour for 2009, 2010, and 2011, which has recently decreased for both fixed route and demand response.

**Table 2-8: Catawba Region Passengers per Revenue Vehicle Hour, FY 2009 to FY 2011**

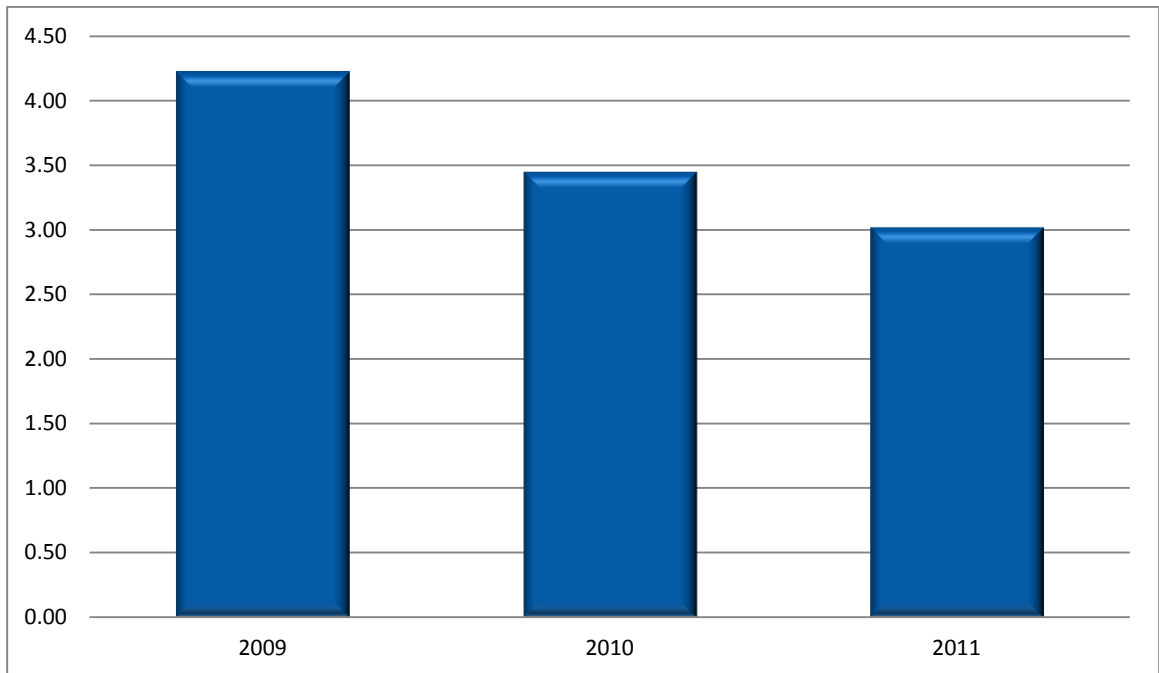
Agency	Service	2009	2010	2011
City of Rock Hill	Fixed Route	19.65	13.69	12.98
	Demand Response	2.16	2.48	2.51
	<b>Total</b>	<b>9.09</b>	<b>6.84</b>	<b>6.01</b>
Senior Services of Chester County	Fixed Route	–	–	–
	Demand Response	2.53	2.31	1.86
	<b>Total</b>	<b>2.53</b>	<b>2.31</b>	<b>1.86</b>
	Other - Medicaid	1.72	1.60	1.56
Lancaster Area Ride System	Fixed Route	–	–	–
	Demand Response	–	–	–
	<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>
York County Government	Fixed Route			
	Demand Response	1.07	1.21	1.20
	<b>Total</b>	<b>1.07</b>	<b>1.21</b>	<b>1.20</b>
<b>Total Catawba Region</b>	<b>Fixed Route</b>	<b>19.65</b>	<b>13.69</b>	<b>12.98</b>
	<b>Demand Response</b>	<b>2.38</b>	<b>2.27</b>	<b>1.99</b>
	<b>Total</b>	<b>3.77</b>	<b>3.68</b>	<b>3.58</b>
	<b>Other - Medicaid</b>	<b>1.72</b>	<b>1.60</b>	<b>1.56</b>

(1) LARS FY 2011 ridership per revenue vehicle hour was 2.07.

**Figure 2-14: Catawba Region Annual Passenger/Rev Hour**



**Figure 2-15: Catawba Region Average Annual Passenger/Rev Hour**



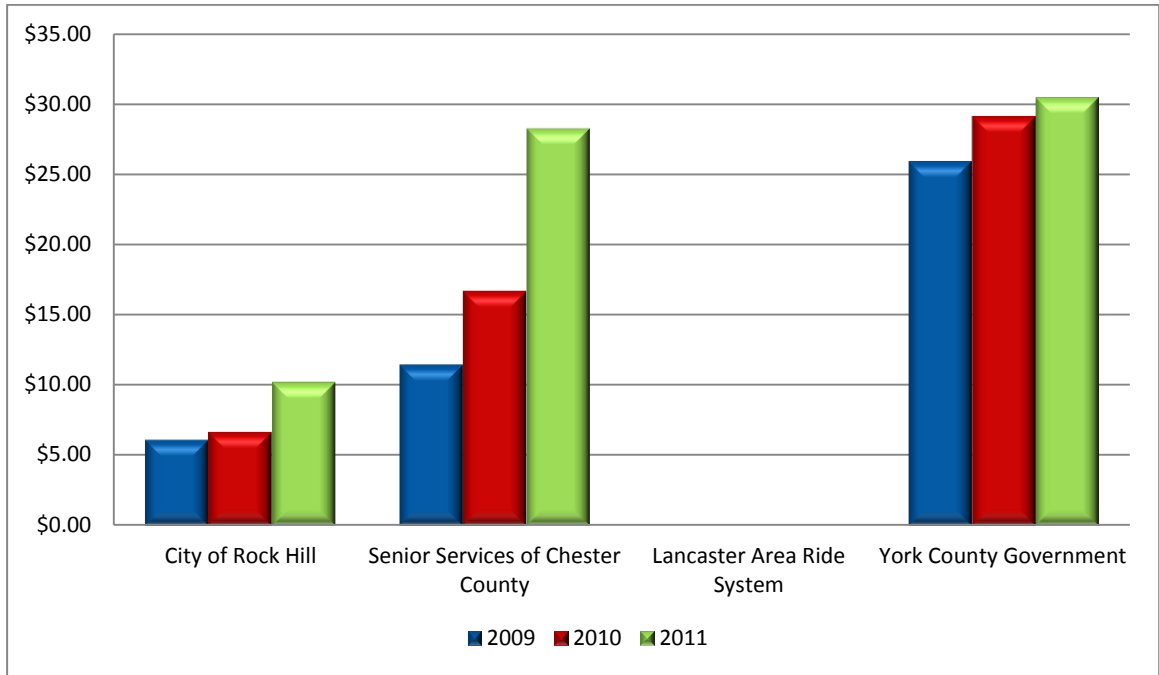
**Table 2-9, Figure 2-16 and Figure 2-17** present the cost per passenger trip data for 2009, 2010, and 2011. The cost per passenger trip increased for fixed route service and nearly doubled for demand response. It should be noted that the cost per passenger trip increase was driven by the reduction in the Senior Services of Chester County ridership between FY 09 and FY11.

**Table 2-9: Cost per Passenger Trip by Agency - Catawba Region FY 2009 to FY 2011**

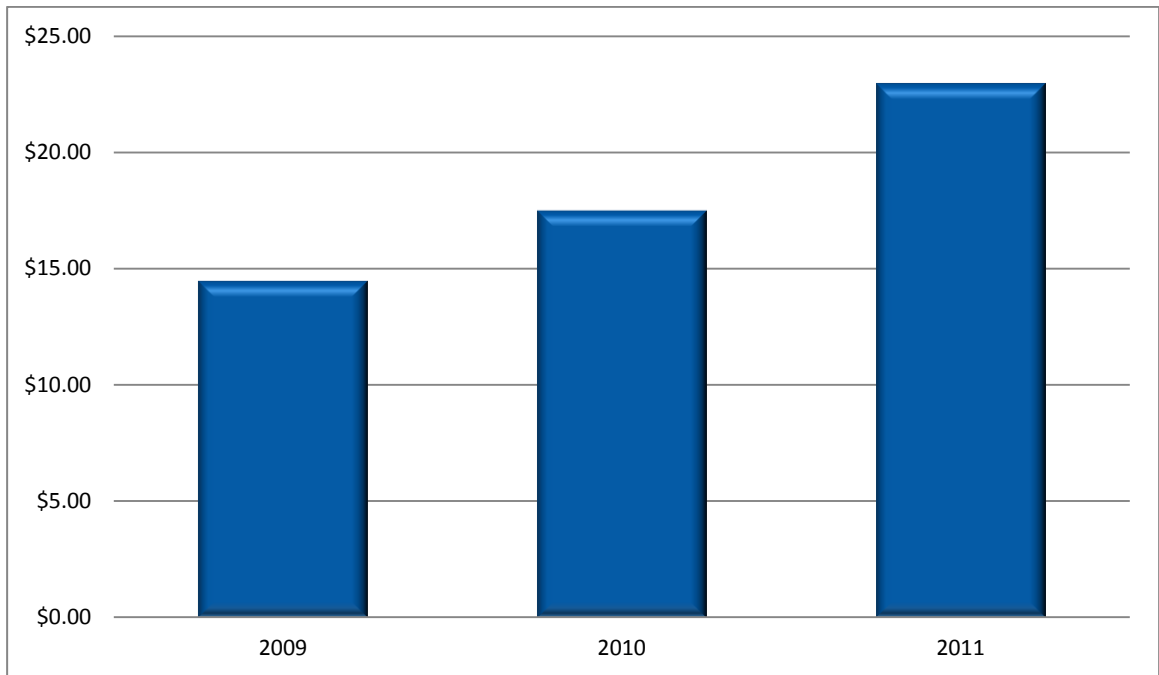
Agency	Service	2009	2010	2011
City of Rock Hill	Fixed Route	\$5.10	\$4.70	\$8.68
	Demand Response	\$12.13	\$13.61	\$14.25
	<b>Total</b>	<b>\$6.11</b>	<b>\$6.67</b>	<b>\$10.23</b>
Senior Services of Chester County	Fixed Route	–	–	–
	Demand Response	\$11.45	\$16.73	\$28.25
	<b>Total</b>	<b>\$11.45</b>	<b>\$16.73</b>	<b>\$28.25</b>
	Other - Medicaid	\$14.57	\$13.81	\$17.09
Lancaster Area Ride System	Fixed Route	–	–	–
	Demand Response	–	–	–
	<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>
York County Government	Fixed Route	–	–	–
	Demand Response	\$25.91	\$29.16	\$30.48
	<b>Total</b>	<b>\$25.91</b>	<b>\$29.16</b>	<b>\$30.48</b>
<b>Total Catawba Region</b>	<b>Fixed Route</b>	<b>\$5.10</b>	<b>\$4.70</b>	<b>\$8.68</b>
	<b>Demand Response</b>	<b>\$11.98</b>	<b>\$16.45</b>	<b>\$22.49</b>
	<b>Total</b>	<b>\$9.09</b>	<b>\$11.04</b>	<b>\$15.25</b>
	<b>Other - Medicaid</b>	<b>\$14.57</b>	<b>\$13.81</b>	<b>\$17.09</b>

(1) LARS FY 2011 cost per passenger was \$20.19.

**Figure 2-16: Catawba Region Annual Cost/Passenger Trip**



**Figure 2-17: Catawba Region Annual Cost/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 FY 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 Catawba Region, which are noted below:

- City of Rock Hill
  - Revenue vehicle miles – FY 2011 = 217,557; FY 2012 = 190,091
  - Passengers per revenue vehicle mile – FY 2011 = 0.27; FY 2012 = 0.32
  - Passengers per revenue vehicle hour – FY 2011 = 6.01; FY 2012 = 6.68
  
- Senior Services of Chester
  - Revenue vehicle miles – FY 2011 = 454,034; FY 2012 = 405,774
  - Cost per passenger trip – FY 2011 = \$22.33; FY 2012 = \$25.77
  
- York County
  - Passengers – FY 2011 = 3,121; FY 2012 = 4,123
  - Revenue vehicle miles – FY 2011 = 46,118; FY 2012 = 81,439
  - Revenue vehicle hours – FY 2011 = 2,519; FY 2012 = 4,392
  - Operating Expenses – FY 2011 = \$95,117; FY 2012 = \$165,759
  - Cost per passenger trip – FY 2011 = \$30.48; FY 2012 = \$40.20
  - Passengers per revenue vehicle mile – FY 2011 = 0.07; FY 2012 = 0.05
  - Passengers per revenue vehicle hour – FY 2011 = 1.2; FY 2012 = 0.94

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

Many residents in the Catawba Region face challenges of long trips to needed employment, commercial, medical or government destinations. The primary destinations within the region are Rock Hill and outside the region to Charlotte. The Rock Hill Express utilizes the Downtown Rock Hill Park and Ride on White Street, the Manchester Cinemas in Rock Hill, Baxter Village, and the Plaza Fiesta Carolinas in Fort Mill for connections to Charlotte.

## 2.6 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 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. One key to integration of intercity bus service is to connect patrons to high speed rail service, which extends the reach of the high speed rail corridor. This type of connection should be considered in future high speed rail planning. This could be a very successful service model to connect the Rock Hill area to high speed rail along the I-85 corridor in Charlotte.



Although there is not a funded national program for the actual construction of high speed rail passenger corridors, the United States Department of Transportation (USDOT) has designated a network of corridors for the development of high speed rail service in this country. These corridors are generally focused on regional trips that could be competitive with commercial air service from a schedule standpoint. To date, only small amounts of Federal funding have been provided, adequate only for studies. South Carolina is a member of the Southeast High Speed Rail Coalition, along with its neighbors, North Carolina, Georgia, Florida and Virginia. Two corridors that pass through South Carolina have been adopted as part of the Southeast High Speed Rail Coalition plan. These corridors were added to the Southeast Corridor network designated by the USDOT as future high speed rail passenger routes.

Given the Catawba Region's location adjacent to the Charlotte Metropolitan Area, a connection to a high speed rail station in Charlotte would not be difficult and could enhance mobility for Catawba region residents.

The Rock Hill-York County-Charlotte Rapid Transit Feasibility Study was completed by the Rock Hill/Fort Mill Area Transportation Study (RFATS), assessing feasibility for bus rapid transit (BRT) and other high-capacity transit modes along the US 21 corridor with potential connections to the LYNX light rail system operated by the Charlotte Area Transit System (CATS). BRT was determined to be the most suitable among studied modes due in part to more favorable capital cost efficiencies. Planning and project development should be continued toward a goal of implementation. As part of the 2040 MTP, a separate rail plan is being developed addressing passenger rail options.



## 3. HUMAN SERVICES COORDINATION

In 2007, the Catawba 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 Plan & Coordination provides a summary 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 (SAFETEA-LU). The SAFETEA-LU legislation authorized the provision of \$286.4 billion in funding for federal surface transportation programs over six years through FY2009, 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 Catawba region met all federal requirements by focusing on the transportation needs of disadvantaged persons.

#### 3.1.2 Today

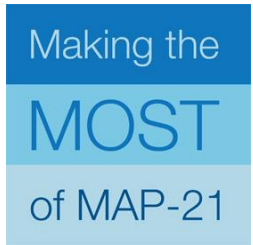
In June 2012, Congress enacted a new two-year federal surface transportation authorization, MAP-21, which retained many but not all of the coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom are eliminated as stand-alone programs, and the Section 5310 and New Freedom Programs 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 FY 2013 and currently authorized through FY 2014.

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 (ADA).;
- 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 Catawba 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 were developed from feedback received during the planning process are presented below. These goals also support the overall SCMTP 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; 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 Catawba Region, the gaps and needs in the region, and strategies to meet future needs.



### 3.4 State of Coordination in the Catawba Region

As part of this plan update process, local and regional plans completed since 2007 were reviewed. In the initial 2007 Catawba Regional Human Services Coordination Plan, several coordinated efforts were in place then, and are still occurring in the region today.<sup>4</sup> Some of the activities are sponsored by the COG and other efforts are completed informally among the agencies.

- Sharing of vehicles—Department of Disabilities and Special Needs does this in Lancaster County.
- Sharing information (Catawba Coalition and Lancaster Coalition—transportation comes up at these group meetings).
- United Way’s Needs Assessment work.
- Some referral of services.
- Catawba Regional Council of Governments Board of Directors passed a resolution recognizing Catawba Regional Council of Governments as the Regional Transportation Management Association (RTMA) in the Catawba Region.
- Led an effort in Chester County resulting in publication of the Chester County Public Transportation Feasibility Study and subsequent provision of a county-wide demand response service in Chester County named the “Chester County Connector.”
- Worked with York County to establish a demand response service in the rural areas of York County. System name is “York County Access.”
- Helped facilitate the City of Rock Hill’s planning efforts to initiate a demand response service in the urbanized areas of York County. System is named “York County Access.”

<sup>4</sup> Catawba Regional Human Services Transportation Coordination Plan, 2007.

- Involved in various activities within the region to promote and inform the community about issues associated with public transportation.
- Catawba COG coordinated outreach and implementation of Lancaster Area Rideshare (LARS) in Lancaster County.

### 3.5 Barriers and Needs in the Catawba 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 through the COG, data were collected regarding transportation gaps and barriers faced in the region today. One issue for the region is Fort Mill, Tega Cay, Indian Land areas are part of the Charlotte metropolitan area, and are not served by RFATS. The results of the needs assessment are summarized in **Table 3-1**.

### 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. These stakeholders were asked to review and update the strategies identified in the 2007 Regional Human Services Transportation Plan and identify other successful coordination efforts that are needed today. The updated strategies for the Catawba Region are shown in **Table 3-2**.



**Table 3-1: Needs Assessment Summary**

Barriers / Constraints / Gaps
<b>Maintain Existing Services</b>
Lack of funding to serve current needs.
Rising fuel costs and costs associated with provision of services.
Growing elderly population and aging-in-place demands.
The lack of density poses problems for provision of public transit.
<b>Create New/Expanded Services</b>
Lack of funding to serve increased demand or expanded services.
Limited flexibility to meet client needs for non-medical transit. (e.g. jobs or jobs-training, or non-essential trips like shopping)
<b>Coordination Activities</b>
Improved transportation coordination through state and local planning guidance.
Unclear roles and responsibilities for transportation, particularly when individuals are clients of multiple programs.
Unclear roles and responsibilities can lead individual programs to attempt to shift their client transportation costs to other programs.
Lack of standardized accounting and reporting procedures across programs.
Uncertainty in using resources for other than eligible program clients.
Fort Mill, Tega Cay, Indian Land areas are part of the Charlotte metropolitan area and not served by RFATS.
<b>Barriers and/or Impediments Created by Laws</b>
ADA, Jacob's Law, Buy America, etc.
<b>Insurance Challenges</b>
Crossing state lines to pick up or drop off a client. The Catawba Region is part of the Greater Charlotte, North Carolina Region and frequently needs to cross state lines for medical, employment, and training opportunities. These services can be problematic for providers due to the Federal Motor Carrier Safety Administration (FMCSA) and Federal Transit Agency (FTA) regulations that govern interstate commerce and public transportation, respectively, and differences in North Carolina and South Carolina insurance regulations.
Identify barriers that inhibit resource sharing because of insurance constraints.
Liability and cost of providing transportation.
<b>Mobility Manager</b>
Lack of a Regional Mobility Management concept supported by state and transportation providers.
<b>Service Standards</b>
Common performance and service standards among partners.



**Table 3-2: Updated Strategies**

Coordination Strategies (Needs & Solutions)
Need more support from local governments and the private sector to continue provision of existing services.
Deploy more fuel efficient vehicles.
Secure funding for replacement vehicles and ongoing operations.
Increase efficiencies to maintain services.
Increased community access.
There is a need to be better able to connect seamlessly between providers to ensure that rural riders are not at an economic or social disadvantage.
Frequent access to transportation is restricted or limited due to dispersed trips and distances traveled for services.
More efficient sharing of resources through managing driver and vehicle availability.
Provide opportunities for joint partnerships.
Better understand trip origins and destinations.
Secure funding for new vehicles and operations.
Offer access to jobs, skills development, and training programs.
Provide expanded community access.
Expand service during non-standard hours.
Define what coordination means and how it will impact agencies.
Define where one program's responsibility ends and where another begins.
Simplified accounting and reporting procedures across programs.
More common performance standards across programs
Examine broad coordination strategies, such as joint identification of clients, shared planning resources, cost-sharing as part of the process, dispatch, etc.
Coordination and/or sharing vehicles to prevent duplication of service or to prevent the underutilization of resources.
Analyze laws to determine real or perceived constraints.
Raise awareness and understanding of constraints created by various laws--real or perceived.
Federal and state agencies need to work together to address insurance barriers that inhibit paratransit services crossing state lines. Rural areas are often poorly linked, compared to urban systems. There is a need to be better able to connect seamlessly between providers to ensure that rural riders are not at an economic or social disadvantage. The "donut hole" issue that exists between the MPO areas and rural areas is a specific example of this issue.
Analyze need and fiscal requirements for development of regional mobility management.
Establish a call center with tools necessary to assist with scheduling trips on unused seats.
Create joint, cooperative programs utilizing resources of various partners.
Develop common standards for driver training and qualifications.
Set up mechanisms for sharing driver information, such as background checks.
Develop cost allocation plan among service partners.
Share allocation plan among service partners.

In addition to the strategies described above, stakeholders also identified future planning efforts for the region that are a priority.

- Assess feasibility of alternate funding sources
- Assess feasibility of pilot projects utilizing alternative fuel vehicles
- Determine what effect suggested changes have on existing services
- State and Local Planning Guidance
- Establish criteria for what minimum level of transit service should be provided
- Identify future needs
- Prioritize emerging service needs
- Identify additional opportunities and resources
- Assess feasibility of expanding service during non-standard hours to better serve employment related transit
- Assess impacts of coordination on agencies and clients
- State and local guidelines to aid (start, improve, expand) transportation coordination
- Basic facts and figures needed to analyze existing services and benefits of coordination
- Financial and other incentives are needed to support transportation coordination efforts
- Work to structure guidelines and templates that agencies may use to define vehicle usage, maintenance, liability, staff, facilities, etc.
- Effect public policy changes, if appropriate
- Require legislative changes, if appropriate
- Requires involvement on State and Federal level to identify long-term solutions to insurance disparities and costs
- Investigate successful mobility management efforts and how they can be applied locally.
- Assess the economic benefit of mobility management
- Execute MOUs among service partners
- Promote understanding of actual costs for providing transportation
- Conduct cost/benefit analysis for providing service

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 Catawba Regional Transit Plan is intended to function as a stand-alone supplement to the SCDOT Statewide Multimodal Transportation Plan (MTP). The development of the MTP began with a comprehensive Vision process, inclusive of workshops and meetings with SCDOT executive leadership, which was the foundation in 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 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 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 Catawba 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>5</sup> was developed in 2008 with accompanying goals to support that vision. This vision continues to support the 2040 MTP and public transportation efforts

<sup>5</sup> Berkeley-Charleston-Dorchester Regional Transit Plan, May 2008.

within each region of the state. The vision statement<sup>6</sup> and goals were developed for purposes of guiding future decisions for public transportation in the future.

#### 4.3.1 South Carolina 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 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 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.
- 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.

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<sup>6</sup> Catawba Regional Transit Plan, May 2008.

### 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 last 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:

- The CATS express service is successful, but otherwise there is a poor perception of public transportation in the region.
- Increasing traffic congestion and air quality concerns are issues in York County, but in most of the remainder of the region access to jobs and basic services is the main transportation need.
- Geographic gaps were noted in Union and Lancaster Counties, and in the City of Rock Hill (local service). The need for more commuter service was noted, and the elderly, those transitioning off welfare, and persons with disabilities not served by other agencies were listed as groups lacking transportation.
- Coordination among human service agency transportation is needed.
- Previous attempts at public transportation that were not successful were noted as hurdles to overcome in building support among elected officials.
- Growth needs to be directed to make transit a viable option. One example is rail service to and from Charlotte Douglas International Airport for the future.

- More state funding, training, and technical assistance is needed along with shifting some state authority to the regions and making better use of organizations such as the Transportation Association of South Carolina. More state funds should be given to urban systems. Improved communication and help in changing the perception of transit is needed. Improved coordination between statewide agencies is needed.

### **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 Multimodal Transportation Plan 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 B provides a summary of discussion questions and responses from the transit, 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 Plan updates includes partnerships among SCDOT and local staff. Within South Carolina, transportation planning at the urban and regional levels is conducted by 10 Metropolitan Planning Organizations (MPOs) and 10 Councils of Governments (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 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 Council of Governments (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 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 plan and a forum to leave comments and suggestions for the project team.

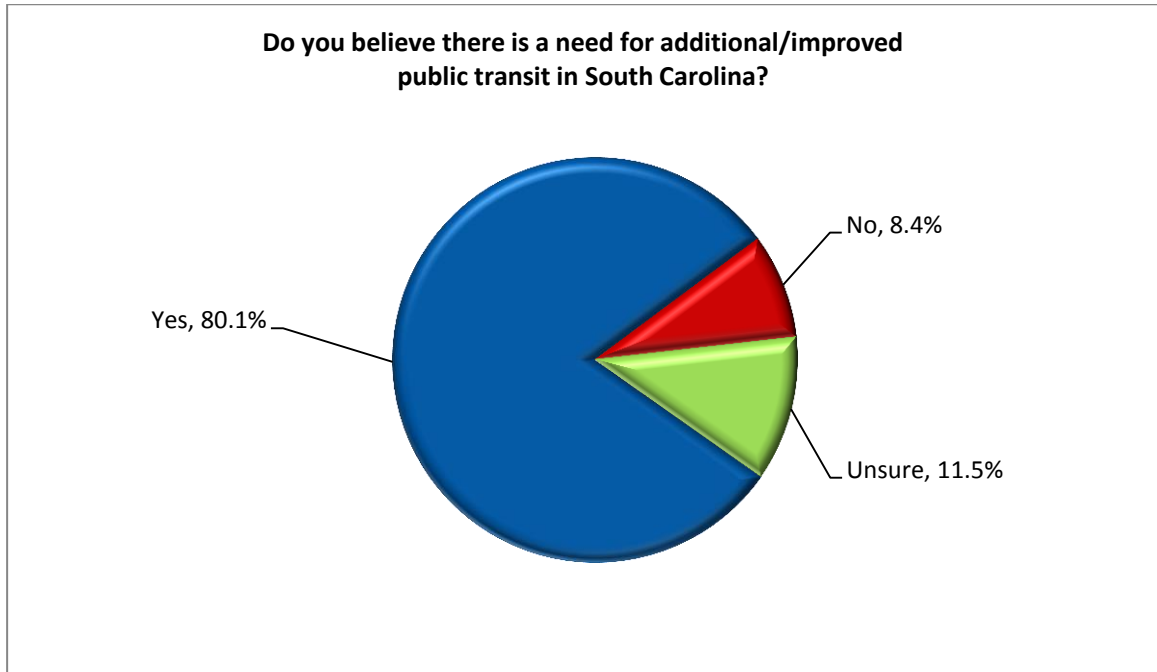
#### Public Transportation Statewide Opinion Survey

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 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**

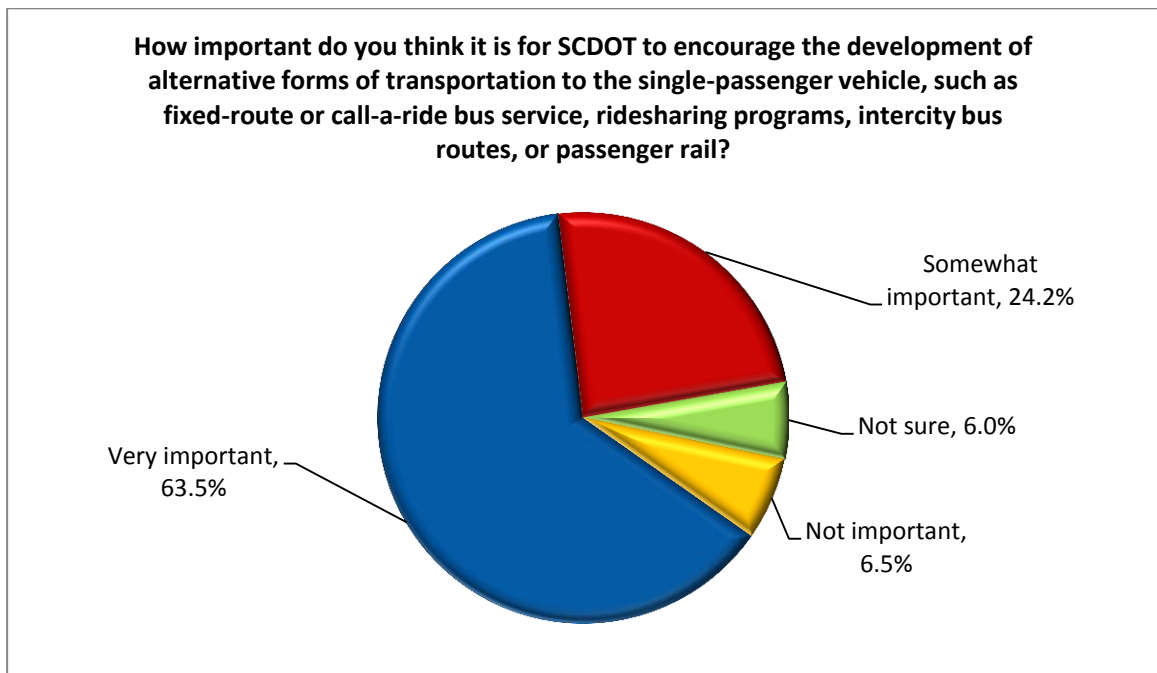
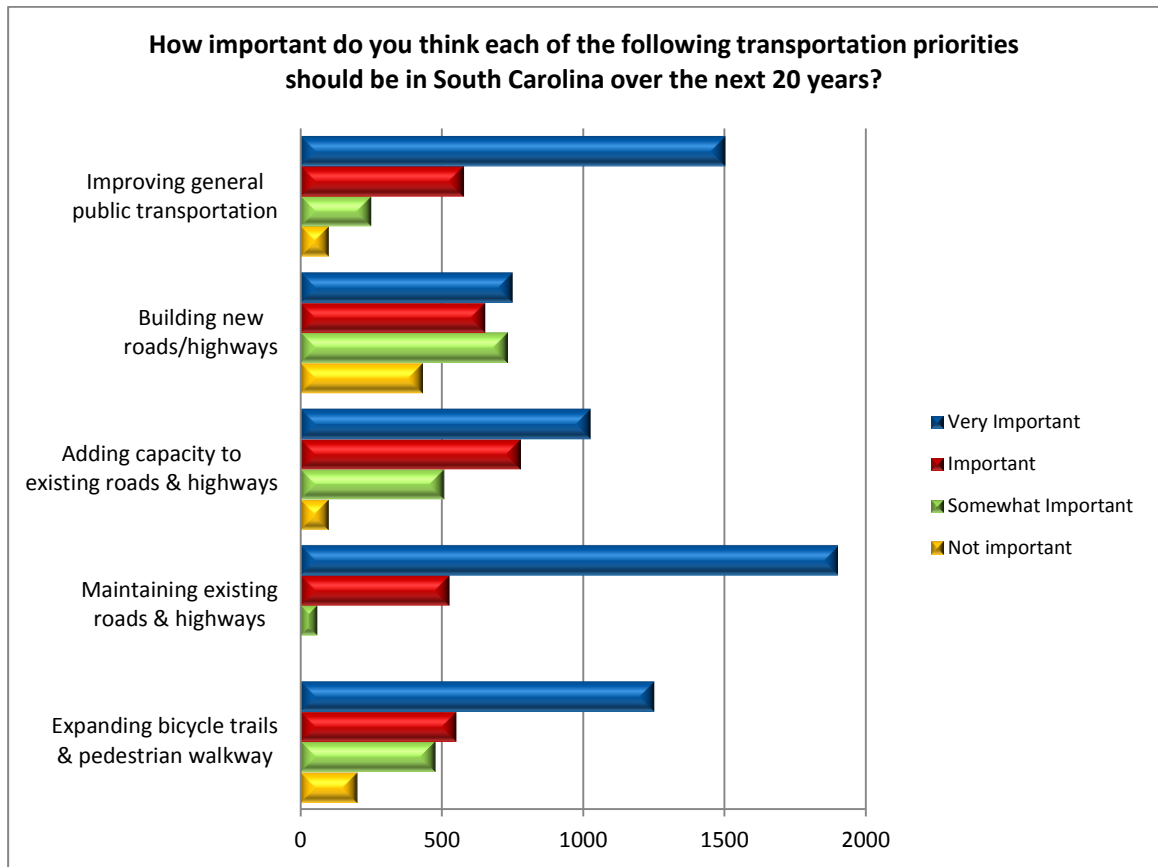


Figure 4-3: Survey Summary, Priorities



## 4.5 Regional Vision Summary

The major public transportation systems in the Catawba Region include the City of Rock Hill, York County Access, Chester County Connector and the recently established Lancaster Area Ride System. Future transit plans for the region include several communities with progressive planning that include increases in service. These plans include:

- The 2008 Regional Transit Plan identified one corridor in the “Panhandle” portion of northern Lancaster County, where residential and office development is transitioning the unincorporated Indian Land area from predominantly rural to a suburban bedroom community southeast of Pineville, North Carolina and the Charlotte urbanized area. The corridor extends south from the North Carolina/South Carolina state line to an area north of Lancaster adjacent to Andrew Jackson State Park. Capacity and access management enhancements were roadway improvements recommended in the previous MTP. LARS has future opportunities for commuter-oriented services to the Indian Land area, through express route services from the Ballantyne Resort area park-and-ride, or through local feeder services to CATS commuter facilities. Concentrated growth patterns and dedicated right-of-way may improve the future feasibility for BRT services, if such right-of-way can be integrated with capacity improvement projects.



An additional corridor in the 2008 RTP included the sparsely developed land south of Rock Hill. Implementation of recommendations regarding fixed-route bus transit from the study by the Rock Hill-Fort Mill Area Transportation Study (RFATS) should be pursued. Potential transit opportunities include expansion of rural demand-responsive and fixed route services between Chester and the Rock Hill-Fort Mill-Charlotte area.

- The Rock Hill-York County-Charlotte (RYC) Rapid Transit Study was initiated by the Rock Hill-Fort Mill Area Transportation Study (RFATS) in 2004 to analyze alternative connections between downtown Rock Hill and the Charlotte metropolitan area. The RYC study resulted in the identification of a locally preferred alternative (LPA) of bus rapid transit along the US 21 corridor between Rock Hill and Charlotte, with a connection to Charlotte's South Corridor light rail service. Stable funding sources for proposed transit services through regional partnerships will be necessary in order to move these various transit concepts forward from feasibility to implementation in the Catawba region.
- CONNECT Our Future is a three-year program (2012 – 2014) aimed at bringing together communities, counties, businesses, states, businesses, educators, non-profits and residents across fourteen counties in South and North Carolina to develop a shared, long-term vision for the future of the region. It is supported by a \$4.9 million HUD Sustainable Communities Grant and \$3 million in local in-kind public and private matching resources. The CONNECT Our Future process has engaged public, private and non-profit organizations across the 14-county region and through community engagement, residents have voiced strong support for transit and more transit choices.

Community Growth Workshops were held in York, Lancaster, Chester and Union counties during October, 2013. Specifically, residents throughout the Catawba Region want more bus transit (local and regional) and more light rail and commuter rail transit. Residents from York and Lancaster counties indicated a desire for high speed rail and enhanced transit and transportation choices. The interest and desire for light rail and more transit opportunities were prevalent themes in workshops in the Catawba Region.

While the CONNECT Our Future Project is unique to the Catawba Regional COG, the opportunity to engage the public through this project has identified transit as key factor for economic development, quality of life and growth strategies for our residents and communities.



## 5. REGIONAL TRANSIT NEEDS

Section 5 provides the public transportation needs and deficiencies for the Catawba 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 COG, transit agencies, and SCDOT staff.

### 5.1 Future Needs

Future needs for public transportation in the Catawba 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 Catawba 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 cost.

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.

**Table 5-1: Catawba Region – Maintain Existing Services Cost Summary**

Catawba 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
City of Rock Hill	\$593,000	\$16,602,000	\$100,000	\$2,800,000	\$19,402,000
Senior Services of Chester County	\$890,000	\$24,932,000	\$148,000	\$4,148,000	\$29,080,000
Lancaster Area Ride System	\$0	\$0	\$0	\$0	\$0
York County Government	\$95,000	\$2,663,000	\$50,000	\$1,400,000	\$4,063,000
<b>TOTAL CATAWBA REGION</b>	<b>\$1,578,000</b>	<b>\$44,198,000</b>	<b>\$298,000</b>	<b>\$8,348,000</b>	<b>\$52,545,000</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 Catawba 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
- 2040 MTP 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 Catawba 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. **Appendix C** provides the detailed information for each agency.

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

Catawba Region	Enhance Services		2040 TOTAL (29 yrs) Enhance Service
	Oper/Admin	Capital	Oper/Admin/Cap
City of Rock Hill	\$15,897,000	\$1,017,000	\$16,914,000
Senior Services of Chester County	\$7,400,000	\$1,081,500	\$8,481,500
Lancaster Area Ride System	\$24,849,000	\$570,000	\$25,418,774
York County Government	\$5,250,000	\$509,000	\$5,759,000
<b>Total Catawba Region</b>	<b>\$53,396,000</b>	<b>\$3,177,500</b>	<b>\$56,573,000</b>

## 5.4 Needs Summary

To summarize, the total public transportation needs to maintain existing transit services and for enhanced transit services for the Catawba 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, commuter services, and specialized transportation for the elderly and disabled are important components of the overall network.

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

Catawba Region	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
City of Rock Hill	\$593,000	\$16,602,000	\$100,000	\$2,800,000	\$19,402,000	\$15,897,000	\$1,017,000	\$16,914,000	\$36,316,000
Senior Services of Chester County	\$890,000	\$24,932,000	\$148,000	\$4,147,752	\$29,080,000	\$7,400,000	\$1,081,500	\$8,481,500	\$37,561,000
Lancaster Area Ride System	\$0	\$0	\$0	\$0	\$0	\$24,849,000	\$570,000	\$25,418,774	\$25,419,00074
York County Government	\$95,000	\$2,663,266	\$50,000	\$1,400,000	\$4,063,000	\$5,250,000	\$509,000	\$5,759,000	\$9,822,000
<b>TOTAL CATAWBA REGION</b>	<b>\$1,578,000</b>	<b>\$44,198,000</b>	<b>\$298,000</b>	<b>\$8,348,000</b>	<b>\$52,545,000</b>	<b>\$53,396,000</b>	<b>\$3,177,500</b>	<b>\$56,573,274</b>	<b>\$109,119,000</b>

## 5.5 Transit Demand vs. Need

The above sections (Section 5.2 and 5.3) of this report identify the local service needs from the individual transit systems in the Catawba 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 study is an update to the 2008 plan that included an analysis of transit demand. Below is updated information that uses data from the 2010 US 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>7</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>7</sup> *Arkansas Public Transportation Needs Assessment and Action Plan*, prepared for the Arkansas State Highway and Transportation Department by SG Associates, 1992. Catawba Regional Transit Plan, 2008.

Table 5-4: Catawba Region Population Groups

	Elderly (Over 65)				Disabled (Under 65)				Poverty (Under 65)			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Chester County	1,293	1,275	1,264	1,268	2,641	2,606	2,582	2,590	4,143	4,088	4,050	4,063
Lancaster County	8,346	9,440	10,377	11,596	4,611	5,215	5,733	6,407	9,049	10,235	11,250	12,573
Union County	2,688	2,645	2,608	2,617	2,304	2,267	2,236	2,243	2,942	2,895	2,855	2,865
York County	12,146	14,587	17,230	19,106	6,147	7,382	8,719	9,668	8,352	10,030	11,848	13,137
<b>Rural</b>	<b>24,473</b>	<b>27,948</b>	<b>31,479</b>	<b>34,586</b>	<b>15,703</b>	<b>17,470</b>	<b>19,270</b>	<b>20,908</b>	<b>24,486</b>	<b>27,249</b>	<b>30,003</b>	<b>32,638</b>
Chester County	1,065	1,051	1,041	1,045	0	0	0	0	2,060	2,033	2,014	2,020
Lancaster County	2,355	2,663	2,927	3,271	0	0	0	0	4,190	4,739	5,209	5,822
Union County	1,996	1,964	1,936	1,943	0	0	0	0	1,992	1,960	1,933	1,940
York County	11,494	13,804	16,306	18,080	5,487	6,590	7,784	8,631	16,103	19,339	22,843	25,329
<b>Urban</b>	<b>16,910</b>	<b>19,482</b>	<b>22,211</b>	<b>24,339</b>	<b>5,487</b>	<b>6,590</b>	<b>7,784</b>	<b>8,631</b>	<b>24,345</b>	<b>28,071</b>	<b>31,999</b>	<b>35,111</b>
<b>Catawba COG</b>	<b>41,383</b>	<b>47,430</b>	<b>53,689</b>	<b>58,926</b>	<b>21,190</b>	<b>24,060</b>	<b>27,054</b>	<b>29,540</b>	<b>48,831</b>	<b>55,320</b>	<b>62,003</b>	<b>67,748</b>

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>8</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 Catawba Region. The daily transit trips are 3,102 for the year 2010 and 4,325 for 2040. The annual transit trips for the region are projected to be approximately 1.6 million for 2040. About 58 percent of the projected daily ridership is attributed to rural areas and the remaining 42 percent to urban areas.

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

	Annual Transit Demand				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Chester County	97,155	95,865	94,985	95,278	266	263	260	261
Lancaster County	229,999	260,149	285,954	319,560	630	713	783	876
Union County	84,528	83,182	82,015	82,307	232	228	225	225
York County	261,309	313,817	370,685	411,025	716	860	1,016	1,126
<b>Rural</b>	<b>672,991</b>	<b>753,012</b>	<b>833,639</b>	<b>908,170</b>	<b>1,844</b>	<b>2,063</b>	<b>2,284</b>	<b>2,488</b>
Chester County	30,913	30,502	30,222	30,316	85	84	83	83
Lancaster County	64,040	72,435	79,620	88,977	175	198	218	244
Union County	35,878	35,307	34,811	34,935	98	97	95	96
York County	328,227	394,181	465,613	516,283	899	1,080	1,276	1,414
<b>Urban</b>	<b>459,058</b>	<b>532,425</b>	<b>610,267</b>	<b>670,511</b>	<b>1,258</b>	<b>1,459</b>	<b>1,672</b>	<b>1,837</b>
<b>Catawba COG</b>	<b>1,132,049</b>	<b>1,285,438</b>	<b>1,443,906</b>	<b>1,578,681</b>	<b>3,102</b>	<b>3,522</b>	<b>3,956</b>	<b>4,325</b>

<sup>8</sup> Catawba Regional Transit Plan, 2008, NHTS.



### 5.5.2 Mobility Gap Methodology<sup>9</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 Catawba region without vehicles, based upon Census information. Rural and urban trip rate data were derived from the 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>9</sup> Catawba Regional Transit Plan, 2008.

Table 5-6: Catawba 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
Chester County	647	638	633	635	946	933	925	928	537	530	525	527
Lancaster County	1,280	1,448	1,591	1,778	1,717	1,942	2,135	2,386	1,093	1,236	1,359	1,519
Union County	671	660	651	653	892	878	865	869	375	369	364	365
York County	2,200	2,642	3,121	3,460	3,377	4,056	4,791	5,312	1,283	1,541	1,820	2,018
<b>Rural</b>	<b>4,798</b>	<b>5,389</b>	<b>5,996</b>	<b>6,527</b>	<b>110</b>	<b>7,809</b>	<b>8,716</b>	<b>9,494</b>	<b>3,288</b>	<b>3,676</b>	<b>4,068</b>	<b>4,428</b>
Chester County	409	404	400	401	187	185	183	183	519	512	507	509
Lancaster County	624	706	776	867	296	335	368	411	811	917	1,008	1,127
Union County	517	509	502	503	917	902	890	893	813	800	789	792
York County	2,094	2,515	2,970	3,294	1,510	1,813	2,142	2,375	3,011	3,616	4,271	4,736
<b>Urban</b>	<b>3,644</b>	<b>4,133</b>	<b>4,648</b>	<b>5,065</b>	<b>2,910</b>	<b>3,235</b>	<b>3,583</b>	<b>3,863</b>	<b>5,154</b>	<b>5,846</b>	<b>6,576</b>	<b>7,164</b>
<b>Catawba COG</b>	<b>8,442</b>	<b>9,521</b>	<b>10,644</b>	<b>11,592</b>	<b>3,020</b>	<b>11,044</b>	<b>12,298</b>	<b>13,356</b>	<b>8,442</b>	<b>9,521</b>	<b>10,644</b>	<b>11,592</b>

**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>10</sup>

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

	Person-Trips 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 vehicle 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 US Census 2010 household data (Table 5-6) and the appropriate Mobility Gap trip rate, the estimated demand was calculated for each county in the Catawba 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 Catawba 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 23,000 person-trips per day, while urban daily demand is approximately 25,000 person-trips per day. The Mobility Gap method estimates the Catawba Region transit demand (based upon 365 days of service) at 15 million person-trips per year for 2010, and approximately 20 million per year for 2040. Daily person-trips for the Catawba Region would be approximately 55,000 by 2040.

<sup>10</sup> 2001 NHTS.

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

	Annual Trip Demand - Mobility Gap				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Chester County	1,164,270	1,148,812	1,138,272	1,141,785	3,190	3,147	3,119	3,128
Lancaster County	2,369,733	2,680,372	2,946,245	3,292,499	6,492	7,343	8,072	9,021
Union County	813,038	800,096	788,866	791,674	2,228	2,192	2,161	2,169
York County	2,781,672	3,340,620	3,945,992	4,375,413	7,621	9,152	10,811	11,987
<b>Rural</b>	<b>7,128,713</b>	<b>7,969,900</b>	<b>8,819,376</b>	<b>9,601,370</b>	<b>19,531</b>	<b>21,835</b>	<b>24,163</b>	<b>26,305</b>
Chester County	771,000	760,764	753,784	756,111	2,112	2,084	2,065	2,072
Lancaster County	1,204,781	1,362,711	1,497,882	1,673,918	3,301	3,733	4,104	4,586
Union County	1,207,752	1,188,527	1,171,846	1,176,016	3,309	3,256	3,211	3,222
York County	4,472,991	5,371,792	6,345,243	7,035,761	12,255	14,717	17,384	19,276
<b>Urban</b>	<b>7,656,525</b>	<b>8,683,794</b>	<b>9,768,756</b>	<b>10,641,807</b>	<b>20,977</b>	<b>23,791</b>	<b>26,764</b>	<b>29,156</b>
<b>Catawba COG</b>	<b>14,785,238</b>	<b>16,653,693</b>	<b>18,588,131</b>	<b>20,243,177</b>	<b>40,508</b>	<b>45,627</b>	<b>50,926</b>	<b>55,461</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 Catawba region. The APTNA method estimates annual transit demand at 1.1 million person-trips per year for 2010, while the Mobility Gap method estimates annual transit demand at 14.8 million person-trips per year. **Table 5-9** compares results for the two methods.

**Table 5-9: Catawba Region Transit Demand Comparison**

	Demand	2010	2020	2030	2040
APTNA <sup>(1)</sup>	Annual	1,132,049	1,285,438	1,443,906	1,578,681
Mobility Gap <sup>(2)</sup>	Annual	14,785,238	16,653,693	18,588,131	20,243,177
Actual	Trips 2011	100,957			

<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.

Both methods indicate that the current level of reported transit service provided in the Catawba region (101,000 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.

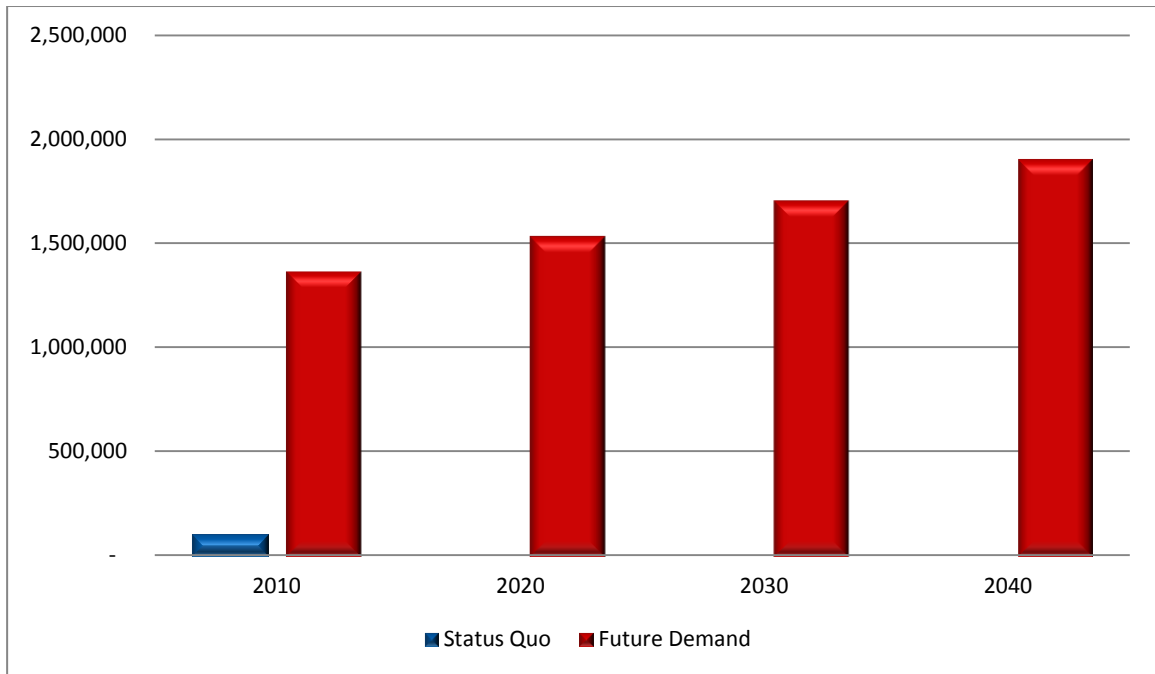
The APTNA method’s estimate for urban transit need is not realistic, and the Mobility Gap method for estimating urban transit need is too overstated. In the previous 2008 plan, the methodology calculations were modified by the study team to produce a more realistic estimate. This updated plan continues 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 Catawba region’s transit needs. A comparison with the current level of transit service in the Catawba region (101,000 trips per year) suggests the adjusted transit demand method is realistic, while the estimate provided by the APTNA method is a low-end goal and the Mobility Gap method is a “high-end” goal for the region.

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

Demand	2010	2020	2030	2040
2013 Adjusted Needs	1,369,000	1,536,000	1,706,000	1,905,000
Actual Trips 2011	101,000			
Needs Met	7%			

Based on the adjusted transit demand forecast, the total transit demand in 2010 was estimated at 1.3 million one-way trips. In FY 2011, 100,957 trips were provided. The percent of demand met is 7 percent. To meet the current transit need, 1.3 million additional trips are needed among the existing transit systems or future services. The demand forecast shows that by 2040, the estimated transit demand will exceed 1.9 million trips. (Figure 5-1)

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



## 5.6 Benefits of Expansion in Public Transportation

The impacts of public transit go beyond transportation-related measures of mobility and accessibility, and 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. One example includes 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. Transit agencies dependent on annual appropriations and informal agreements may have the following consequences:

- Passengers are not sure from one year to the next if service will be provided. As a result, potential passengers may opt to purchase a first or second car, rather than rely on the continued availability of transit service.
- Transit operators and staff are not sure of having a long-term position. As a result, a transit system may suffer from high turnover, low morale, and a resulting high accident rate.
- The lack of a dependable funding source inhibits investment for both vehicles and facilities. Public agencies are less likely to enter into cooperative agreements if the long-term survival of the transit organization is in doubt.

To provide high-quality transit service and to become a well-established part of the community, a dependable source of funding is essential. 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.

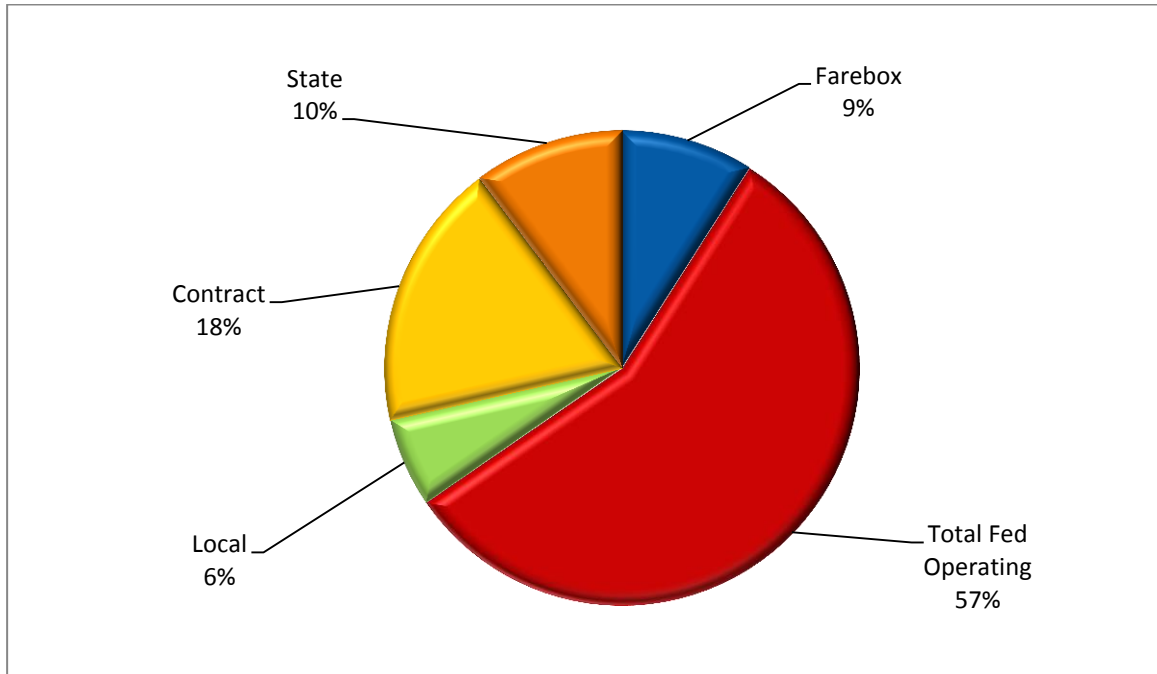


## 6.1 Catawba Region

Given the continued growth in population and employment projected for South Carolina and the Catawba Region, particularly in York and Lancaster counties who have experienced accelerated growth, public transportation will become increasingly important as a viable transportation option. However, for the Region to provide continuous, reliable, and expanding transit services, a stable funding mechanism will be imperative. City-county cooperation in the identification of long-term funding sources is crucial.

Transit funding revenues for the Catawba Region are shown in **Figure 6-1** and **Table 6-1**. Approximately six percent of total funding for transit operations is from local funds in the region. Approximately 56 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 91 percent of the capital expenditures in the region. State funding represents approximately 10 percent for operations and 1 percent of regional capital projects. The region as a whole has a farebox return ratio of approximately nine percent.

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



**Table 6-1: Catawba 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	
City of Rock Hill	\$160,462	\$606,262	\$31,744		\$128,072		\$926,540	\$0					\$926,540
Senior Services of Chester County	\$38,302	\$591,256	\$84,867	\$418,774	\$84,867		\$1,218,066	\$199,100	\$17,151	\$2,241		\$218,492	\$1,436,558
Lancaster Area Ride System		\$0					\$0	\$0				\$0	\$0
York County Government	\$7,803	\$95,119	\$21,828		\$21,828		\$146,577	\$0				\$0	\$146,577
<b>TOTAL CATAWBA REGION</b>	<b>\$206,567</b>	<b>\$1,292,637</b>	<b>\$138,439</b>	<b>\$418,774</b>	<b>\$234,767</b>	<b>\$0</b>	<b>\$2,291,183</b>	<b>\$199,100</b>	<b>\$17,151</b>	<b>\$2,241</b>	<b>\$0</b>	<b>\$218,492</b>	<b>\$2,509,675</b>
	9%	56%	6%	18%	10%			91%	8%	1%			

## 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. To reduce this volatility, systems have been pushing for local dedicated funding sources that produce consistent revenues from year to year. For example, Charleston County dedicated a half-cent transportation sales tax, a portion of which is allocated to the Charleston Area Regional Transportation Authority (CARTA) and the Berkeley-Charleston-Dorchester Rural Transportation Management Association (BCDRTMA). Richland County also recently passed a one percent Transportation Tax, in addition to the Local Option Tax already imposed. The proceeds of the tax support the Central Midlands Regional Transit Authority (CMRTA) system. **Appendix D** presents a summary chart of 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, 89 percent indicated that they would be willing to have local taxes used for public transportation; likewise, 80 percent of the residents 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 Regional Transit & Coordination 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 region provide approximately 101,000 trips annually, which meets 7 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 to employment and activity centers, opportunities for improved efficiencies, greater emphasis on commuter transportation and a substantial need for increases in the overall funding for transit.

The Catawba Region represents a cross-section of the rural networks, human service transportation programs and urban service. The public perception of transit is good within the region, but it is deemed a public service rather than a viable 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 Catawba Region using the “maintain 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 the transit needs section of this report, should this scenario continue, the unmet needs for public transit in the Catawba Region would increase.

### 7.1 Increase to 20 Percent of Needs Met

The existing transit demand for 2010, as discussed earlier in the report, was approximately 1.4 million trips, with approximately 7 percent (101,000 trips) of that need met with existing services. The 2020 projected demand increases to 1.5 million trips. One goal for the Catawba Region may be to increase the need met to 20 percent by 2020, which equates to providing 307,000 trips or an increase of 206,200 one-way trips. With an existing regional average of 3.02 passengers per hour, transit agencies in the region would need to increase revenue service hours by 68,300 annually (206,201/3.02). The average cost per hour for the region is \$54.55. To meet approximately 20 percent of the need in 2020, operating and administrative budgets would need to increase by approximately \$3.7M (68,278 x \$54.55) annually.

**Table 7-1: Catawba 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				
City of Rock Hill	\$592,933	\$592,933	\$592,933	\$592,933	\$592,933	\$592,933	\$592,933	\$592,933	\$4,743,464	\$5,929,330	\$5,929,330	\$16,602,124
Senior Services of Chester County	\$890,434	\$890,434	\$890,434	\$890,434	\$890,434	\$890,434	\$890,434	\$890,434	\$7,123,472	\$8,904,340	\$8,904,340	\$24,932,152
Lancaster Area Ride System	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
York County Government	\$95,117	\$95,117	\$95,117	\$95,117	\$95,117	\$95,117	\$95,117	\$95,117	\$760,933	\$951,167	\$951,167	\$2,663,266
<b>Total Catawba Region</b>	<b>\$1,578,484</b>	<b>\$1,578,484</b>	<b>\$1,578,484</b>	<b>\$1,578,484</b>	<b>\$1,578,484</b>	<b>\$1,578,484</b>	<b>\$1,578,484</b>	<b>\$1,578,484</b>	<b>\$12,627,869</b>	<b>\$15,784,837</b>	<b>\$15,784,837</b>	<b>\$44,197,542</b>

The above scenario with the goal of meeting 20 percent of the public transportation needs in the region is one example of increasing public transportation services for residents and visitors to the region. Citizens of the region must work with local officials to determine priorities for their community. The actions listed below support increasing the levels of public transportation.<sup>11</sup>

1. Close the gap between funding needs and available funding levels. As identified in the needs chapter, approximately seven percent of the regional transit need is being met. Substantial investment shortfalls in transit exist and require a broad spectrum of strategies to increase the level of funding from existing sources and identifying new sources so that more of the needs are met. These strategies need to be aggressive, offer transit providers flexibility and should be sustainable in order to facilitate bonding capacity and other long range financing techniques.

To date, transit services have been developed incrementally from jurisdiction to jurisdiction, primarily providing human service type transportation. However, there are several commuter based services as well. The Region will continue to grow as part of the economic development of the Charlotte Region.

2. Improve Efforts to Leverage Federal Dollars. Greater financial participation at both the State and local government level is critical to the success of transit as a mobility solution. Many of the transit systems in South Carolina struggle on an annual basis to generate the matching funds for federal formula dollars.
3. Allow Greater Flexibility for Local Jurisdictions to General Funds. 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.
4. Provide Local Control Options for Transit funding Sources. 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. Municipalities within South Carolina and elsewhere in the Southeast (including Atlanta, Charlotte and now Charleston) have used local sales tax revenues to pay for transit services.
5. Increase State Funding for Transit. 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.

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<sup>11</sup> 2008 Regional Transit Plan.

6. Engage Non-Traditional Partners. 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.
7. Expand Transit Service. There is little doubt that transit can be expanded in its role as a mobility option in South Carolina. Even though there is heightened awareness about the benefits of transit, expansion of service will be predicated upon identifying new service that is cost effective with defined benefits that warrant sustainability and funding. Demand estimates for the Catawba Region show an increase in transit demand every decade between now and 2040. This growth along with increasing congestion on the main thoroughfares leading to and from the Charlotte metropolitan area will need the implementation of transit to maintain mobility.
8. Need to Accommodate the In-Flux of Elderly. South Carolina has one of the fastest growing elderly populations in the US 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 swiftly in the Catawba Region.
9. Rural transportation is a core function of transit in South Carolina and service in these areas should be expanded. All opportunities to enhance demand response services provided in Lancaster, Chester and York Counties should be explored. Also, consideration should be given for establishing commuter express routes for these areas. Rural demand response service should be expanded to Union County, along with a potential commuter express route, particularly between Union County and the Spartanburg region.
10. Increase in Commuter-based Services. There is a need to attract choice riders in the region. The State should support the implementation of regional commuter services through increased funding support, especially for capital expenditures, such as the implementation of formal park and ride facilities, purchase of rolling stock, corridor preservation; as well as the introduction of pilot programs.
11. Coordinating Transportation and Land Use Decisions. 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.





12. 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 2040 Regional Transit & Coordination Plan Update for the Catawba Region provides information relative to transit services in the past five years. The plan identifies existing transit services, public outreach with cooperative partners - SCDOT, the 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 Catawba 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: Ridership by Urban vs. Rural - Catawba Region  
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
City of Rock Hill	Urban	60,771	51,969	57,966
	Rural	–	–	–
	<b>Total</b>	<b>60,771</b>	<b>51,969</b>	<b>57,966</b>
Senior Services of Chester County	Urban	–	–	–
	Rural	61,274	34,075	18,720
	<b>Total</b>	<b>61,274</b>	<b>34,075</b>	<b>18,720</b>
	Other - Medicaid	16,864	18,062	21,150
Lancaster Area Ride System	Urban	–	–	–
	Rural	–	–	–
	<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>
York County Government	Urban	–	–	–
	Rural	2,225	1,839	3,121
	<b>Total</b>	<b>2,225</b>	<b>1,839</b>	<b>3,121</b>
<b>Total Catawba Region</b>	<b>Urban</b>	<b>60,771</b>	<b>51,969</b>	<b>57,966</b>
	<b>Rural</b>	<b>63,499</b>	<b>35,914</b>	<b>21,841</b>
	<b>Total</b>	<b>124,270</b>	<b>87,883</b>	<b>79,807</b>
	<b>Other - Medicaid</b>	<b>16,864</b>	<b>18,062</b>	<b>21,150</b>

*The LARS served 5,188 passengers in FY 2012.*

**Table A-2: Peak Vehicles, Urban vs. Rural - Catawba Region  
FY 2009 to FY 2011**

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
City of Rock Hill	Urban	6	9	6	9	14	14
	Rural	–	–	–	–	–	0
	<b>Total</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>14</b>
Senior Services of Chester County	Urban	–	–	–	–	–	0
	Rural	13	15	8	9	9	10
	<b>Total</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>10</b>
	Other - Medicaid	5	6	7	8	6	7
Lancaster Area Ride System	Urban	–	–	–	–	–	0
	Rural	–	–	–	–	–	0
	<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>0</b>
York County Government	Urban	–	–	–	–	–	0
	Rural	5	5	5	5	10	10
	<b>Total</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>10</b>
<b>Total Catawba Region</b>	<b>Urban</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>14</b>
	<b>Rural</b>	<b>18</b>	<b>20</b>	<b>13</b>	<b>14</b>	<b>19</b>	<b>20</b>
	<b>Total</b>	<b>24</b>	<b>29</b>	<b>19</b>	<b>23</b>	<b>33</b>	<b>34</b>
	<b>Other - Medicaid</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>7</b>

*The LARS had five vehicles (Medicaid and general public) in FY 2012.*

**Table A-3: Annual Vehicle Revenue Miles Urban vs Rural - Catawba Region  
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
City of Rock Hill	Urban	144,002	167,074	217,557
	Rural	–	–	–
	<b>Total</b>	<b>144,002</b>	<b>167,074</b>	<b>217,557</b>
Senior Services of Chester County	Urban	–	–	–
	Rural	827,211	273,403	178,066
	<b>Total</b>	<b>827,211</b>	<b>273,403</b>	<b>178,066</b>
	Other - Medicaid	227,012	229,758	275,968
Lancaster Area Ride System	Urban	–	–	–
	Rural	–	–	–
	<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>
York County Government	Urban	–	–	–
	Rural	35,306	25,297	46,118
	<b>Total</b>	<b>35,306</b>	<b>25,297</b>	<b>46,118</b>
<b>Total Catawba Region</b>	<b>Urban</b>	<b>144,002</b>	<b>167,074</b>	<b>217,557</b>
	<b>Rural</b>	<b>862,517</b>	<b>298,700</b>	<b>224,184</b>
	<b>Total</b>	<b>1,006,519</b>	<b>465,774</b>	<b>441,741</b>
	<b>Other - Medicaid</b>	<b>227,012</b>	<b>229,758</b>	<b>275,968</b>

The LARS provided 50,732 revenue vehicle miles in FY 2012.

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

Agency	Area	2009	2010	2011
City of Rock Hill	Urban	6,688	7,596	9,651
	Rural	–	–	–
	<b>Total</b>	<b>6,688</b>	<b>7,596</b>	<b>9,651</b>
Senior Services of Chester County	Urban	–	–	–
	Rural	24,173	14,777	10,069
	<b>Total</b>	<b>24,173</b>	<b>14,777</b>	<b>10,069</b>
	Other - Medicaid	9,812	11,302	13,537
Lancaster Area Ride System	Urban	–	–	–
	Rural	–	–	–
	<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>
York County Government	Urban	–	–	–
	Rural	2,089	1,519	2,591
	<b>Total</b>	<b>2,089</b>	<b>1,519</b>	<b>2,591</b>
<b>Total Catawba Region</b>	<b>Urban</b>	<b>6,688</b>	<b>7,596</b>	<b>9,651</b>
	<b>Rural</b>	<b>26,262</b>	<b>16,296</b>	<b>12,660</b>
	<b>Total</b>	<b>32,950</b>	<b>23,892</b>	<b>22,311</b>
	<b>Other - Medicaid</b>	<b>9,812</b>	<b>11,302</b>	<b>13,537</b>

The LARS provided 2,510 revenue vehicle hours in FY 2012.

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

Agency	Area	2009	2010	2011
City of Rock Hill	Urban	\$371,105	\$346,723	\$592,933
	Rural	-	-	-
	Total	\$371,105	\$346,723	\$592,933
Senior Services of Chester County	Urban	-	-	-
	Rural	\$701,448	\$569,926	\$528,906
	Total	\$701,448	\$569,926	\$528,906
	Other - Medicaid	\$245,631	\$249,370	\$361,528
Lancaster Area Ride System	Urban	-	-	-
	Rural	-	-	-
	Total	-	-	-
York County Government	Urban	-	-	-
	Rural	\$57,643	\$53,622	\$95,117
	Total	\$57,643	\$53,622	\$95,117
<b>Total Catawba Region</b>	<b>Urban</b>	<b>\$371,105</b>	<b>\$346,723</b>	<b>\$592,933</b>
	<b>Rural</b>	<b>\$759,091</b>	<b>\$623,548</b>	<b>\$624,023</b>
	<b>Total</b>	<b>\$1,130,196</b>	<b>\$970,271</b>	<b>\$1,216,956</b>
	<b>Other - Medicaid</b>	<b>\$245,631</b>	<b>\$249,370</b>	<b>\$361,528</b>

LARS spent \$142,606 in operating/administration in FY 2012.

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

Agency	Area	2009	2010	2011
City of Rock Hill	Urban	0.42	0.31	0.27
	Rural	-	-	-
	Total	0.42	0.31	0.27
Senior Services of Chester County	Urban	-	-	-
	Rural	0.07	0.12	0.11
	Total	0.07	0.12	0.11
	Other - Medicaid	0.07	0.08	0.08
Lancaster Area Ride System	Urban	-	-	-
	Rural	-	-	-
	Total	-	-	-
York County Government	Urban	-	-	-
	Rural	0.06	0.07	0.07
	Total	0.06	0.07	0.07
<b>Total Catawba Region</b>	<b>Urban</b>	<b>0.42</b>	<b>0.31</b>	<b>0.27</b>
	<b>Rural</b>	<b>0.07</b>	<b>0.12</b>	<b>0.10</b>
	<b>Total</b>	<b>0.12</b>	<b>0.19</b>	<b>0.18</b>
	<b>Other - Medicaid</b>	<b>0.07</b>	<b>0.08</b>	<b>0.08</b>

LARS FY 2011 ridership per revenue vehicle mile was 0.11.

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

Agency	Area	2009	2010	2011
City of Rock Hill	Urban	9.09	6.84	6.01
	Rural	–	–	–
	<b>Total</b>	<b>9.09</b>	<b>6.84</b>	<b>6.01</b>
Senior Services of Chester County	Urban	–	–	–
	Rural	2.53	2.31	1.86
	<b>Total</b>	<b>2.53</b>	<b>2.31</b>	<b>1.86</b>
	Other - Medicaid	1.72	1.60	1.56
Lancaster Area Ride System	Urban	–	–	–
	Rural	–	–	–
	<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>
York County Government	Urban	–	–	–
	Rural	1.07	1.21	1.20
	<b>Total</b>	<b>1.07</b>	<b>1.21</b>	<b>1.20</b>
<b>Total Catawba Region</b>	<b>Urban</b>	<b>9.09</b>	<b>6.84</b>	<b>6.01</b>
	<b>Rural</b>	<b>2.42</b>	<b>2.20</b>	<b>1.73</b>
	<b>Total</b>	<b>3.77</b>	<b>3.68</b>	<b>3.58</b>
	<b>Other - Medicaid</b>	<b>1.72</b>	<b>1.60</b>	<b>1.56</b>

LARS FY 2011 ridership per revenue vehicle hour was 2.07.

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

Agency	Area	2009	2010	2011
City of Rock Hill	Urban	\$6.11	\$6.67	\$10.23
	Rural	–	–	–
	<b>Total</b>	<b>\$6.11</b>	<b>\$6.67</b>	<b>\$10.23</b>
Senior Services of Chester County	Urban	–	–	–
	Rural	\$11.45	\$16.73	\$28.25
	<b>Total</b>	<b>\$11.45</b>	<b>\$16.73</b>	<b>\$28.25</b>
	Other - Medicaid	\$14.57	\$13.81	\$17.09
Lancaster Area Ride System	Urban	–	–	–
	Rural	–	–	–
	<b>Total</b>	<b>–</b>	<b>–</b>	<b>–</b>
York County Government	Urban	–	–	–
	Rural	\$25.91	\$29.16	\$30.48
	<b>Total</b>	<b>\$25.91</b>	<b>\$29.16</b>	<b>\$30.48</b>
<b>Total Catawba Region</b>	<b>Urban</b>	<b>\$6.11</b>	<b>\$6.67</b>	<b>\$10.23</b>
	<b>Rural</b>	<b>\$11.95</b>	<b>\$17.36</b>	<b>\$28.57</b>
	<b>Total</b>	<b>\$9.09</b>	<b>\$11.04</b>	<b>\$15.25</b>
	<b>Other - Medicaid</b>	<b>\$14.57</b>	<b>\$13.81</b>	<b>\$17.09</b>

LARS FY 2011 cost per passenger was \$20.19.



## APPENDIX B: 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*
- *Multiuse 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 C: DETAILED AGENCY DATA FOR ENHANCED SERVICES**

**CATAWBA REGION**

Transit Agency	Operating Needs					Capital Needs				2040 Expansion Total Op Needs	2040 Expansion Capital Needs
	Existing Description	Annual Cost	Expansion Description	Annual Cost		Existing Description	Cost	Expansion Description	Cost		
City of Rock Hill	Maintain Existing		Enhance service Start local service	\$757,000	Yr 1-6 Yr 7-20		Replace vehicles Start local service	\$240,000 \$1,017,000	2020 Yr 7-20	\$0 \$15,897,000	\$1,017,000
York County	Maintain ex	\$175,000	Increase by 20%  Increase by 20 percent every 5th year	\$210,000	Yr 1,2,3 Yr 4,5,6		Replace 2 veh Replace 2 veh Add veh Add veh Replace 2 veh add veh	\$126,000 \$126,000 \$63,000 \$126,000 \$315,000 320000	Y1,2 Y3 Y4 Y12 Y 8 and 15	\$0 \$5,250,000 \$0 \$0 \$0 \$0	\$63,000 \$126,000 \$320,000
Senior Services of Chester County	Maintain existing	\$600,000	Transition to part FR Connect to other counties	200000 200000			expansion vehicles Replace vehcies Upgrade tech Add 2 shelters Study facility Add 5 shelters	\$480,000 \$200,000 \$3,000 \$5,000 \$0 \$12,500	each year each year yr 1 yr 7	\$0 \$4,200,000 \$3,200,000 \$0 \$0 \$0	\$480,000 \$84,000 \$5,000 \$500,000 \$12,500
Lancaster County COA	Maintain ex	\$133,000	Inc at current rate     Add Ex to Pineville	\$26,601 \$58,523 \$96,829 \$142,796 \$197,956 \$264,149 \$255,000	Yr 1 Yr 2 Yr 3 Yr 4 Yr 5 Yr 6 Yr 7-20		Replace fleet as shown on inventory New software   Add veh for ex P & R lot - Lancaster P & R lot - Indian Land	\$656,000 \$20,000   \$500,000 \$25,000 \$25,000	Ttl Yr 1-6 Yr 1-6   Yr 7-20 Yr 7-20 Yr 7-20	\$744,828 \$1,580,121 \$2,517,554 \$3,569,900 \$4,750,944 \$6,075,427 \$5,610,000 \$0 \$0	\$20,000 \$500,000 \$25,000 \$25,000
<b>Total Catawba Region</b>										<b>\$53,395,774</b>	<b>\$3,177,500</b>



## APPENDIX D: 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	
<i>Cherokee</i>	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
<i>Chester</i>	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
<i>Chesterfield</i>	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
<i>Clarendon</i>	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
<i>Colleton</i>	Local Option 7/1/91	Yes	Yes	Yes	Yes	No	Yes	
<i>Darlington</i>	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
<i>Dillon</i>	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
<i>Dorchester</i>	Transportation 5/1/05	Yes	Yes	No	Yes	No	Yes	1
<i>Edgefield</i>	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	
<i>Fairfield</i>	Local Option 5/1/06	Yes	Yes	Yes	Yes	No	Yes	
<i>Florence</i>	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
<i>Georgetown</i>	No Local Sales and Use Tax is Imposed in this County							26
<i>Greenville</i>	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								
<i>RESERVATION LOCATED IN YORK AND LANCASTER COUNTIES</i>	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
<i>Catawba Indian Reservation</i>	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								
<i>Municipality</i>	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.