



Charting a Course to 2040

SOUTH CAROLINA MULTIMODAL TRANSPORTATION PLAN

Regional Transit & Coordination Plan

LOWER SAVANNAH 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 of the 10 Council of Government (COG) regions
- **Statewide Public Transportation Plan Update** – overall public transportation plan for the state of South Carolina, summarizing existing services, needs and future funding programs
- **Multimodal Transportation Plan** – overall plan inclusive of all modes of transportation

This Lower Savannah 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



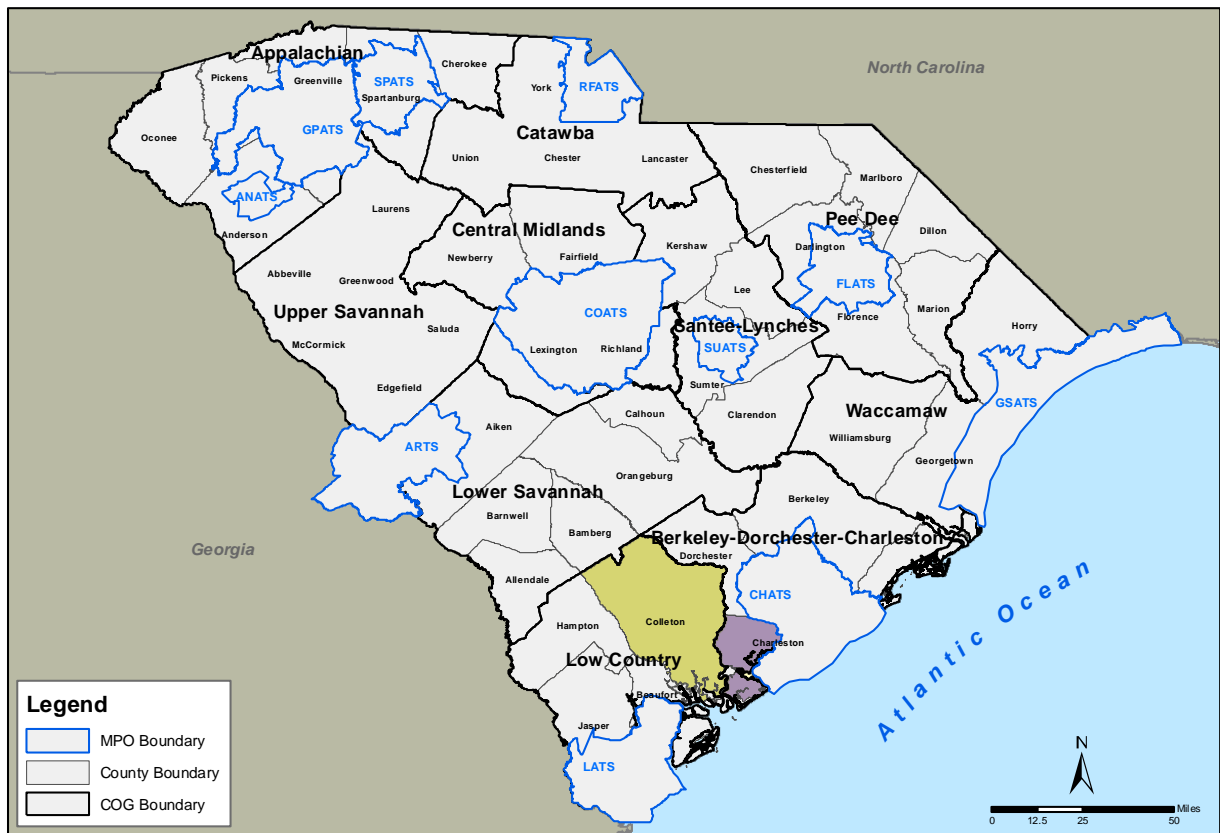
the state for public transportation. The purpose of this Lower Savannah Regional Transit & Coordination Plan Update is to identify existing public transportation services, needs, and strategies for the next 20 years. This plan differs from the 2008 plan in that it incorporates an overview of human services transportation in the region, in addition to the needs and strategies for increased coordination in the future.

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

1.2 Community Summary

The Lower Savannah Regional Transit & Coordination Plan study area includes six southwestern counties located within in the Lower Savannah COG boundaries: Aiken, Allendale, Bamberg, Barnwell, Calhoun, and Orangeburg. **Figure 1-1** illustrates the 10 COG areas across the state of South Carolina.

Figure 1-1: SC Councils of Government



The 3,966 square mile region has six counties, 45 municipalities, and most of the population is rural. Aiken County is near Augusta, GA, so parts of Aiken County are within a large urban area. Aiken is located about 15 miles east of downtown Augusta, Georgia, 174 miles east of Atlanta, and 56 miles west of Columbia. The Aiken-Augusta area, including North Augusta, is an emerging metropolitan area strategically situated within a triangle formed by Atlanta, Charlotte, and Charleston, which also includes the Greenville-Spartanburg area. Aiken’s proximity to I-20, the Atlanta and Charlotte airports, and the ports of Charleston and Savannah also reinforces the area’s importance. Aiken is situated in the center of Aiken County and is the County’s seat and largest city.

However, the rest of Aiken County and all the other five counties are rural. In Aiken County, the City of Aiken, Town of Burnetown, and City of North Augusta are considered to be a part of the Augusta urbanized area. The Lower Savannah region is predominantly rural, with the exception of the City of Orangeburg. Poverty is high, and many jobs are located some distance from where people live. Five of the six counties also have a shortage of medical staff. A brief review of demographic and economic

characteristics of the study area is presented as a basis for evaluating the Lower Savannah 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%
United States	248,709,873	281,421,906	308,745,538	1.32%	0.97%

Source: U.S. Census Bureau

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

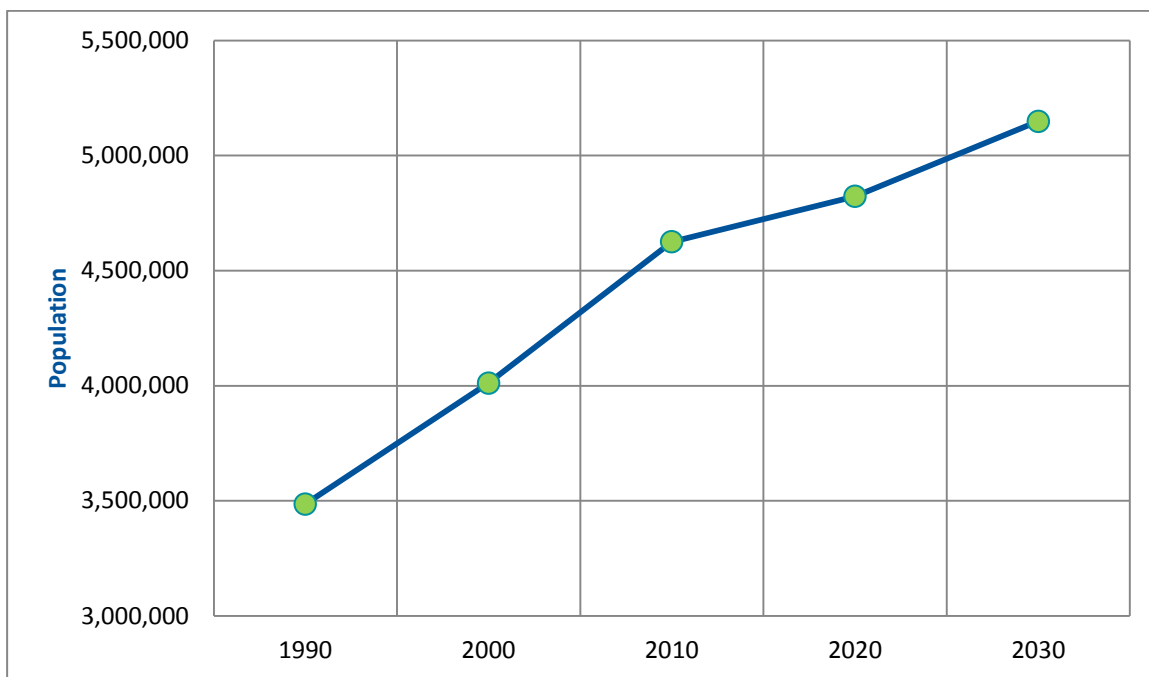
Table 1-2: Population Projections, 2010 – 2040

State	Population ⁽¹⁾		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	26.5%
Tennessee	6,780,670	7,380,634	15.7%
Georgia	10,843,753	12,017,838	22.7%
Alabama	4,728,915	4,874,243	2.0%
United States	341,387,000	373,504,000	20.0%

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%	26.5%
Tennessee	0.7%	0.9%	15.7%
Georgia	1.2%	1.1%	22.7%
Alabama	-0.1%	0.3%	2.0%
United States	1.1%	0.9%	20.0%

⁽¹⁾ 1990, 2000 and 2010 populations from Census. 2020, 2030 populations are US 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 Lower Savannah Region and the nine other regions is shown below in **Table 1-3**. All of the COG regions experienced growth from 1990 to 2010, with the Lower Savannah Region experiencing a 0.30 percent growth from 1990 to 2000, the lowest in the state. The following decade decreased to 0.12 percent, the slowest growth 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
Lower Savannah COG	300,666	309,615	313,335	0.30%	0.12%
S.C. 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%
Catawba RPC	248,520	289,914	364,826	1.67%	2.58%
Central Midlands COG	508,798	596,253	708,359	1.72%	1.88%
Lowcountry COG	154,480	201,265	246,992	3.03%	2.27%
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%
South Carolina	3,486,703	4,012,012	4,625,364	1.51%	1.53%

Source: U.S. Census Bureau

Table 1-4: Lower Savannah Population Growth by County

Lower Savannah COG	Population			
	2000	2010	2030	2040
Aiken County	142,552	160,099	182,500	212,200
Allendale County	11,211	10,419	9,900	10,000
Bamberg County	16,658	15,987	15,200	15,300
Barnwell County	23,478	22,621	22,000	22,100
Calhoun County	15,185	15,175	15,100	15,200
Orangeburg County	91,582	92,501	94,100	105,200
Total	300,666	316,802	338,800	380,000

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

As shown in Tables 1-3 and 1-4, the Lower Savannah Region reported approximately 317,000 persons in 2010, with Aiken County having the greatest population, with approximately 51 percent of the region’s total regional population, followed by Orangeburg County with 29 percent of the total population. Quality of life is an important factor in the Lower Savannah Region. From the urban core of Aiken and Orangeburg to the region’s lakes and countryside, residents enjoy affordable housing, shopping centers, healthcare, and educational facilities.

1.2.2 Economic Summary

The Lower Savannah region has long been characterized as a rural area, relying heavily on agricultural and textile production. However, in the past few decades this trend has changed and these two sectors are playing a decreasing role in the region’s economy, but remain very important aspects of the region’s economic vitality. The current recession has taken its toll on the Lower Savannah region and the state of South Carolina as a whole. At the turn of the twentieth century, South Carolina had approximately 14 million acres of farmland. Current trends in South Carolina show a decreasing percentage of land acreage devoted to agricultural uses, along with consolidation of farm industries. Growth is anticipated in the future for the Lower Savannah region. Land use development should take into consideration travel demand and commuting patterns for the area.

Given the rate of growth in the Augusta metropolitan area to the west and the coastal area to the east, developmental interest in the region in all likelihood will increase. The lower cost of land on the fringe of the urbanizing metropolitan areas and the absence of local developmental controls indicate the potential for lower development cost. This situation can eventually attract less responsible developers interested in cutting corners and maximizing their initial profits at the cost of existing and future residents and industry.

The Lower Savannah Region contains some of the most economically distressed areas in South Carolina. Some of the areas have seen a steady decline in population since the 1930’s, and four of the six counties saw a population decline between 2000 and 2010. Historically, the rural areas of the region depended heavily on farming, which was traditionally a family owned business. Over time, the

farming industry became largely commercialized and many individuals were forced to relocate for employment opportunities.¹

Annual employment projections from SC Works online website indicated a 1.3 percent growth in employment for the state through 2020. **Table 1-5** presents the region’s largest employers.²

Table 1-5: Lower Savannah Major Employers by County

Lower Savannah Region	Employer Type	Approximate Jobs	County
Savannah River Nuclear Solutions the DOE and Subcontractors	Industry	7,563	Aiken
Washington Savannah River Company	Industry	2,063	Aiken
Kimberly-Clark Corporation	Industry	1,300	Aiken
Bridgestone-Firestone	Industry	960	Aiken
Advanced Glassfiber	Industry	720	Aiken
Collum’s Lumber	Industry	247	Allendale
Scotsman Ice Systems	Industry	234	Allendale
Clariant Corporation	Industry	135	Allendale
Georgia Pacific Corporation	Industry	145	Allendale
Four Star Industries	Industry	50	Allendale
Delavan	Industry	151	Bamberg
Rockland Industries	Industry	131	Bamberg
Masonite	Business	97	Bamberg
Phoenix Specialty	Business	85	Bamberg
Tobul Accumulators	Business	70	Bamberg
SRNS- Savannah River Site	Industry	1,194	Barnwell
Dixie-Narco	Industry	1,000	Barnwell
Augusta Fiberglass	Business	225	Barnwell
Dayco Products	Industry	170	Barnwell
Kronotex	Industry	125	Barnwell
Carolina Eastman	Industry	650	Calhoun
Devro Inc.	Industry	373	Calhoun
Calhoun County School District	Government	330	Calhoun
Zeus Industrial Products Inc.	Industry	130	Calhoun
Calhoun County	Government	118	Calhoun
Husqvarna	Industry	2,300	Orangeburg
Orangeburg County School District 5	Government	1,200	Orangeburg
Orangeburg County	Government	720	Orangeburg
Sara Lee Bakery	Industry	550	Orangeburg
Koyo Corp.	Industry	530	Orangeburg

Sources: Economic Development Partnership, Southern Carolina Alliance, Central SC Alliance

¹ <http://www.lscog.org/Resources/513.pdf>.

² <http://www.lscog.org/Resources/494.pdf>.



1.2.3 Income

The Lower Savannah region reports an increase for the median household income over the past decade. However, incomes are distributed unevenly, with Calhoun County ranking as the wealthiest and Allendale County as the lowest in the region. The median incomes for each county are listed below:³

- Aiken County \$55,600
- Allendale County \$34,500
- Bamberg County \$37,000
- Barnwell County \$45,100
- Calhoun County \$62,400
- Orangeburg County \$45,300

The annual unemployment rate for the Lower Savannah region decreased slightly to 12.6 percent in 2011, than the previous two years at 14.6 and 15.1 percent, respectively. The state's unemployment rate was 9.1 percent.⁴ Despite being higher than state and national values, unemployment rates in the six county region have generally followed the same cycles experienced by the state and the nation.

³ SCDOC, FY 2010 CDBG Income Limits.

⁴ SC Department of Employment & Workforce.



2. EXISTING TRANSIT IN THE LOWER SAVANNAH REGION

2.1 Overview

This chapter describes existing transit services in the Lower Savannah Region and notes trends in transit use, service, expenditures, and efficiency. The existing operations statistics included in this report are for FY 2009, FY 2010, and FY 2011 from the SCDOT OPSTATS reports, which are comprised of data submitted by individual transit agencies. Although FY 2012 had ended when the work on this Regional Transit & Coordination 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.

Fixed route service is available in the urban core of Aiken and in Orangeburg, and demand response service is available in Aiken, Allendale, Bamberg, Barnwell, and Calhoun Counties. Commuter fixed route services are available in Allendale County to Hilton Head Island. In addition, the Lower Savannah Council of Governments Aging, Disability, and Transportation Resource Center (ADTRC) is a one-call center which integrates the provision of human service and transit information and assistance and mobility management in the region.

The amount of service provided in the region has generally increased. In 2009, routes and Saturday service were cut back due to county funding cuts. As mentioned above, FY2011 is the base year for this regional plan, along with all modes in the MTP. As a note, in 2012, ridership increased by 37 percent indicating that ridership is re-bounding despite the fact that the service cuts in 2009 were never restored. In 2012, demand response hours and routes in all counties have decreased due in part to changes in the Medicaid brokerage program. Most of the fixed route increase over the past five years is due to the addition of fixed route service by the Cross County Connection.

2.2 Existing Transit Services

2.2.1 Aiken Area Council on Aging

Aiken Area Council on Aging provides fixed route and SCDOT funded 5310 and 5311 services that are deviated fixed route and demand response in Aiken County. The AACOA's 5310 program services are provided through a contract with the Lower Savannah Council on Aging. The AACOA also provides transportation services through the Best Friend Express, Pony Express, and Dial-A-Ride.

The Pony Express transit service operates in the rural areas of Aiken County, Wagener, Jackson/Beech Island, and New Ellenton. The buses operated three days per week – Monday, Wednesday, Friday; and the first Saturday of



every month. Other services operate Monday-Friday 3:00 am - 8:00 pm, Saturday 5:00 am – 5:00 pm, and Sunday 3:00 pm-7:30 pm. In fiscal year 2011, the agency provided 6,471 one-way trips, with 6,420 revenue vehicle hours, and over 111,914 revenue vehicle miles. The agency also served 11,853 Medicaid trips in FY 2011.

2.2.2 Allendale County

Allendale County has public transit service known as the Allendale County Scooter. It was formed under the coordination of the Lower Savannah COG transportation coordination program and involves selling available seats to the general public on existing human service vans. The Lower Savannah COG Aging, Disability, and Transportation Resource Center coordinates trips using vans from the local aging office, which is also the county’s Medicaid non-emergency transportation provider, the disability board and the local health center. The mobility management concept has worked exceptionally well in this setting and enabled people in the county who had no feasible means of transportation to access health care, employment and other necessary destinations for daily living. Allendale County is also served in a small area by fixed route commuter service to Hilton Head, operated by the Lowcountry RTA, a trip of approximately two hours each way.



Allendale County is part of the Lowcountry Regional Transportation Authority in order for Allendale citizens to have public transportation commuter services to the Hilton Head area. Allendale County is also part of the Lower Savannah Region, a member of our coordination network, a recipient of technology through Lower Savannah’s Mobility Services for All Americans Project, a recipient of Lower Savannah Region Section 5310 funding (from LSCOG to LRTA, then on to Allendale County Agencies), and Older Americans Act transportation funding. The existing services and future needs for Allendale are included in the Regional Transit & Coordination Plan for the Lowcountry region.

2.2.3 Best Friend Express

Aiken County Transit, under the auspices of the Lower Savannah COG, operates the Best Friend Express, which includes fixed bus routes in the City of Aiken and the North Augusta areas. The COG contracts with the AACOA to operate Best Friend Express. Lower savannah Council of Governments is the direct recipient and operator, upon request of Aiken County Government. LSCOG contracts with the Aiken Area COA to operate the services in the urbanized portion of Aiken County. Some major destinations include Aiken Regional Hospital, Aiken Mall, Wal-Mart, and North Augusta area. SCDOT designated the Lower Savannah Council of Governments as the Regional Transit Management Agency (RTMA) for the six-county Lower Savannah region.

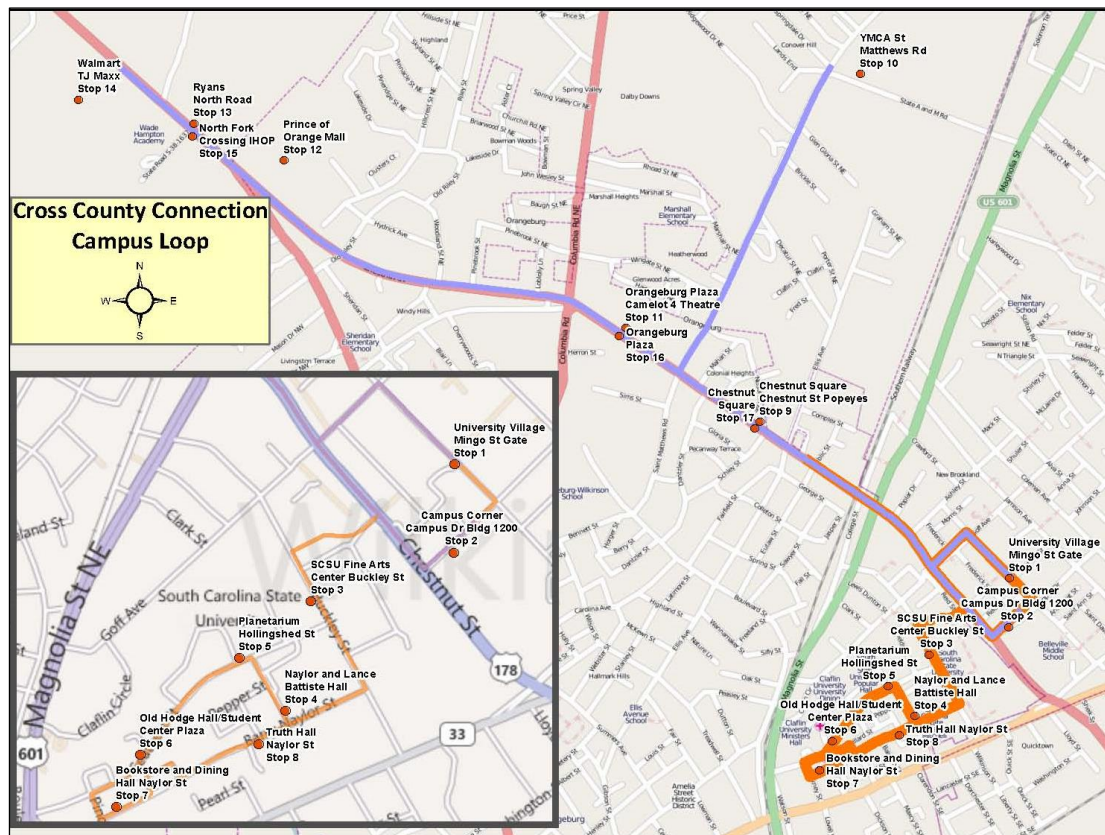
In its role, the COG serves as a coordination agency for transit services among local agencies providing transportation to the public. As part of its charge, the COG is working to make better use of and to enhance existing transit services and create new services in an effort to make efficient transportation options available to all citizens in the region.

Lower Savannah COG began management of the Best Friend Express system in November, 2004. Aiken Area Council on Aging has been the operator of the system for many years. Best Friend Express is Aiken County's public transit service. The green and white buses operate throughout 170 miles of the Aiken urbanized area every Monday through Friday. Best Friend Express also connects with Augusta Public Transit, where riders can transfer to the Augusta transit system. Residents and visitors have the ability to flag down the bus anywhere along the route, not necessarily at bus stop signs. Passengers can also disembark anywhere along the route that the driver deems safe to stop.



A circulator route travels between North Augusta and Aiken Technical College and provides access to points in North Augusta, such as municipal and service centers and commercial areas. Service is provided generally between 7:00 am and 7:00 pm, Monday through Friday, and headways vary, but are approximately every two hours. The base fare is \$2.00 per one-way trips. In fiscal year 2011, the agency provided 24,588 one-way trips, with 6,757 revenue vehicle hours, and over 130,014 revenue vehicle miles. The service area and individual routes are shown in **Figure 2-1**.

Figure 2-1: Best Friend Express Routes





ADA paratransit serves persons with a disability that prevents them from using the regular BFE fixed route bus service. The service is called Dial-A- Ride (DAR), which provides services that offer transportation options for anyone traveling within $\frac{3}{4}$ -mile of the BFE route. This service will pick up someone from a location within $\frac{3}{4}$ -mile from the BFE route and take them anywhere within $\frac{3}{4}$ -mile of the BFE fixed route (in South Carolina). Anyone wishing to apply for this service must complete an application to determine eligibility, which must also be signed by that person's physician and have a DAR Card issued. One way fares for Dial-A-Ride services are \$3.00. Reservations for DAR trips must be made no later than the day before the date for the trip.

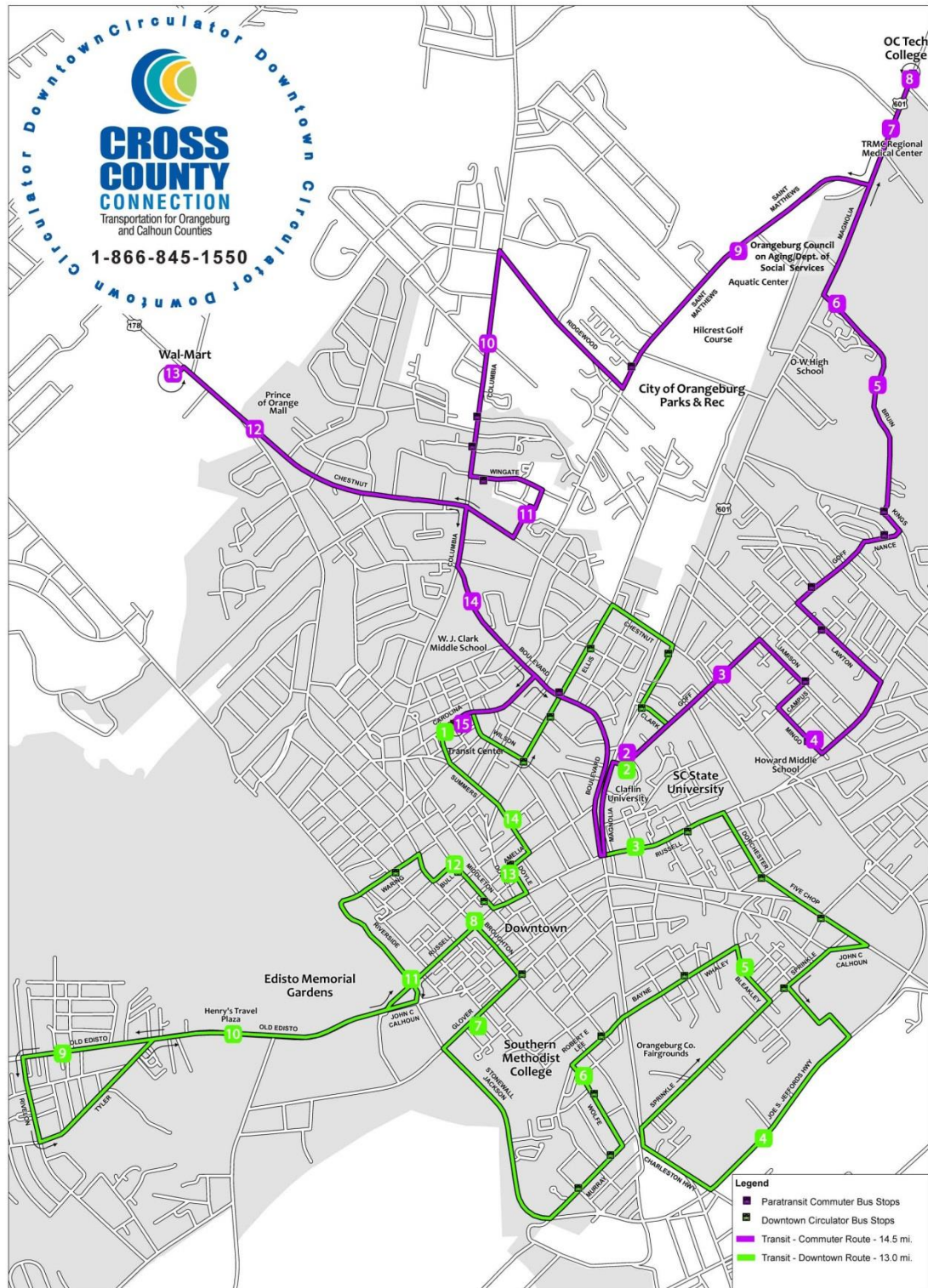
2.2.4 Cross Country Connection

The Cross County Connection provides two fixed routes within downtown Orangeburg and a Campus Loop which serves South Carolina State University and Claflin University. The downtown routes operate approximately every three hours, several times throughout the day, and the campus loop operates with 20 minute headways in the morning. In the afternoon headways are longer and there is an express connection to the commercial areas of Orangeburg. The base fare is \$1.00, and the service is provided from approximately 4:00 am - 8:00 pm, Monday through Friday, and 4:00 am - 2:00 p.m. on Saturdays. One day a week, an express route between Calhoun and Orangeburg Counties is provided and connects to the Orangeburg fixed routes. **Figure 2-2** illustrates the downtown circulator routes.

Cross Country Connection also provides paratransit service for the residents in Orangeburg and Calhoun counties. This system allows residents to call 48 hours ahead to request a ride. Because this service is provided by coordinating available seats on vehicles, once they call with a request, a friendly mobility manager will work with Santee Wateree Regional Transit Authority, the operator of the system to schedule the requested trip at or near the requested time. The fare for this customized service is \$3.00 for every ten miles traveled.

An added bonus to passengers traveling into the City of Orangeburg, whether on the paratransit service or the St. Matthews Connector, is the ability to transfer FREE to the Downtown Orangeburg Circulator bus service. In fiscal year 2011, the agency provided 42,554 one-way trips with 16,754 revenue vehicle hours, and over 221,494 revenue vehicle miles.

Figure 2-2: Cross Country Downtown Circulator Routes



2.2.5 Bamberg County Office on Aging

Bamberg County Office on Aging provides transportation service call Handy Ride. The agency provides demand response service throughout Bamberg County. Through Federal Transit Administration 5311 and 5310 program funding, along with matching monies from Bamberg County, Handy Ride provides access to medical appointments, shopping, work, etc. for people not eligible for Medicaid transportation. Transportation must be authorized through Lower Savannah Council of Governments two days prior to the appointment.



Service is provided from 4:00 am - 5:00 pm, Monday through Friday. The base fare is \$2.00 per 10 miles traveled, and the system serves a non-urbanized area. In fiscal year 2011, the agency provided 7,403 one-way trips, with 3,523 revenue vehicle hours, and over 82,976 revenue vehicle miles. In FY 2011, the agency also provided 10,821 Medicaid passenger trips.

2.2.6 Generations Unlimited

Generations Unlimited provides demand response service called Local Motion for Barnwell County residents for medical appointments, employment, job training, education, recreation, and shopping. Trips are made to Aiken, Augusta, Allendale, Bamberg, Denmark, Orangeburg, Charleston, Summerville, and Port Royal.



Service is provided 2:30 am – midnight, Monday through Saturday, as needed. Advance reservations must be made at least three days ahead of trip.

The base fare varies from \$1.00 to \$12.00 depending on the distance to the destination. The highest fare takes a passenger to Charleston. The agency provides service in the non-urbanized area. In fiscal year 2011, Generations Unlimited provided 33,808 one-way trips, with 15,292 revenue vehicle hours, and over 353,751 revenue vehicle miles. The agency also provided 5,582 Medicaid passenger trips.

2.3 Regional Trends and Summary

2.3.1 Vehicle Trends

Table 2-1 presents the total number of vehicles in the fleet for each system and peak number of vehicles. In 2011, the Lower Savannah Region had a total 2011 fleet of 65 vehicles for public transportation, with an additional 21 vehicles used for Medicaid service. During the peak hours, 44 of the 65 vehicles are in operation across the region. **Appendix A** provides detailed information for peak vehicles, broken out by urban verses rural areas.

Table 2-1: Vehicles in the Lower Savannah Region, FY 2009 to FY 2011

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Aiken Area COA	Fixed Route	4	4	3	3	3	4
	Demand Response	—	—	3	3	6	11
	Total	4	4	6	6	9	15
	Other - Medicaid	—	—	—	—	6	11
Best Friend Express	Fixed Route	3	3	6	6	3	5
	Demand Response	—	—	—	—	6	12
	Total	3	3	6*	6*	9	17
Cross County Connection/Lower Savannah RTMA	Fixed Route	—	—	2	3	3	4
	Demand Response	6	7	8	9	8	9
	Total	6	7	10	12	11	13
Bamberg County COA	Fixed Route	—	—	—	—	—	—
	Demand Response	—	—	—	—	6	7
	Total	—	—	—	—	6	7
	Other - Medicaid	—	—	—	—	8	10
Generations Unlimited	Fixed Route	—	—	—	—	9	13
	Demand Response	5	14	10	13	—	0
	Total	5	14	10	13	9	13
	Other - Medicaid	1	3	2	3	—	—
Total Lower Savannah Region	Fixed Route	7	7	11	12	18	26
	Demand Response	11	21	21	25	26	39
	Total	18	28	32	37	44	65
	Other - Medicaid	1	3	2	3	14	21

**Note: The 2010 vehicle data reported for Best Friend Express is from the Ops Stats Report, as submitted to SCDOT by transit agencies. In 2013, the agency indicates the SFY2010 should be corrected to 3 peak vehicles.*

2.3.2 Ridership and Service Trends

Table 2-2, Figure 2-3 and Figure 2-4 present the annual passenger trips for Lower Savannah. In the past three years, the number of passenger trips in the region has increased. In FY2012, ridership for Best Friend Express has increased 27 percent over the previous year.

Table 2-2: Lower Savannah Region Ridership, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Aiken Area COA	Fixed Route	1,313	1,814	4,348
	Demand Response	–	5,867	2,123
	Total	1,313	7,681	6,471
	Other - Medicaid	–	–	11,853
Best Friend Express	Fixed Route	45,448	23,556	21,457
	Demand Response	2,872	2,875	3,131
	Total	48,320	26,431	24,588
Cross County Connection/ Lower Savannah RTMA	Fixed Route	–	6,504	15,809
	Demand Response	28,648	29,965	26,745
	Total	28,648	36,469	42,554
Bamberg County COA	Fixed Route	–	–	–
	Demand Response	–	–	7,403
	Total	–	–	7,403
	Other - Medicaid	–	–	10,821
Generations Unlimited	Fixed Route	–	–	–
	Demand Response	35,584	30,415	33,808
	Total	35,584	30,415	33,808
	Other - Medicaid	6,083	7,577	5,582
Total Lower Savannah Region	Fixed Route	46,761	31,874	41,614
	Demand Response	67,104	69,122	73,210
	Total	113,865	100,996	114,824
	Other - Medicaid	6,083	7,577	28,256

Figure 2-3: Lower Savannah Region Ridership Trends

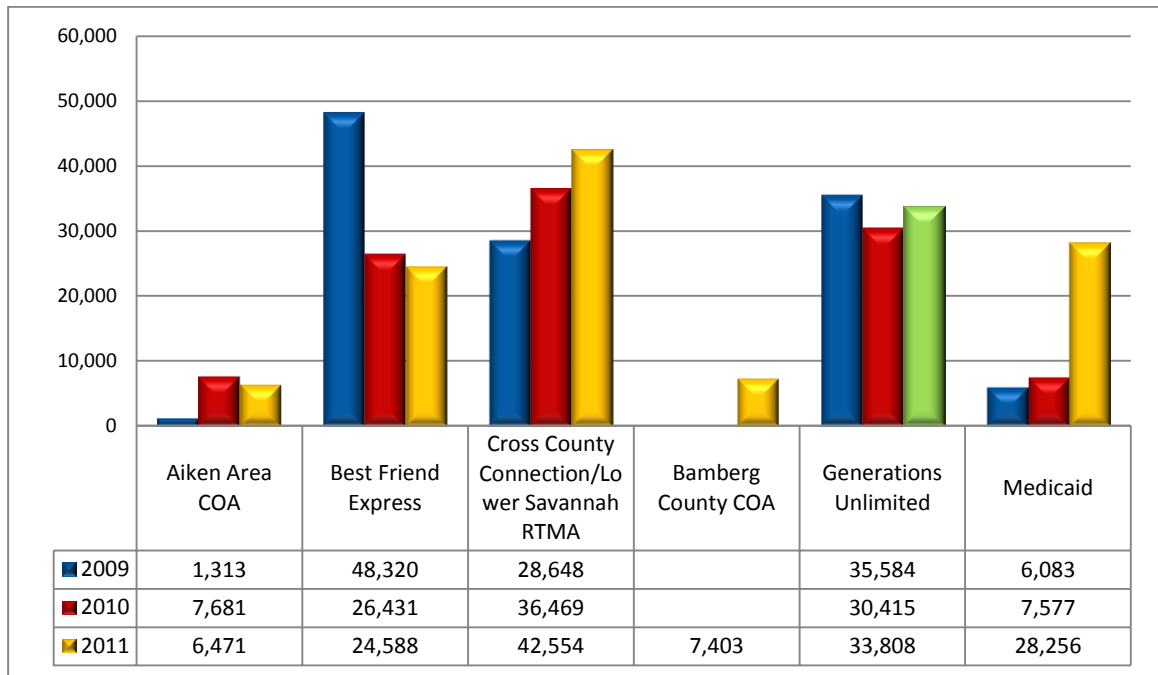


Figure 2-4: Lower Savannah Region Public Transportation Ridership

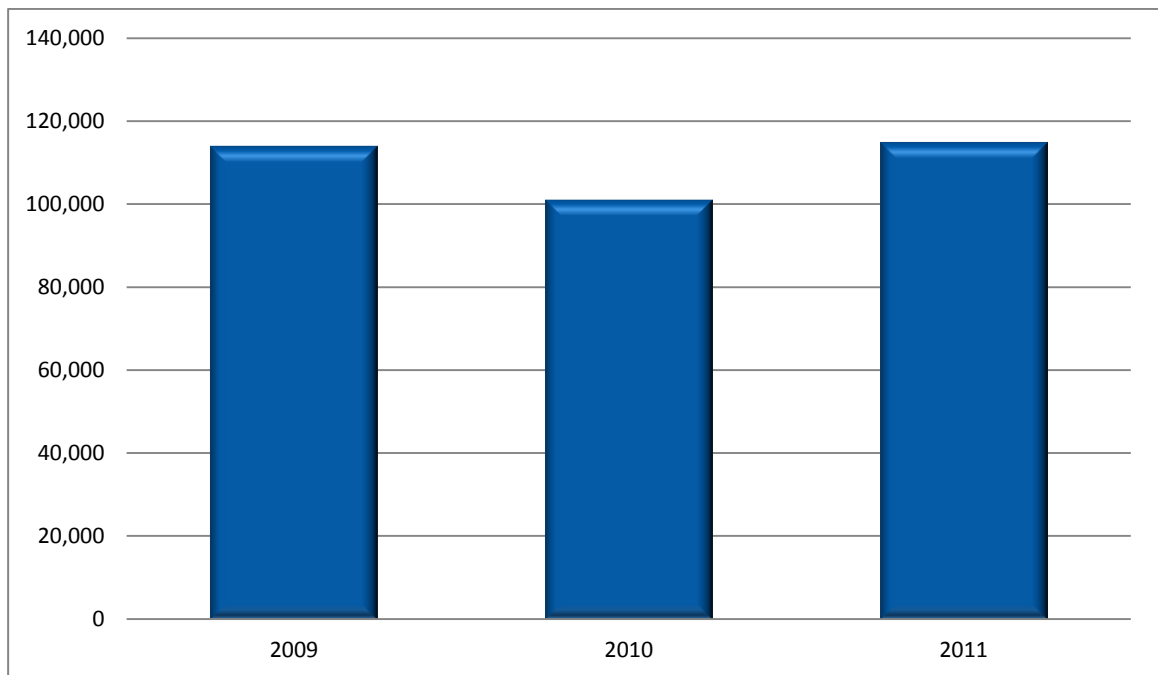


Table 2-3, Figure 2-5, and Figure 2-6 present the annual vehicle revenue miles. Table 2-4, Figure 2-7, and Figure 2-8 show the annual vehicle revenue hours. The amount of annual revenue miles and revenue hours for public transportation service increased over the past three years.

Table 2-3: Lower Savannah Region Annual Vehicle Revenue Miles, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Aiken Area COA	Fixed Route	21,302	73,450	78,689
	Demand Response	–	50,767	33,225
	Total	21,302	124,217	111,914
	Other - Medicaid	–	–	161,778
Best Friend Express	Fixed Route	178,016	111,163	114,372
	Demand Response	21,569	24,469	15,642
	Total	199,585	135,632	130,014
Cross County Connection/ Lower Savannah RTMA	Fixed Route	–	48,307	99,155
	Demand Response	118,138	152,822	122,339
	Total	118,138	201,129	221,494
Bamberg County COA	Fixed Route	–	–	–
	Demand Response	–	–	82,976
	Total	–	–	82,976
	Other - Medicaid	–	–	216,055
Generations Unlimited	Fixed Route	–	–	–
	Demand Response	385,689	329,407	353,751
	Total	385,689	329,407	353,751
	Other - Medicaid	65,937	117,459	72,455
Total Lower Savannah Region	Fixed Route	199,318	232,920	292,216
	Demand Response	525,396	557,465	607,933
	Total	724,714	790,385	900,149
	Other - Medicaid	65,937	117,459	450,288

Figure 2-5: Lower Savannah Region Annual Vehicle Revenue Miles

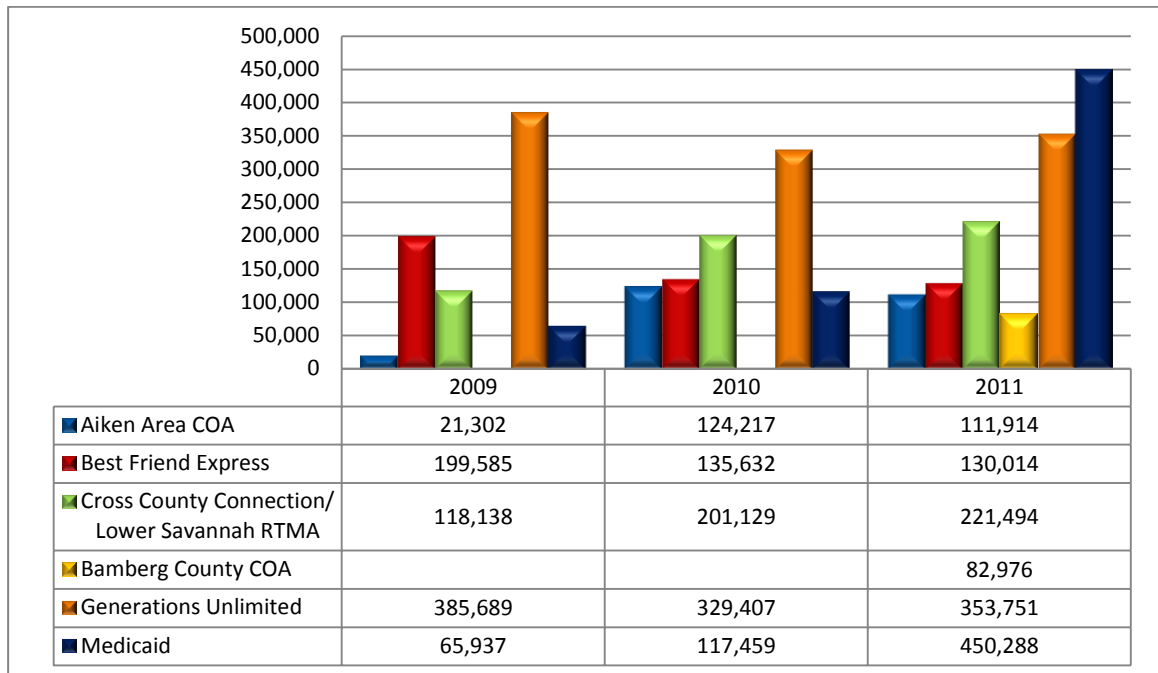


Figure 2-6: Lower Savannah Region Annual Vehicle Revenue Miles

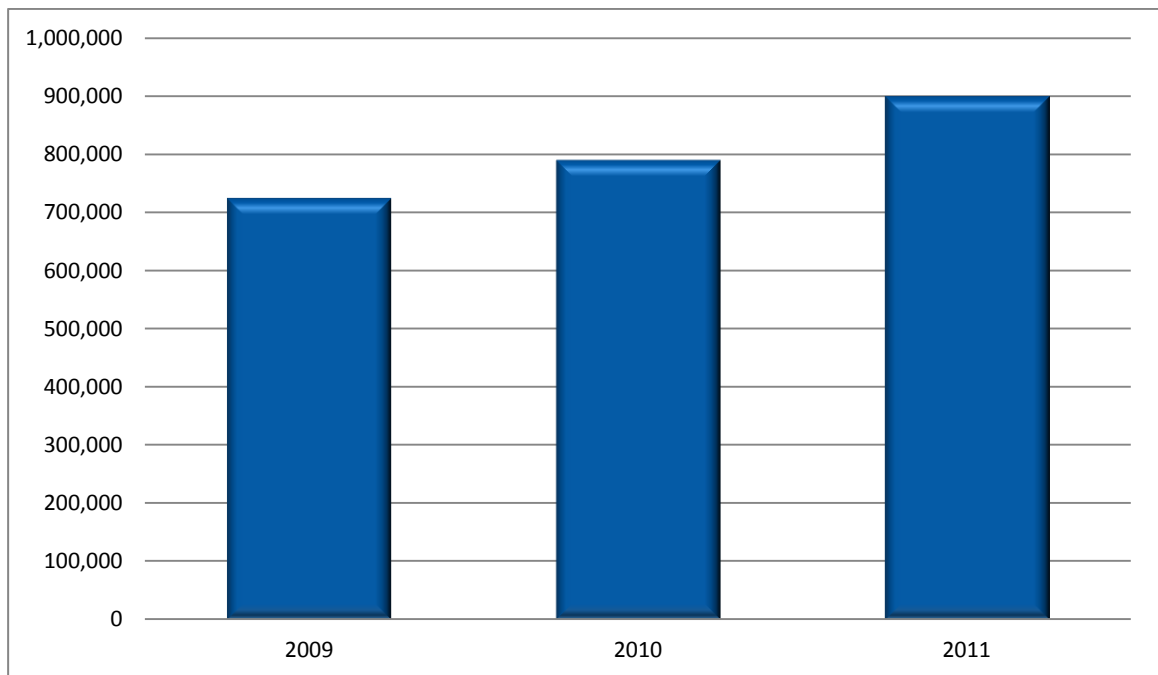


Table 2-4: Lower Savannah Region Annual Revenue Vehicle Hours, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Aiken Area COA	Fixed Route	815	3,309	6,230
	Demand Response	–	3,012	190
	Total	815	6,321	6,420
	Other - Medicaid	–	–	12,075
Best Friend Express	Fixed Route	7,091	7,239	6,757
	Demand Response	–	–	–
	Total	7,091	7,239	6,757
Cross County Connection/ Lower Savannah RTMA	Fixed Route	–	4,430	7,399
	Demand Response	6,708	9,395	9,355
	Total	6,708	13,825	16,754
Bamberg County COA	Fixed Route	–	–	–
	Demand Response	–	–	3,523
	Total	–	–	3,523
	Other - Medicaid	–	–	6,917
Generations Unlimited	Fixed Route	–	–	–
	Demand Response	16,483	14,455	15,292
	Total	16,483	14,455	15,292
	Other - Medicaid	2,818	5,220	3,132
Total Lower Savannah Region	Fixed Route	7,906	14,978	20,386
	Demand Response	23,191	26,862	28,360
	Total	31,097	41,840	48,746
	Other - Medicaid	2,818	5,220	22,124

Figure 2-7: Lower Savannah Region Annual Vehicle Revenue Hours

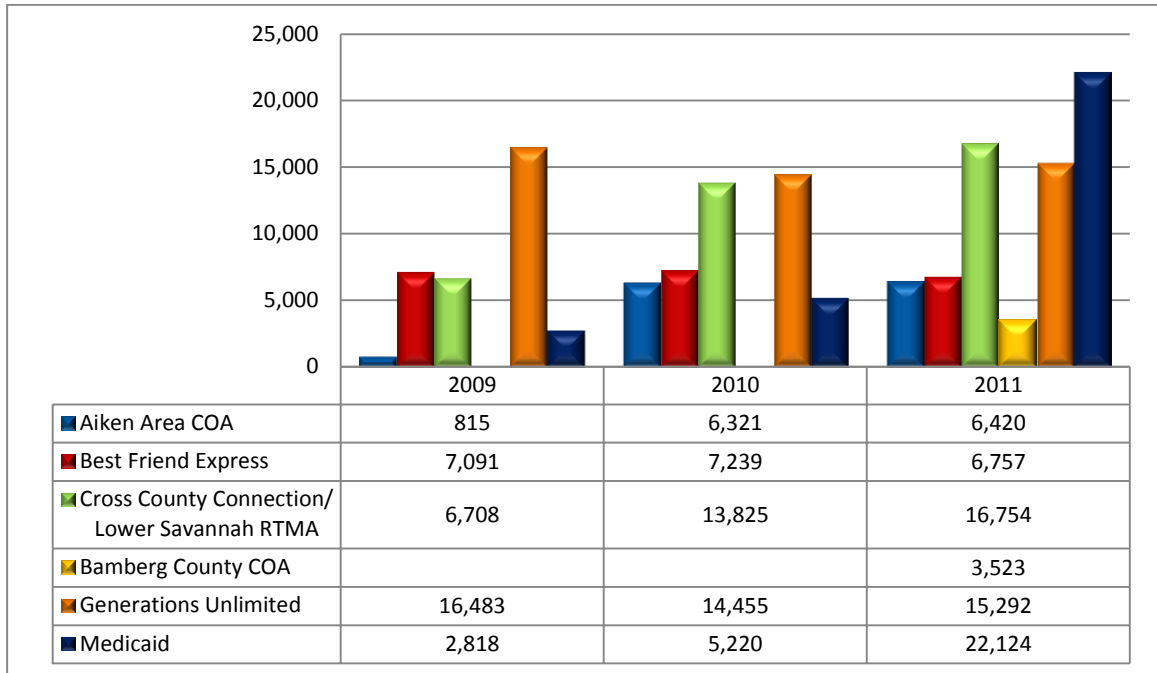
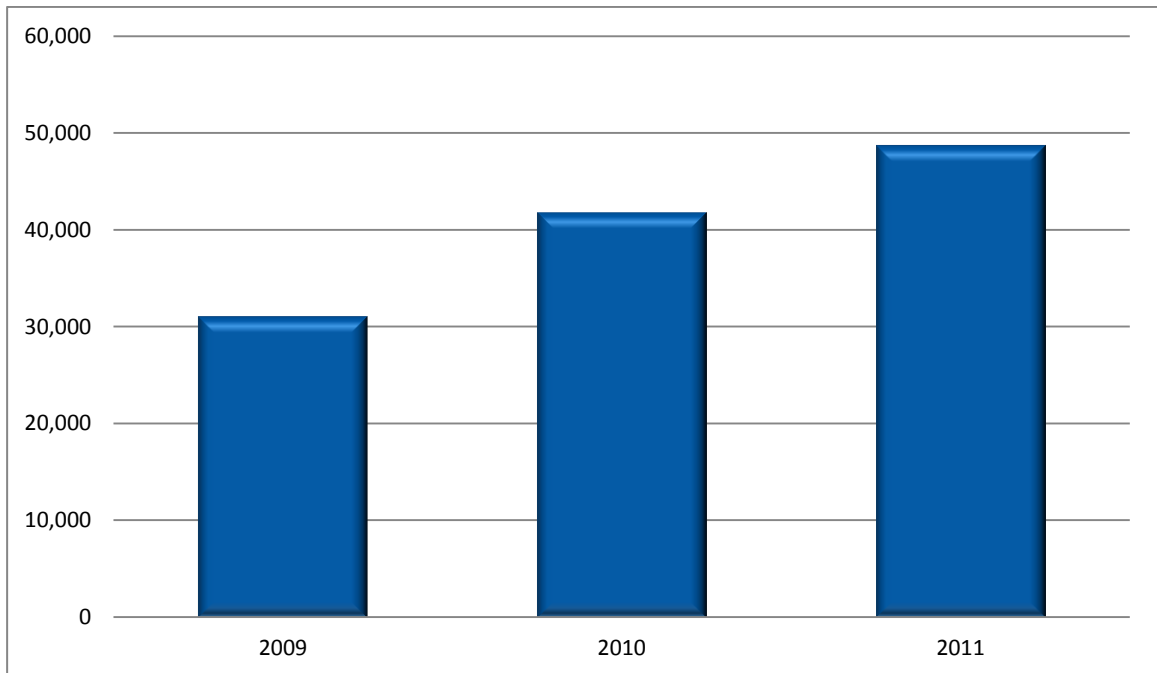


Figure 2-8: Lower Savannah Region Annual Vehicle Revenue Hours Trends



2.3.3 Trends In Expenditures, Efficiency, and Effectiveness

Table 2-5 and **Figures 2-9** and **2-10** present the operating/administration expenditures for each transit agency and for the Lower Savannah region. Costs have nearly doubled in the region over the past three years. This reflects the decrease in demand response service but may also indicate that the previous plan included Medicaid transportation costs, which are separated out in this plan.

Table 2-5: Lower Savannah Region Operating/Administrative Costs, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Aiken Area COA	Fixed Route	\$44,702	\$135,341	\$161,215
	Demand Response	–	–	–
	Total	\$44,702	\$135,341	\$161,215
	Other - Medicaid	–	–	\$318,657
Best Friend Express	Fixed Route	\$310,889	\$277,568	\$304,938
	Demand Response	\$30,265	\$31,154	\$23,395
	Total	\$341,154	\$308,722	\$328,333
Cross County Connection/ Lower Savannah RTMA	Fixed Route	–	\$166,798	\$238,645
	Demand Response	\$7,284	\$118,843	\$165,838
	Total	\$7,284	\$285,641	\$404,483
Bamberg County COA	Fixed Route	–	–	–
	Demand Response	–	–	\$167,530
	Total	–	–	\$167,530
	Other - Medicaid	–	–	\$383,336
Generations Unlimited	Fixed Route	–	–	–
	Demand Response	\$528,570	\$493,592	\$579,052
	Total	\$528,570	\$493,592	\$579,052
	Other - Medicaid	\$220,220	\$231,260	\$144,455
Total Lower Savannah Region	Fixed Route	\$355,591	\$579,707	\$704,798
	Demand Response	\$566,119	\$643,589	\$935,815
	Total	\$921,710	\$1,223,296	\$1,640,613
	Other - Medicaid	\$220,220	\$231,260	\$846,448

Figure 2-9: Lower Savannah Region Operating/Admin Expenses

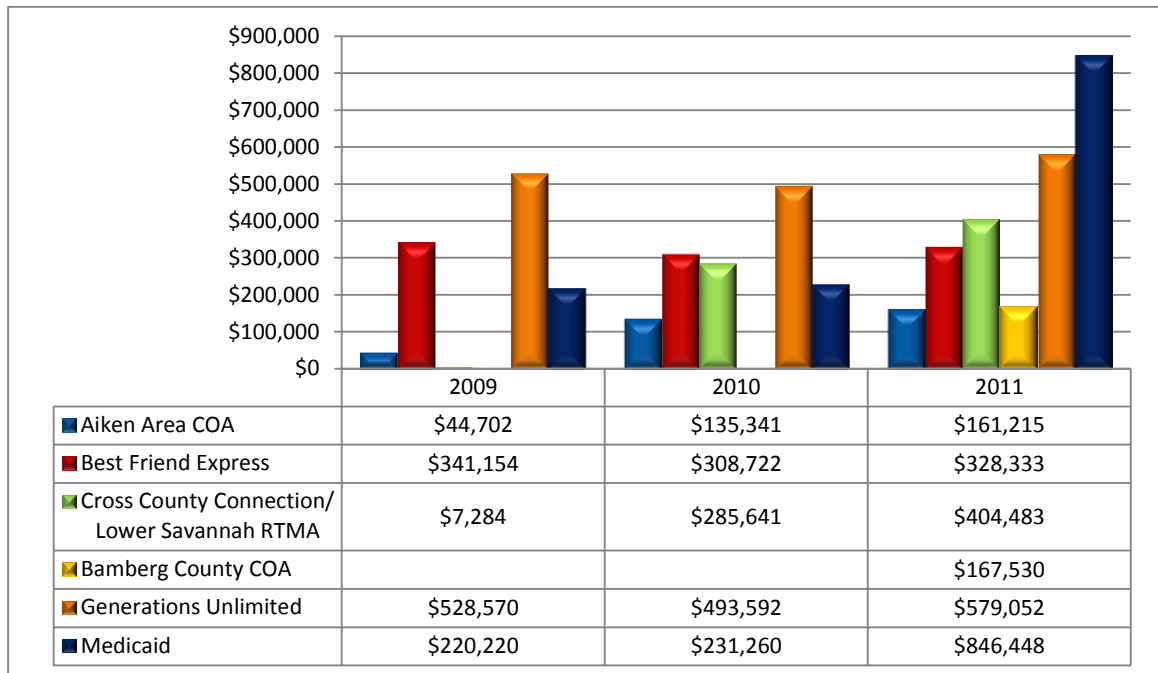
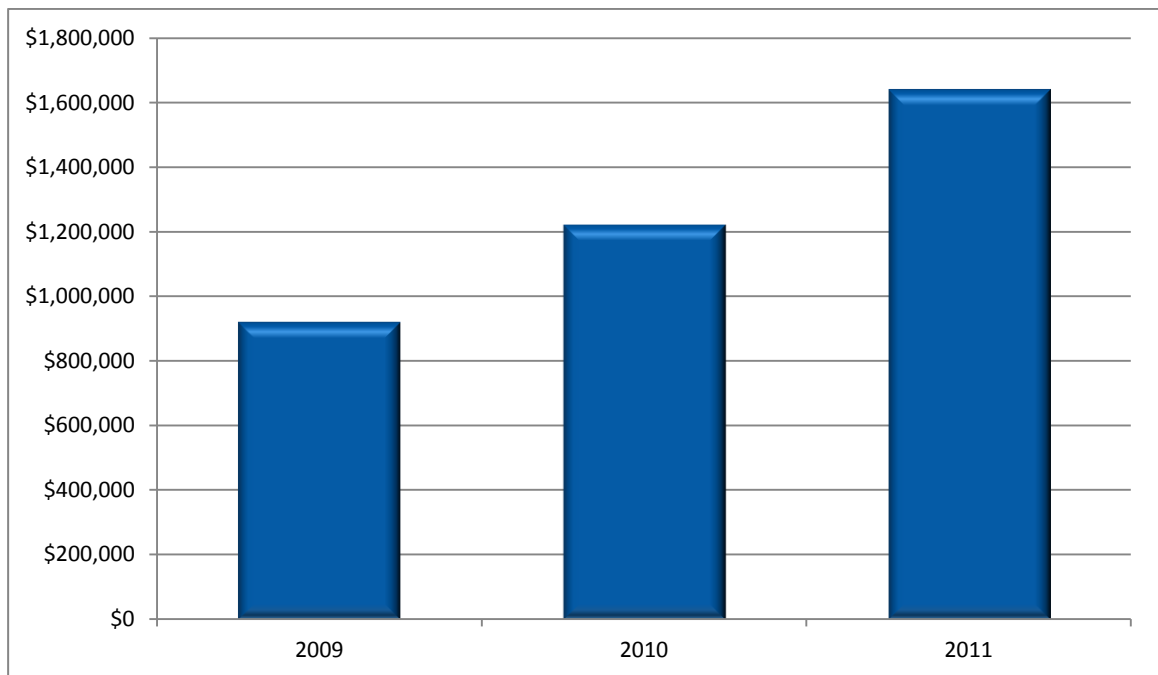


Figure 2-10: Lower Savannah Annual Operating/Admin Trends



As shown in **Table 2-6** and **Figures 2-11** and **2-12**, the performance measure, passengers per vehicle mile, has remained fairly stable for the region in the past two years. The fixed route services and demand response services have remained stable for the past two years.

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

Agency	Service	2009	2010	2011
Aiken Area COA	Fixed Route	0.06	0.02	0.06
	Demand Response	—	0.12	0.06
	Total	0.06	0.06	0.06
	Other - Medicaid	—	—	0.07
Best Friend Express	Fixed Route	0.26	0.21	0.19
	Demand Response	0.13	0.12	0.20
	Total	0.24	0.19	0.19
Cross County Connection/ Lower Savannah RTMA	Fixed Route	—	0.13	0.16
	Demand Response	0.24	0.20	0.22
	Total	0.24	0.18	0.19
Bamberg County COA	Fixed Route	—	—	—
	Demand Response	—	—	0.09
	Total	—	—	0.09
	Other - Medicaid	—	—	0.05
Generations Unlimited	Fixed Route	—	—	—
	Demand Response	0.09	0.09	0.10
	Total	0.09	0.09	0.10
	Other - Medicaid	0.09	0.06	0.08
Total Lower Savannah Region	Fixed Route	0.23	0.14	0.14
	Demand Response	0.13	0.12	0.12
	Total	0.16	0.13	0.13
	Other - Medicaid	0.09	0.06	0.06

Figure 2-11: Lower Savannah Region Passenger/Revenue Mile

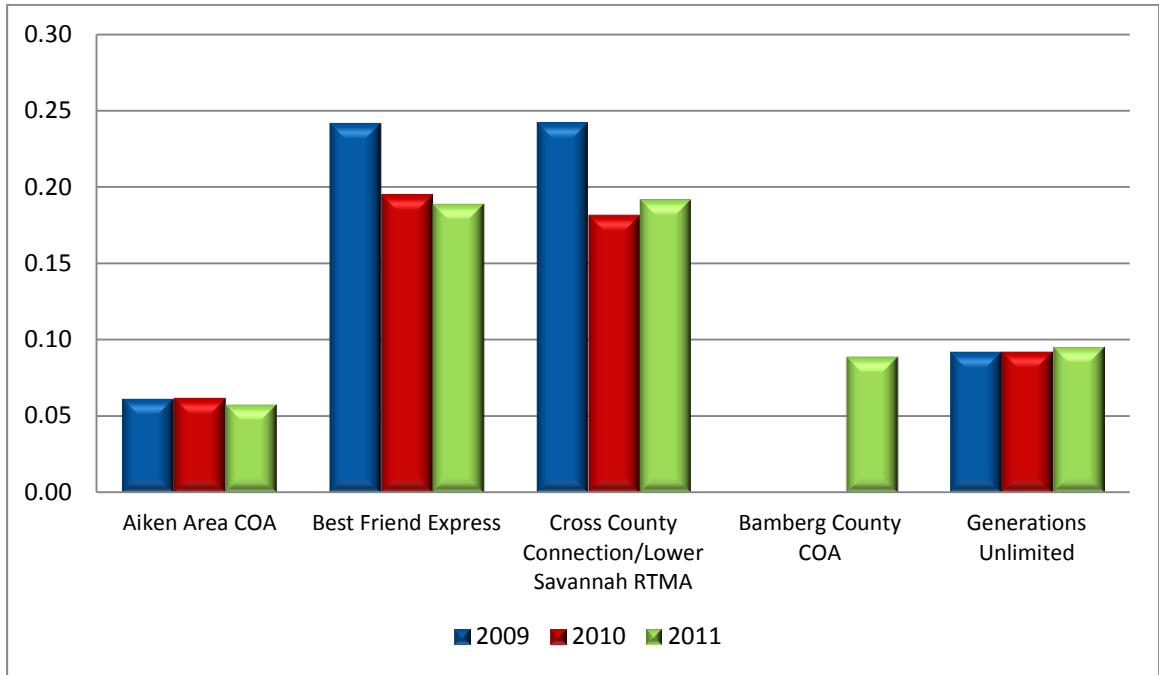


Figure 2-12: Lower Savannah Region Average Annual Passenger/Rev Mile

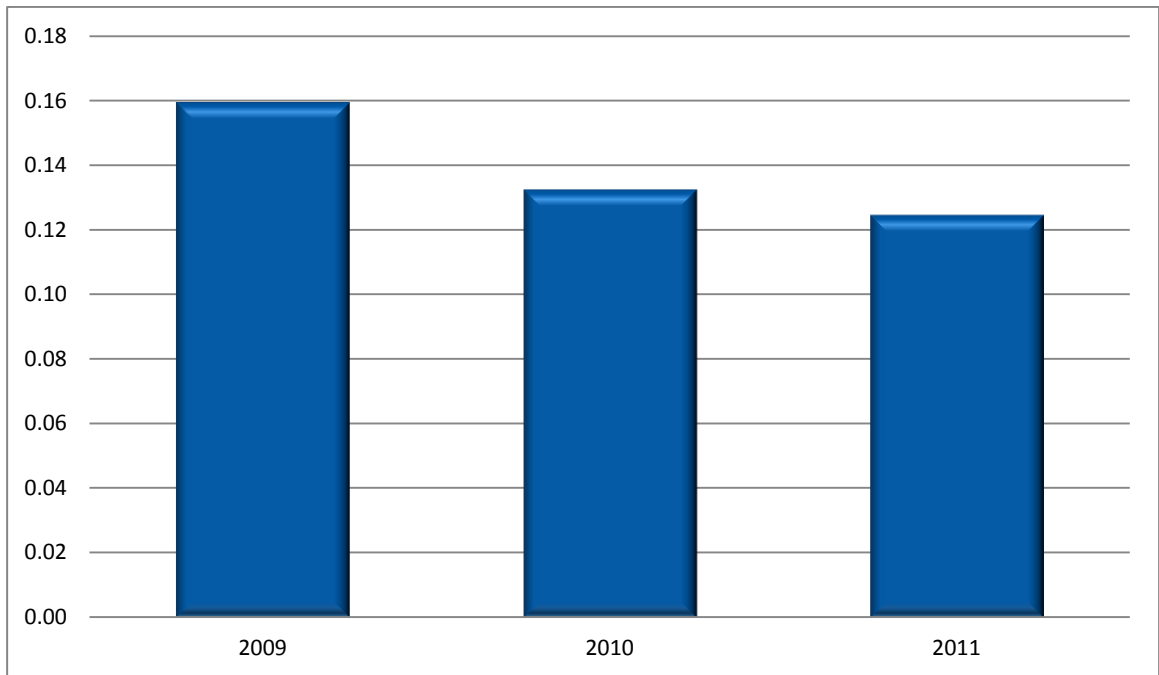


Table 2-7 and **Figures 2-13** and **2-14** show passengers per revenue vehicle hour for 2009, 2010, and 2011, which has decreased by more than half for fixed route, while remaining stable for demand response.

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

Agency	Service	2009	2010	2011
Aiken Area COA	Fixed Route	1.61	0.55	0.70
	Demand Response		1.95	11.17
	Average	1.61	1.22	1.01
	Other - Medicaid	–	–	0.98
Best Friend Express	Fixed Route	6.41	3.25	3.18
	Demand Response	–	–	–
	Average	6.41	3.25	3.18
Cross County Connection/ Lower Savannah RTMA	Fixed Route		1.47	2.14
	Demand Response	4.27	3.19	2.86
	Average	4.27	2.64	2.54
Bamberg County COA	Fixed Route	–	–	
	Demand Response	–	–	2.10
	Average	–	–	2.10
	Other - Medicaid	–	–	1.56
Generations Unlimited	Fixed Route	–	–	–
	Demand Response	2.16	2.10	2.21
	Average	2.16	2.10	2.21
	Other - Medicaid	2.16	1.45	1.78
Total Lower Savannah Region	Fixed Route	5.91	2.13	2.04
	Demand Response	2.89	2.57	2.58
	Average	3.66	2.41	2.36
	Other - Medicaid	2.16	1.45	1.28

Figure 2-13: Lower Savannah Region Passenger/Revenue Hour

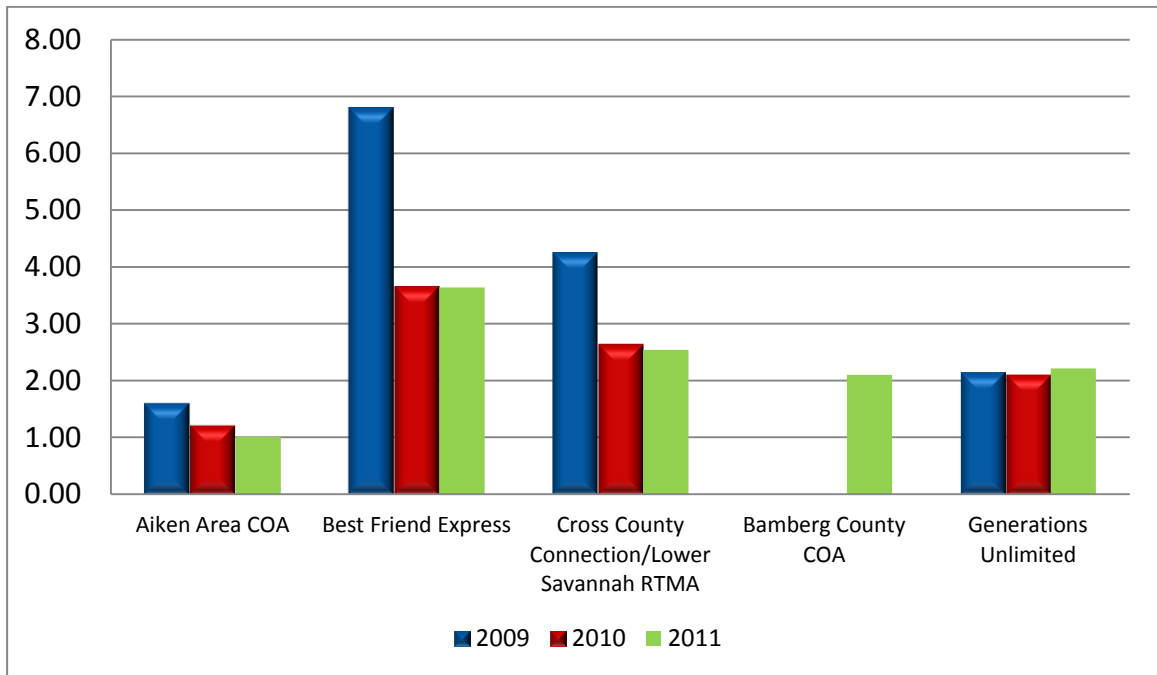


Figure 2-14: Lower Savannah Region Average Annual Passenger/Rev Hour

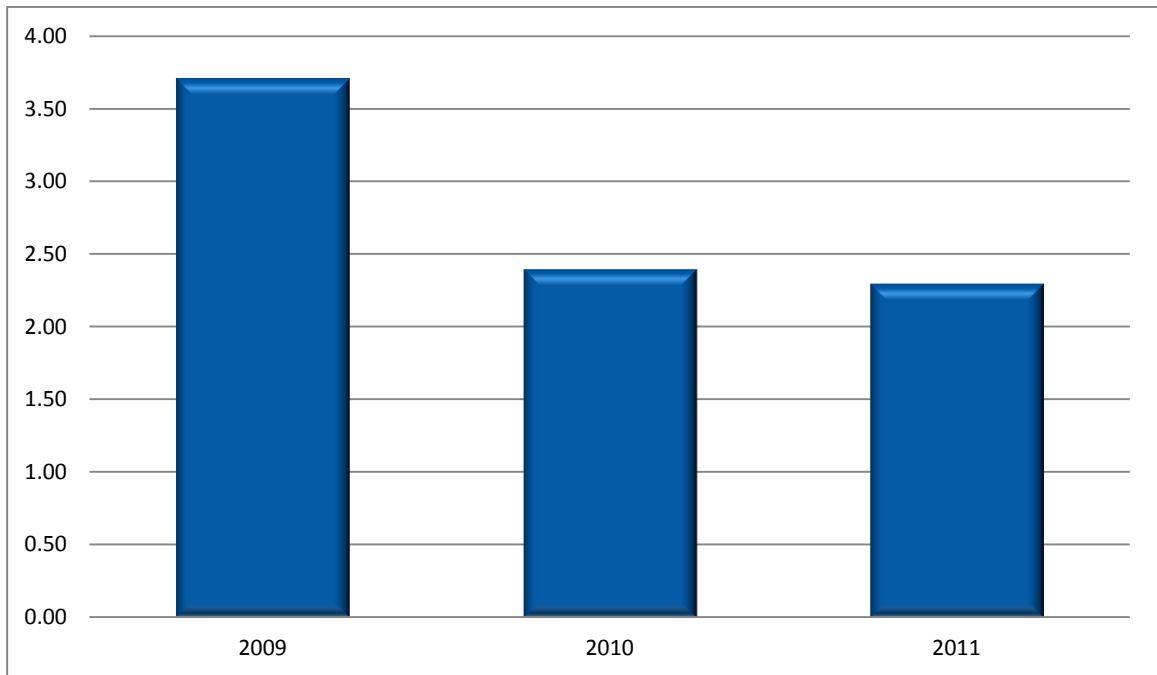


Table 2-8 and **Figures 2-15** and **2-16** present the cost per passenger trip data for 2009, 2010, and 2011. The cost per passenger trip increased over the past three years for both fixed route and demand response services.

Table 2-8: Lower Savannah Region Cost per Passenger Trip, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Aiken Area COA	Fixed Route	\$34.05	\$17.62	\$24.91
	Demand Response	–	\$0.00	\$0.00
	Average	\$34.05	\$17.62	\$24.91
	Other - Medicaid	–	–	\$26.88
Best Friend Express	Fixed Route	\$6.84	\$11.78	\$14.21
	Demand Response	\$10.54	\$10.84	\$7.47
	Average	\$8.69	\$11.31	\$10.84
Cross County Connection/ Lower Savannah RTMA	Fixed Route	–	\$25.65	\$15.10
	Demand Response	\$0.25	\$3.97	\$6.20
	Average	\$0.25	\$7.83	\$9.51
Bamberg County COA	Fixed Route	–	–	–
	Demand Response	–	–	\$22.63
	Average	–	–	\$22.63
	Other - Medicaid	–	–	\$35.43
Generations Unlimited	Fixed Route	–	–	–
	Demand Response	\$14.85	\$16.23	\$17.13
	Average	\$14.85	\$16.23	\$17.13
	Other - Medicaid	\$36.20	\$30.52	\$25.88
Total Lower Savannah Region	Fixed Route	\$7.60	\$18.19	\$16.94
	Demand Response	\$8.44	\$9.31	\$12.78
	Average	\$8.09	\$12.11	\$14.29
	Other - Medicaid	\$36.20	\$30.52	\$29.96

Figure 2-15: Lower Savannah Region Cost per Passenger Trip

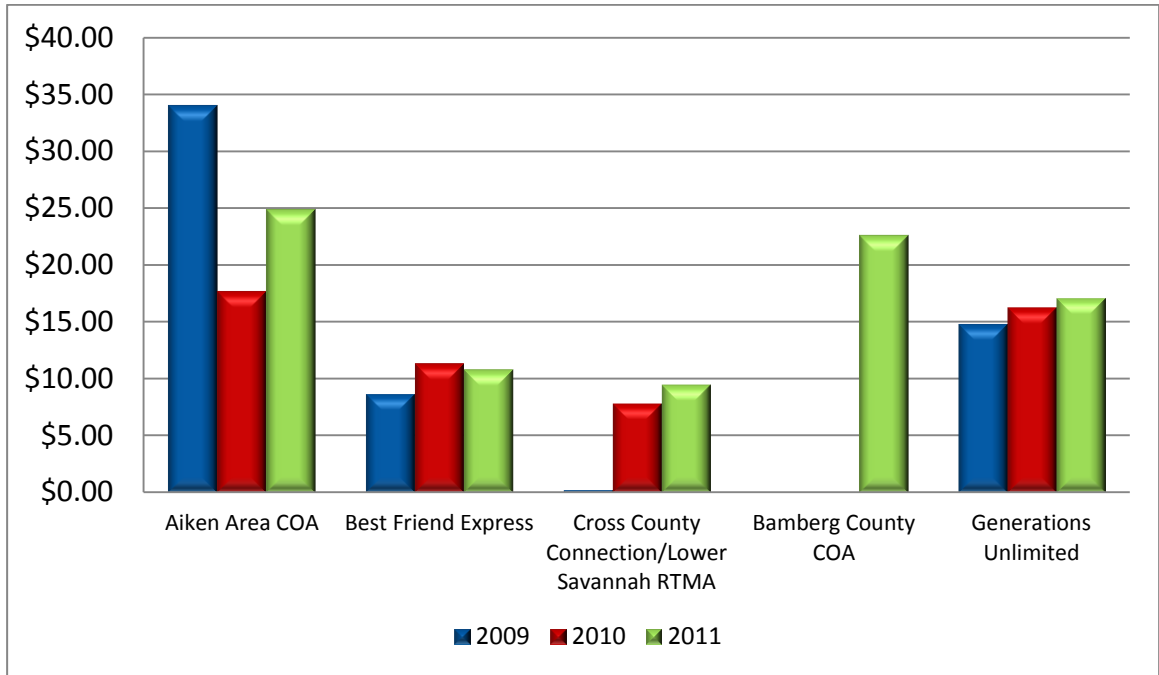
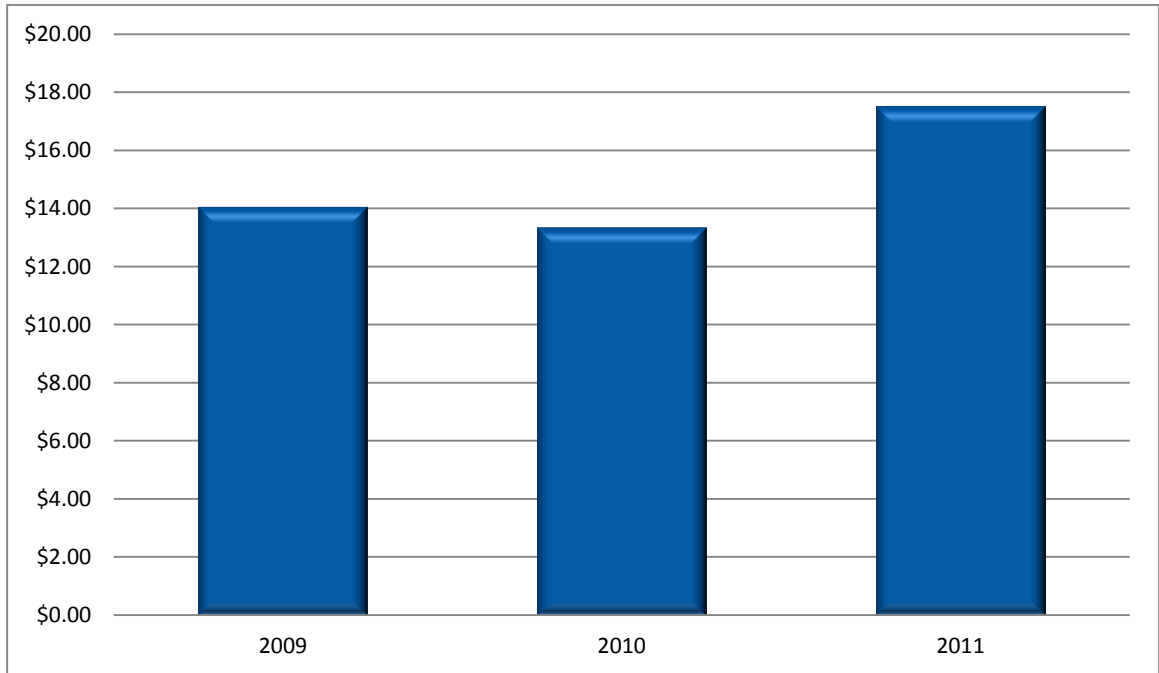


Figure 2-16: Lower Savannah Region Annual Cost/Passenger Trip



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 Lower Savannah Region, which are noted below:

- Aiken Area Council on Aging
 - Vehicles – FY 2011 = 26; FY 2012 = 43
 - Passengers – FY 2011 = 18,324; FY 2012 = 29,069
 - Revenue vehicle miles – FY 2011 = 273,692; FY 2012 = 453,315
 - Revenue vehicle hours – FY 2011 = 18,496; FY 2012 = 24,507
 - Operating expenses – FY 2011 - \$479,872; FY 2012 = \$545,608
 - Passengers per revenue vehicle hour – FY 2011 = 0.99 FY 2012 = 1.19

- Bamberg Office on Aging
 - Vehicles – FY 2011 = 17; FY 2012 = 14
 - Passengers – FY 2011 = 18,224; FY 2012 = 22,095
 - Revenue vehicle miles – FY 2011 = 299,031; FY 2012 = 411,622
 - Revenue vehicle hours – FY 2011 = 10,440; FY 2012 = 19,003
 - Operating expenses – FY 2011 - \$558,866; FY 2012 = \$610,706
 - Passengers per revenue vehicle hour – FY 2011 = 1.75 FY 2012 = 1.16

- Best Friend Express
 - Passengers – FY 2011 = 24,588; FY 2012 = 27,149
 - Revenue vehicle hours – FY 2011 = 6,757; FY 2012 = 3,140
 - Cost per passenger trip – FY 2011 = \$13.35; FY 2012 = \$11.73
 - Passengers per revenue vehicle hour – FY 2011 = 3.64 FY 2012 = 8.64

- Cross Country Connection (Lower Savannah RTMA)
 - Passengers – FY 2011 = 42,554; FY 2012 = 50,282
 - Revenue vehicle miles – FY 2011 = 221,494; FY 2012 = 246,558
 - Operating Expenses – FY 2011 = \$404,483; FY 2012 = \$537,353
 - Cost per passenger trip – FY 2011 = \$9.51; FY 2012 = \$10.69
 - Passengers per revenue vehicle mile – FY 2011 = 0.19; FY 2012 = 0.20
 - Passengers per revenue vehicle hour – FY 2011 = 2.54; FY 2012 = 3.27

- Generations Limited
 - Passengers – FY 2011 = 39,390; FY 2012 = 50,022
 - Revenue vehicle miles – FY 2011 = 426,206; FY 2012 = 505,736
 - Revenue vehicle hours – FY 2011 = 18,424; FY 2012 = 22,070
 - Operating expenses – FY 2011 - \$723,507; FY 2012 = \$981,126
 - Cost per passenger trip – FY 2011 = \$14.91; FY 2012 = \$15.81

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

The existing transit service within the region has a high level of demand response service. In the future, as demand increases, transit facilities such as park and ride lots and designated transfer stations should be included in regional and local plans. A large new park and ride facility is being built on I-20 in North Augusta (in urbanized Aiken County). There will be a need for bus service from the park and ride to industrial sites, but currently funding levels do not permit for expansion of the system to serve the park and ride. Overall ridership continues to grow in the region and stakeholders are asking for more service, but it remains a challenge to meet those demands. Within the more populated areas with fixed route service, major activity locations are utilized for bus stops, such as at the colleges and Wal-Mart.

2.6 Agency Coordination

In 2000, SCDOT funded the Lower Savannah COG to carry out the state's first regional coordination demonstration project. Since that time, the Lower Savannah COG has worked steadily to increase the coordination of transportation resources among the autonomous health, human services, and public transit systems serving the region through its Regional Transportation Management Association (RTMA), organized in 2001. The RTMA structure includes one elected official from each member county to serve on a policy committee and an RTMA Partners Group – providers of transportation who provide coordinated/integrated service and/or are most likely to be able to begin doing so.

The list of partners continues to grow. Funding streams from the Federal Transit Administration, the Administration on Aging, Medicaid, Disabilities and Special Needs, Vocational Rehabilitation, Workforce Investment Act, Job Access Reverse Commute Program, Department of Social Services, health centers, private contracts, and local support are all involved in the project.

Aiken Area Council on Aging operates both the Best Friend Express in the urban area of Aiken and the demand response service in the non-urbanized area of the County, allowing coordination of those services. In addition, the Lower Savannah Council of Governments Aging, Disability, and Transportation Resource Center (ADTRC) is a one-call center which integrates the provision of human service and transit information and assistance and mobility management in the region.

2.7 Intercity Services

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

As part of the focus group sessions conducted for the 2008 Statewide Planning process, several community leaders and members of the general public made comments regarding the need for more public transportation options between cities or across state lines. Although the need for improved intercity transportation was recognized in the focus group sessions, there was a greater emphasis on local and regional (commute-oriented) transit needs.



Intercity rail transportation, particularly high speed rail service, has a greater potential than intercity bus to significantly impact how South Carolina residents and visitors travel between cities in the future, due to the reduced travel times, level of comfort, and direct service. As part of the 2040 MTP, a separate Rail Plan is being developed that will address passenger rail options. Future planning for the Lower Savannah area should include connecting intercity buses from the Lower Savannah Region to the high speed rail I-85 and I-95 corridor. Connecting services between regional activity centers and a high speed rail station in Columbia via rail or bus would be very important for access to and from the Lower Savannah Region.

Intercity bus services in the Lower Savannah Region are provided by Southeastern Stages, with stops in Aiken and Orangeburg.



3. HUMAN SERVICES COORDINATION

3.1 Introduction

As mentioned previously in Section 2, the Lower Savannah region has been coordinating for many years. The Lower Savannah COG was designated in 2000 by SCDOT as the lead entity for the region to foster and facilitate coordination of transit resources. The COG followed recommendations contained in a 1999 coordination study and formed a Regional Transportation Management Association (RTMA.) This association was an inclusive group of stakeholders who provided or had an interest in transit services for people in the region. Each county governing body indicated in written agreements their willingness to commit to participate in the RTMA.

At the same time a Policy Committee was formed, composed of one elected member of each County's governing body. This group would provide guidance as needed and would serve to review and develop priority recommendations for the use of competitively selected transit project funds for the region. The RTMA stakeholders developed several coordinating mechanisms, including coordination of transit training, collective purchasing, and created a regional Drug and Alcohol Testing consortium. Some of these early coordination initiatives have stood the test of time and are still actively in practice. In 2003, the RTMA stakeholders conducted a strategic planning process and developed a vision for a coordinated regional system, utilizing technology that would link partnering transit providers into a regional transit network, with LSCOG as the facilitator. The vision also called for a one-call center for transit information and assistance and common scheduling and dispatching software and other technology.



In 2003, LSCOG was provided the infrastructure to become a one-call center for aging and disability with the advent of the Aging and Disability Resource Center initiative. LSCOG became one of the first 10 such centers in the country. Pursuing the strategic goal set by the RTMA, LSCOG then secured competitive designations and grants to allow for the addition of transit information, coordination and assistance to the public to its one call center. Grants from the Centers for Medicaid and Medicare Services, SCDOT, FTA and the Research and Innovative Technology Administration within the USDOT enabled LSCOG to plan and design a comprehensive one-call center which would offer integrated human service and transit and mobility management assistance to the public.

As a part of this intensive needs assessment and planning process, LSCOG and local stakeholders provided input into previous 2007 Regional Human Services Transportation Coordination Plan published by SCDOT. The three-year system design process resulted in the 2010 launch of LSCOG's national model Aging, Disability and Transportation Resource Center (ADTRC), providing an array of mobility management activities, and being able to equip a partnering network of human service and public transit providers in the region with on-board and in-office intelligent transportation technology.

This network of partnering and coordinating agencies embodied the next phase of the work begun by the RTMA group.

LSCOG opened its Transportation and Mobility Management component of its Aging, Disability and Transportation Resource Center (ADTRC) in 2010. The COG was also instrumental in leading the development between 2003 and the present of four new rural public transit services in the region – in the four counties which had no such service. All of these new services were built on coordinating trips across public and human service funding sources to serve both the general public and human service specialized clients. The ADTRC takes calls from the public in all six counties for transit services. It coordinates the use of transit technology across the region, leads and facilitates providers to coordinate transit services among themselves and advocates for unmet transit needs in the region. **Appendix B** presents an overview of the one call center.



The Mobility Management staff in the ADTRC handles around 13,000 incoming calls for transportation service in a year, and make many more contacts in the process of seeking service to meet the passenger's need. Additionally they have served as project manager for the Orangeburg-Calhoun Counties Cross County Connection service since the project began in 2009 and the Aiken urban service, Best Friend Express and Dial-a-Ride. The ADTRC also provides human service information and assistance and benefits counseling in addition to help to find transportation solutions.

3.2 Changes in Medicaid Transportation

At about this same time that the ADTRC was launched, the State Department of Health and Human Services was moving forward with implementing its changes in the way non-emergency (NET) Medicaid transportation was being provided. SCDHHS switched from a system which provided local determination of eligibility and a single non-ambulance provider of NET transportation services for each county in the state to a system which brought in an out-of-state broker company. The broker brought in many small providers to compete with coordinating public and mainstream human service agencies to provide the individual trips of Medicaid passengers.

Under the single provider system, coordination among funding sources and programs had enabled the majority of those providers of Medicaid services to take on other human services contracts and, in many cases, to become providers of rural public transit services. The human service agencies stepped up to provide public transit because there was no other entity in most areas to do so. These agencies operated in an economical manner by filling as many seats as possible in local vehicles transporting passengers across programmatic lines to common destinations. Some providers worked with medical offices to group trips from specific outlying rural areas for efficiency.

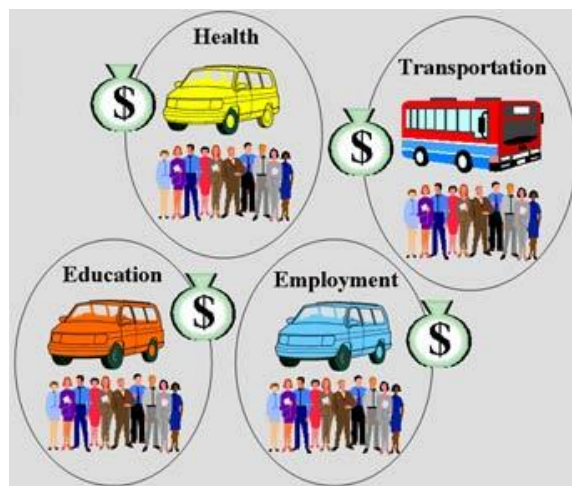
When the new brokerage system came in, schedulers treated each individual trip in much the same way a taxi company would, dispatching each trip to a provider without regard to other trips which might be going to and from nearby destinations. With no guarantee of standing order trips from one day to the next, coordinating transportation providers found that they were often less likely to be able

to take public demand response trips, since the pricing structure that they had developed was based on filling seats in vehicles. During the years since the last coordination plan was written, public transit providers in the region, who also used to have sole source responsibility for Medicaid NET transportation, saw their trip volume fall off drastically and several nearly closed their doors due to reduction in revenues and financial losses.

Many of the people most adversely affected by these changes are seniors and people with disabilities who do not qualify for Medicaid, Medicaid eligible people with travel needs in addition to medical treatment appointments, and people who were using coordinated human service/public transit to get to job training and employment. One example of these barriers occurred in January 2013. Twenty-six people from one rural county in the region lost their rides to work in one industry when the public provider dropped its contract for Medicaid NET transportation and stopped making trips in the outlying areas of the county. They had been able to fit in general public passengers into available seats on vehicles making Medicaid trips from outlying areas of this particular county. When the Medicaid trips ceased, it became unaffordable to make a reduced level of trips with considerable deadhead mileage without the volume which had been made possible with Medicaid.

Coordination took several steps backward due to the Medicaid brokerage and its taxi-cab approach to assigning trips. The assignment of both pick-up times and appointment times limited the ability of providers, without doing considerable negotiation, to multi-load with other non-Medicaid passengers, who might live along a route, to the medical provider's destination. Issues which were initially thought to be the fault of the broker were discovered to be, in some cases, contractual requirements of the SCDHHS.

In recent months there have been encouraging conversations with both the broker and the Director and Medicaid staff at SCDHHS, with requests/recommendations from providers for changes which could result in greater efficiency for all funding sources for transit, including Medicaid NET. Making changes in this area could be an essential step in improving the ability to share rides among funding sources on vehicles going to similar destinations. Another step which could positively address coordination would be to improve the ease with which providers could formulate agreements to transport more passengers on fewer vehicles, when they are scheduled to follow each other out-of-county down the same routes to the same destinations.



3.3 Purchase of Service and Section 5310

For the past ten years, the Lower Savannah COG has been the regional recipient of South Carolina's FTA Section 5310 funds for transportation services for older adults and people with disabilities. All of these funds were spent in the region for purchase of services for these target groups in each county in

the region. Priority in the region has been placed on coordination of services in lieu of continuing replacement of single-purpose human service agency vehicle fleets. LSCOG encouraged providers to extend service to the “general public” of target group individuals who were often un-served by limited public transportation in the region in addition to serving small groups of clients for a single purpose so that the maximum benefit to target group individuals would result.

With the passage of MAP-21, another challenge to coordination of human service and public transportation service is the recent separation of funds under the Section 5310 into separate sources for large urban, small urban and rural service. Demand for these services, which have been key to enabling independent and engaged community living for rural target population group members has far outstripped resources to provide these services. The new law with its changes has resulted in a drastic reduction in previously available 5310 funds to serve transit dependent seniors and people with disabilities living in sparsely populated areas. A six-month appropriation has then cut those funds in half for FY 2014 projects. Having to account separately for service by the origin of trips in Aiken County, where there is both large urban and rural territory and the great reduction in funds available for the rural areas, which is the majority of the land area of the Lower Savannah Region, will be another significant blow to the level of service and the opportunity for coordination of service in the region’s five and one-half rural counties.

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

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

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

3.4 Federal Requirements

3.4.1 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 Fiscal year 2009, including \$52.6 billion for federal transit programs. SAFETEA-LU was extended multiple times in anticipation of a new surface transportation act. Both the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st 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 21st 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 Lower Savannah region met all federal requirements by focusing on the transportation needs of disadvantaged persons.

3.4.2 Today

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

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

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

Making the
MOST
of MAP-21

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

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

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

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

3.5 Goals for Coordinated Transportation

The 2003, the Lower Savannah RTMA partners developed early in the process the vision for a coordinated regional transportation network in the region. The vision recognized the importance of having elected officials and legislative support. Services within the region allow riders to travel seamlessly throughout the region, across our state and to neighboring states. The infrastructure of compatible equipment, short client wait times, AVL systems, employer participation and regional computerized scheduling provides for designated transfer stations throughout the region and ties into rail and air travel. Information is accessible at a touch in transportation centers, as well as related web sites. RMTA provides oversight and assists in securing sufficient funding for our operations. Local legislators understand and support the regional goal and coordination model for South Carolina.

The original regional vision and the goals presented below. These goals also support the overall SCMTTP goals, which are presented in Chapter 4.

The goals are:

- Provide an accessible public transportation network in the region that offers frequency and span of service to support spontaneous use for a wide range of needs; this may include direct commute service, as well as frequent local service focused within higher density areas.

- Maximize the farebox recovery rate and ensure that operation of the transit system is fiscally responsible;
- Offer accessible public and social service transportation services that are productive, coordinated, convenient, and appropriate for the markets being served. The services should be reliable and offer competitive travel times to major destinations; and support economic development.
- Enhance the mobility choices of the transportation disadvantaged by improving coordination and developing alternative modes of transportation.

3.6 Coordination Plan Update - Outreach Process

Because of the extensive outreach conducted in the region throughout the development of the one-stop call center and during the original 2007 Human Services Coordinated Plan, the SCDOT approached outreach specific to the update of this Regional Transit & Coordination Plan in a streamlined fashion, working primarily with the COGs, MPOs, Mobility Manager, 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 the 2007 Human Services Coordinated Plan, the one-stop call center vision, 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 Lower Savannah Region, the gaps and needs in the region, and strategies to meet future needs.

3.7 State of Coordination in the Lower Savannah Region

Since the development of the one-stop call center and the Lower Savannah Regional Human Service Coordination Plan was completed in 2007, there have been many changes initiated in the region.

LSCOG opened its Transportation and Mobility Management component of its Aging, Disability and Transportation Resource Center (ADTRC) in 2010. As mentioned above, the COG was instrumental in leading the development between 2003 and the new rural public transit services in the region.

The ADTRC takes calls from the public in all six counties for transit services. It coordinates the use of transit technology across the region, leads and facilitates providers to coordinate transit services among themselves and advocates for unmet transit needs in the region. The Mobility Management staff in the ADTRC handles around 13,000 in-coming calls for transportation service in a year, and make many more contacts in the process of seeking service to meet the passenger's need. Additionally they have served as project manager for the Orangeburg-Calhoun Counties Cross County Connection service, since the project began in 2009 and the Aiken urban system, Best Friend Express and Dial-a-

Ride. The ADTRC also provides human service information and assistance and benefits counseling in addition to helping to find transportation solutions.

3.7.1 Changes in Medicaid Transportation

At about this same time that the ADTRC was launched, the State Department of Health and Human Services was moving forward with implementing its changes in the way non-emergency (NET) Medicaid transportation was being provided. SCDHHS switched from a system which provided local determination of eligibility and a single non-ambulance provider of NET transportation services for each county in the state to a system which brought in an out-of-state broker company. The broker brought in many small providers to compete with coordinating public and mainstream human service agencies to provide the individual trips of Medicaid passengers. The effects of these changes were discussed in the introduction of this chapter.

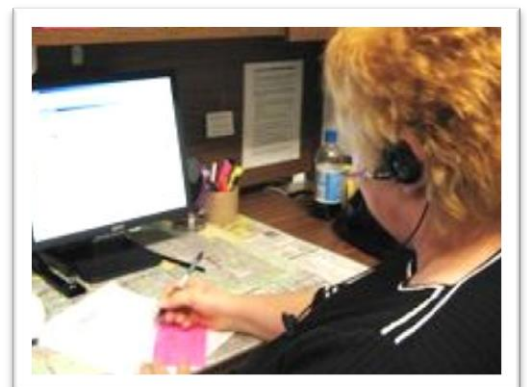
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With the passage of MAP-21, another challenge to coordination of human service and public transportation service is the recent separation of funds under the Section 5310 into separate sources for large urban, small urban and rural service. The new law with its changes has resulted in a drastic reduction in previously available 5310 funds to serve transit dependent seniors and people with disabilities living in sparsely populated areas. Having to account separately for service by the origin of trips in Aiken County, where there is both large urban and rural territory and the great reduction in funds available for the rural areas, which is the majority of the land area of the Lower Savannah Region, will be another significant blow to the level of service and the opportunity for coordination of service in the region's five and one-half rural counties.

3.7.3 Local Human Service Agency Coordination initiatives

Local Disability and Special Needs Boards vary in the manner in which they participate in coordination activities. Some have expressed the wish that public transit providers could take on their extensive transportation of clients to and from day programs and work. Others operate with a combination of contracting as they can afford to with public providers to serve some of their routes and using their own vehicles and drivers to provide other client services. Others continue to serve their own clients exclusively. Two local DSN Boards have played a role in using available seats on their vehicles to fit in public transit riders as a part of locally coordinated demand response rural public transit services. New initiatives involving cooperation between the public transit provider and the local DSN Board have been proposed, but are dependent



on funding availability. One DSN Board reports that they lend their vehicle to other non-profit organizations when not in use. There appears to be more willingness among human service agencies to coordinate when the opportunity presents itself than there was at the time the last Coordination Plan was developed.

3.8 Barriers and Needs in the Lower Savannah 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 and through the recently completed plan, data was collected regarding transportation gaps and barriers faced in the region today. The results of the needs assessment are summarized below.

Support for public transit varies by county in the region and is largely tied to politics. In areas where there are the most conservative elected officials, maintaining support for basic transit infrastructure is a challenge each year, even in light of overwhelming evidence of the need for expanding and improving service. In the large urban area of Aiken County, which is a retirement community, all of the operating costs for the system must come from local funds. Service has either been flat funded or cut back over the past several years. Special needs of many seniors and people with disabilities are not adequately addressed. People trying to get to work and the technical college rely on the system, but are restricted in days and hours that the service operates. There is a need for expanding hours and frequency of runs to the south side of the City of Aiken. A large new park and ride facility is being built on Interstate 20 in North Augusta (in urbanized Aiken County). There will be a need for bus service from the park and ride to industrial sites, but currently funding levels don't permit for expansion of the system to serve the park and ride. Overall ridership in the region continues to grow and stakeholders are asking for more service, but it remains a challenge to meet those demands. In some parts of the region there is wide-spread and enthusiastic support for transit, which gives the systems in those areas optimum potential for growth and enhancement. It also enables service in those areas to be more responsive to community needs and to be more effective.

In rural counties, transportation for seniors and people with disabilities who are trying to get to necessary destinations of daily living are perpetually inadequately met. Cuts to 5310 rural funds will greatly exacerbate the level of unmet needs in this population group. There remains a need for more customized service to assist passengers with no support system to navigate from their homes to the curb, where demand response vehicles wait for them, or into stores or medical offices. Travel companion service has been provided on a very limited basis, but has not been widely used thus far. Passengers are limited in the number of packages or bags of groceries they can take on demand response vehicles.

More specialized service to accommodate seniors and people with disabilities is widely needed. An additional group with transit needs is veterans. There have been some challenges in coordination with

the VA at the national level. The LSCOG Regional ADTRC reports working well at the local level with the VA Hospitals to help to coordinate mobility for veterans. Again, the eroding ability of local transit providers to make Medicaid trips to Columbia and Augusta has increased denials of trips to these VA hospitals where they used to be able to accommodate many more veterans. In Orangeburg and Calhoun Counties, there is discussion of starting a two day a week route just to take Veterans to the VA in Columbia. With adequate coordination, members of the general public could also be able to ride along as space is available to access other needed destinations for medical and other appointments, and hopefully VA funding for such trips could become contract revenue to help with the provision of public transit service, and thereby could help to expand service for both veterans and the general public.

There is also consistent need for people to access jobs and job training. Project funding through JARC was not widely used to address these needs with transit services, due to the lack of local ability to generate the substantial 50 percent match, in addition to matching funds for 5311 and 5310 service in all of the rural areas of the region. Now that those funds have merged in with 5311 funds, it remains to be seen if funding will be sufficient to provide new and additional service for employment. LSCOG's ADTRC has used these funds for mobility management and, in that capacity, has worked hard to arrange transportation for employment related purposes via 5311 and private pay services.

Another issue associated with unmet need is the difficulty on the part of some organizations to capture accurately the FULL cost of providing transportation services. Currently public providers in some counties charge different fares and different programs within the same organizations collect differing fares. This creates confusion on the part of passengers and a barrier to coordination among agencies. Further progress toward agreement on a uniform method for determining full cost could lead to adoption of a common regional fare structure and billing rules, which would remove another barrier to coordination among agencies and across geographic boundaries.

In summary, challenges to coordination include the following:

- Current practices and requirements of SCDHHS and the Medicaid Non-Emergency Transportation (NET) Broker for the performance of non-ambulance Medicaid NET trips have eroded the financial stability of some regional public transit providers. Recently as providers have been forced to drop their contracts with the Medicaid broker, other providers have seen their trip volume increase rapidly. While apparently good for their bottom line, it has strained their capacity to add in public passengers as available seats disappear. Both issues have affected the capacity of local demand response transit providers to include and serve the general public on demand response human service and public transit trips that formerly were coordinated with Medicaid NET trips – an overall reduction in non-Medicaid service for the public.
- Dispatching Medicaid NET trips without regard for coordination potential, such as requiring adherence to an assigned pick up time and an assigned drop off time for appointments limits the ability to include additional passengers to fill available seats on board vehicles, and limits the ability for cost efficiencies through multi-loading of vehicles across funding sources.

Providers contend that the significant measure should be on –time drop off for appointments within limits of how long a passenger can be on the vehicle in addition to normal drive time.

- Reductions in FTA Section 5310 funding under MAP 21 for rural areas will further erode the opportunities for the most vulnerable populations to receive critically needed transportation services and for coordination with other funding sources to provide more filled seats on board human service and public transit vehicles.
- Reduction of traditional options for obtaining mobility management funds (i.e. the disappearance of Section 5316 and 5317 transit funds and drastic reduction to rural 5310 funds) could provide a challenge in sustaining essential coordination and mobility management work of the Lower Savannah Regional Aging, Disability and Transportation Resource Center. This center now provides regional coordination among providers of transit services, passenger assistance in obtaining rides, advocacy for passenger needs and system development and enhancement region-wide. Transit technology is a necessity in coordination and increasing cost effective operations and efficient customer service. The use of technology in transit requires investment in replacement and on-going support costs as well as continuing staff training and assessment of work processes to assure maximum efficiency. These investments should be priority elements in any plan for the provision of and coordination of public and human service transportation.
- Uncertain budget times and gridlock in Washington have created an environment which makes it extremely difficult to plan in a rational and systematic manner for the improved efficiency and effectiveness of transit service. This lack of pro-activity comes in a demographic environment in which more and more of the population is certain to need enhanced and expanded public transit services. The age-wave of baby boomers coupled with the development of parts of the Lower Savannah Region as a retirement destination alone assures the need for planning and expansion of transit services as more and more members of the population will age out of the ability for safe driving. One way to make these enhancements affordable is through continued emphasis on the coordination of services and the assurance of the continued availability of a conduit for public information and assistance to learn about and link to available resources. All entities which are using public dollars to provide constituencies with transportation should be mandated to coordinate services and streamline administrative costs through consolidation and coordination of these resources. There will also be a need for transit planners and those who strive to coordinate and enhance transit service across the state and in the region to be “nimble” in being able to adapt to changing circumstances without losing sight of visions and goals.
- Adoption of a regional fare structure and billing rules would advance coordination among programs, agencies and geographic boundaries.

3.9 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.

There has been consistent and impressive progress toward transit development, enhancement and coordination in the Lower Savannah region since the publication of the 2007 Regional Coordination Plan. There have also been set backs and, in recent months, new threats and potential barriers to effective and coordinated transit have emerged. The development and operation of a new two-county transit system, the Allendale County Scooter, which is operating successfully, as well as progress in willingness to coordinate among local provider agencies, the acquisition of new transit technology region-wide and the successful operations of the Lower Savannah Aging, Disability and Transportation Resource Center (ADTRC) are no small accomplishments over the past six years. It will be necessary to try to keep moving forward and to be adaptable, but with a steady eye on original visions from well before the 2007 plan was published, which remain appropriate for the region.

Described in the previous section are challenges in many areas, including in the Medicaid NET program, which has morphed from a central part of a coordinated regional system to become a parallel transportation system with direct impacts on human service agencies and public transit. Funding for the replacement of aging equipment and for the continuation of services continues to be a challenge.

Strategies to keep coordination of transit services moving ahead in the Lower Savannah Region include, investment in replacing and sustaining existing and new transit technology, continuing assessment and training for operator staff on getting the most effective use from new technology, continuing focus on sustaining and maximizing use of the region's mobility management center (ADTRC), and dialogue between SCDOT, providers of transit services to the public and SCDHHS on improving the Medicaid NET system. Additional strategies should include looking for creative ways to meet unmet transit needs in unsettled economic times, and continuing to encourage and/or mandate coordination of resources among publicly funded programs. Helping transit providers - both public and human services - in determining the full and actual cost of providing transportation services and developing regional fare and billing structures would also be a strategy which would help to advance the ability to coordinate among agencies and funding streams. Encouragement of local elected officials to employ creative ways to generate more local dollars to invest in public transit in order to draw in and use available federal funds would also help local providers in taking advantage of resources to address un-met needs. Acting on these strategies has potential to address issues and challenges surrounding coordination of resources.

Strategies to address the challenges to coordination could include the following:

- Changing the practices and requirements for scheduling of Medicaid Non-Emergency Transportation trips to support coordination are needed (i.e.: remove pick up time assignment, allow sub-contracting of "b" leg trips among providers, have more consistency in standing order trip assignment, allowing passengers to call the provider for return will-call trips rather

than having to call the broker, who in turn then calls the provider, etc.) Responsibilities would need to be coordinated among the local providers and the NEMT broker.

- Exercising more flexibility by SCDOT in allowing providers to serve in areas where their vehicles are waiting for return trips in out-of-area destinations even if it is not in their "traditional service area."
- Assuring sustainability for the mobility management and service management and coordination activities and technology support for the Lower Savannah Regional Aging, Disability and Transportation Resource Center (ADTRC) and its partnering network of providers in future years.
- Requiring more coordination at all levels among funding agencies and programs providing transportation for the public, preferably mandated at the state agency level and involving local participation and input. This strategy could streamline conflicting administrative policies, facilitate more coordination among resources, help to develop uniform business practices, cost calculation and cost allocation among coordinating funding sources and ultimately result in more rides for the dollar invested.
- Maintenance of flexibility among regions as to approaches for coordination. Regions with an effective RTA do not need to follow the same approach as a region with effective local county providers, for example. What works for a metropolitan area may not be the preferred strategy in a largely rural area. Federal and state agencies should integrate local input in decision making prior to making the decision or recommendation.
- Adoption of policies which discourage the proliferation of single purpose vehicle acquisition or services, except for well-justified cases, such as transportation of prisoners or seriously ill or fragile individuals, etc.
- Continuing to assign higher priority for use of funds to projects in the region which:
 - Are region-wide in scope and which support existing mobility management and coordination initiatives
 - Involve coordination among programs and agencies, when there is an appropriate option for that instead of single purpose services benefitting a small number of people
 - Provide the most good for the most target group people, given the nature of the project
 - Address unmet needs or barriers and strategies to coordination included in this plan
 - Provide for maintenance, enhancement or expansion of transit technology which can address unmet needs and contribute to coordination of services
 - Maintain a needed program or service which involves coordinated service to transit dependent individuals
 - Use of urban transit funds for operational expenses - In looking at some of the actions and strategies from the 2007 Coordination plan, some of these have been completed. One of these is the passage of MAP-21 law, which allows the use of up to 75 percent of large urban 5307

funds in this system for operation of the urban public transit service. This was good news for the Best Friend Express service and for LSCOG, which is the direct recipient of the Section 5307 transit funds for providing it. The only barrier to immediate relief from the burden of having limited local funds with which to operate the service is that LSCOG is operating on prior years' funds, and it will be 2015 before they can access the MAP-21 FY 2012 funds, which will be allowed for operational use.

- Several strategies in the 2007 Coordination Plan involved completion of planning and system design and competing for implementation funds to start up the regional ADTRC and its mobility management activities using transit technology. The LSCOG and its stakeholders worked very hard on this strategy and were successful in becoming one of three projects selected nationally for implementation. Along the way, LSCOG and its partnering network of coordinating providers have learned a lot about various technologies and their application in this particular rural region. The project is regarded by the USDOT as one of its most successful Mobility Services for All Americans project implementations and is noted as a model on several websites on the development of one-call centers. The ADTRC serves hundreds of local citizens each year who are seeking help to link to transit and has continued to provide leadership in transit coordination and the use of technology. The ADTRC's mobility management program appears to be a successful and worthy effort which should be sustained.
- Helping local transit providers enhance service and make best use of technology and other resources. This has proven to be needed as an on-going activity provided on an intermittent basis. Upcoming in late FY 2013, individualized assessment and training for front line staff in each county's coordinated system will be taking place. This is projected to be a valuable activity, now that organizations have some experience under their belts in using technology. Assessment of local business practices and identifying and providing on-site training on ways that the technology can be used for even greater efficiency and effectiveness has been requested by leaders of these local organizations and is expected to result in better service at a better cost. Replacement and support for technology use and on-going training is a needed strategy to enhance coordination in the region.
- On-going assessment of needs in local communities for transit and work at the regional and local level to plan ways to enhance or modify transit operations to meet those needs should also be an on-going strategy. Local stakeholders and the regional ADTRC should continue to seek new opportunities for coordination among resources and to avoid wasteful and duplicative practices.
- Encourage state and local governments to find additional, creative means to generate more local revenue to help with matching requirements for transit service.
- Development and implementation by transit stakeholders of a process of public education and advocacy with local leaders and potential new funders on the need for transit service enhancements to meet needs among the workforce, veterans, seniors and people with disabilities. The needs of people who would use the North Augusta Park and Ride are different from the needs of people who live in outlying rural areas of the region and who need to access job opportunities in other communities, but they are all important. Air quality is an emerging issue in the region. Local leaders are concerned about economic development, attracting new business and industry coupled with the need for citizens to be able to gain and retain

employment when it can be found. More service will also be needed to match shift times and to accommodate industrial locations that are not on current bus fixed routes.

- Adoption of a regional methodology for determining full cost of the provision of various types of transit service, and development of a common fare structure and billing rules will be a needed next step to advance coordination among programs, geographic areas and agencies.

3.9.1 Project and Funding Priorities

Stakeholders working on the development of the 2007 Regional Coordination Plan established a series of priorities for funding of projects in the region. Review of these priorities shows that, with minor tweaking, they still relate well to current challenges and needed strategies. Updated priorities are as follows:

- Priority #1
 - Further development and maintenance of the regional mobility management center (Aging, Disability and Transportation Resource Center – ADTRC) to continue provision of one-call information and assistance to link to transportation resources, coordinate transit in the region and continue transit enhancement roles.
 - Updating and support for transit technology related to increased operational efficiency, safety, customer service and coordination.
- Priority #2
 - Projects which help people to access job training and employment and engaged, independent community living, especially on extended hours and days.
 - Projects which meet special needs of transit dependent people, such as travel companion, allowance for needs of shoppers, assistance to get into and out of the home to the vehicle, or other accommodations.
- Priority #3
 - Projects which coordinate service across county lines to access medical care and employment or for other needed purposes.
- Priority #4
 - Expansion of service to areas currently not well served or to populations whose needs are not being well met.
 - Projects developed and funded by any Federal Transit Administration section, and ideally, with funds outside those sources, should be compatible with and support the development and sustainability for:
 - A regional, coordinated, shared-seat public, private and health and human services transportation network, and
 - The regional Aging, Disability and Transportation Resource Center’s provision of information, assistance to access transit resources, enhancement and coordination of services and planning and advocacy for future service development and coordination.
 - Regional transit technology and its support and upgrading, also continuous training to upgrade job skills for transit personnel

- Priority #5
 - Purchase of vehicles for expansion or replacement by local transit providers. Priority for ranking applications for vehicle purchases should be tied to shared community use or as broad access as possible to the general public. Depending on the fleet age in the region and expansion needs, this may need to be moved up in the priority list.

The above coordination information summarizes the gaps, barriers, strategies and priorities 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.



4. VISION AND OUTREACH

4.1 MTP Vision and Goals

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

The vision statement of the 2040 MTP is as follows:

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

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



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

4.2 2040 MTP Performance Measures

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

4.2.1 Mobility and System Reliability Goal

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

Background: Improved mobility and reliable travel times on South Carolina's transportation system are vital to the state's economic competitiveness and quality of life. National legislation, Moving Ahead for Progress in the 21st 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 ¹						Potential Measures
	MTP	I	SC	F	T	R	
Plan Level							
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
Implementation Level							
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 ² Truck travel time index on the freight corridor network
Potential Guiding Principles							
Encourage availability of both rail and truck modes to major freight hubs (for example ports, airports and intermodal facilities)	X	X	X	X		X	

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

² 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 ¹						Potential Measures
	OP	I	SC	F	T	R	
Plan Level							
Improve substandard roadway.	X	X	X				% of substandard roadway improved
Implementation Level							
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
Potential Guiding Principles							
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		

¹MTP – 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 Lower Savannah 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 ¹						Potential Measures
	OP	I	SC	F	T	R	
Plan and Implementation Level							
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 ²
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
Potential Guiding Principles							
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				

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

²The 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 ¹						Potential Measures
	OP	I	SC	F	T	R	
Plan Level							
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
Implementation Level							
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
Potential Guiding Principles							
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	

¹MTP – 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 ¹						Potential Measures
	OP	I	SC	F	T	R	
Plan Level							
None							
Implementation Level							
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
Proposed Guiding Principles							
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.							

¹MTP – 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 ¹						Potential Measures
	OP	I	SC	F	T	R	
Plan Level							
None							
Potential Guiding Principles							
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	

¹MTP – 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 transportation⁵ was developed in 2008 with accompanying goals to support that vision. This vision continues to support the 2040 MTP and public transportation efforts within each region of the state. The vision statement⁶ and goals were developed for purposes of guiding future decisions for public transportation in the future.

4.3.1 South Carolina’s Public Transportation Vision

*Public Transit –
Connecting Our Communities*

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

4.3.2 South Carolina’s Public Transportation Goals

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

Economic Growth

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

Sound Investment Approach

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

⁵ Berkeley-Charleston-Dorchester Regional Transit Plan, May 2008.

⁶ Lower Savannah Regional Transit Plan, May 2008.

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

Viability of Transit

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

Accessibility to All

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

4.4 Public Outreach

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

4.4.1 Stakeholder Input

2008 Statewide Public Transportation Plan - Public Outreach

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

- Public transportation is generally considered only important to lower income citizens.
- Traffic congestion is not an issue, but the aging population is likely to drive the need for more transit service.
- In Aiken County, there is a need for general public service in the areas not served by fixed routes.
- More service is needed to get underserved populations to jobs and other needed services and to begin to attract "choice" riders.

- Partnerships and coordination between systems and land use planning are needed.
- More local funding is needed.
- Coordination of transportation services has been emphasized in the area and has yielded benefits.
- More state funding, training, and technical assistance is needed along with requirements for all state agencies to work together.

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

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

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

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

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

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

Metropolitan Planning Organizations
<ul style="list-style-type: none"> ▪ ANATS – Anderson Area Transportation Study ▪ ARTS – Augusta/Aiken Area Transportation Study ▪ CHATS – Charleston Area Transportation Study ▪ COATS – Columbia Area Transportation Study ▪ FLATS – Florence Area Transportation Study ▪ GRATS – Greenville-Pickens Area Transportation Study ▪ GSATS – Myrtle Beach Area Transportation Study ▪ RFATS – Rock Hill Area Transportation Study ▪ SPATS – Spartanburg Area Transportation Study ▪ SUATS – Sumter Area Transportation Study

Councils of Government

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

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

Public Transportation Statewide Opinion Survey

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

Figures 4-1, 4-2 and 4-3 provide an overall summary from the statewide public transportation opinion survey. Ninety-two percent of the survey respondents use a personal vehicle for travel. The question was posed regarding what would encourage the survey respondents to ride public transit. The top

three responses were rail or bus rapid transit (BRT) available for trips, transit stops located close to their homes, and more frequent transit buses.

Figure 4-1: Survey Summary, Need

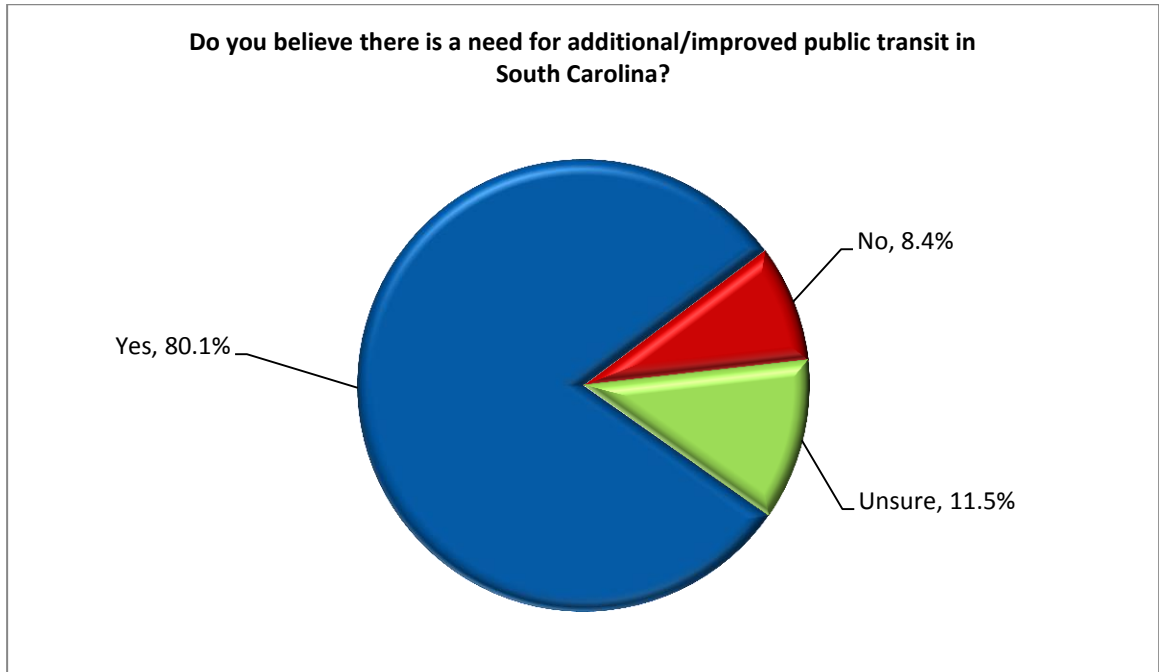


Figure 4-2: Survey Summary, Importance

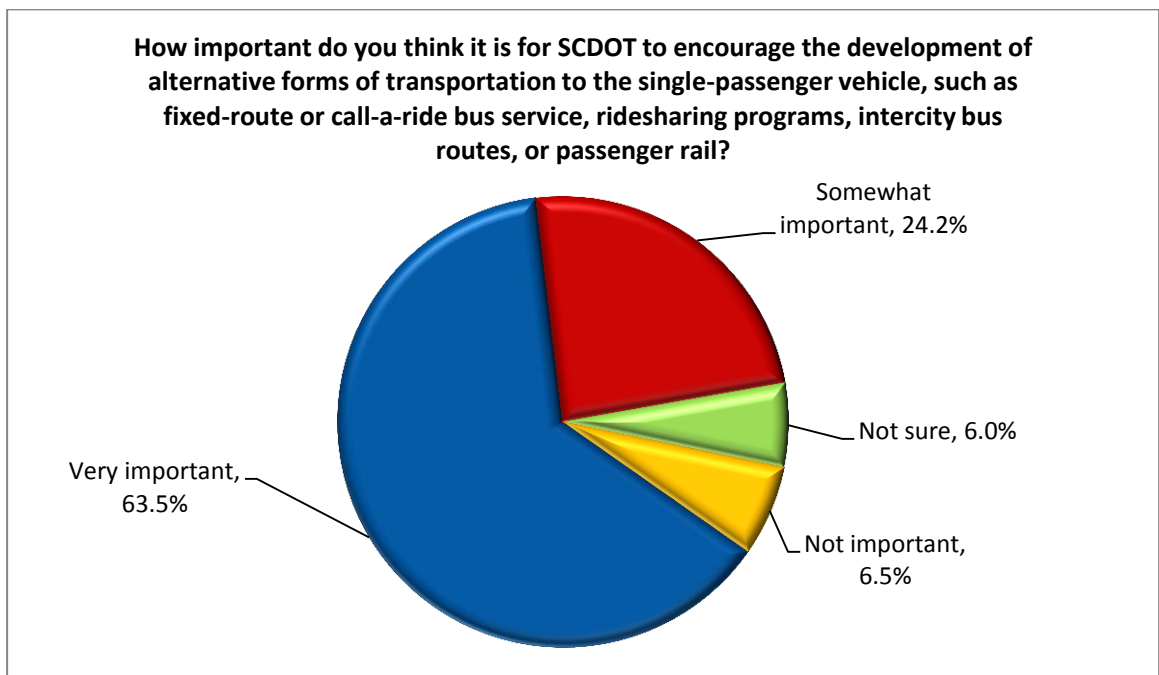
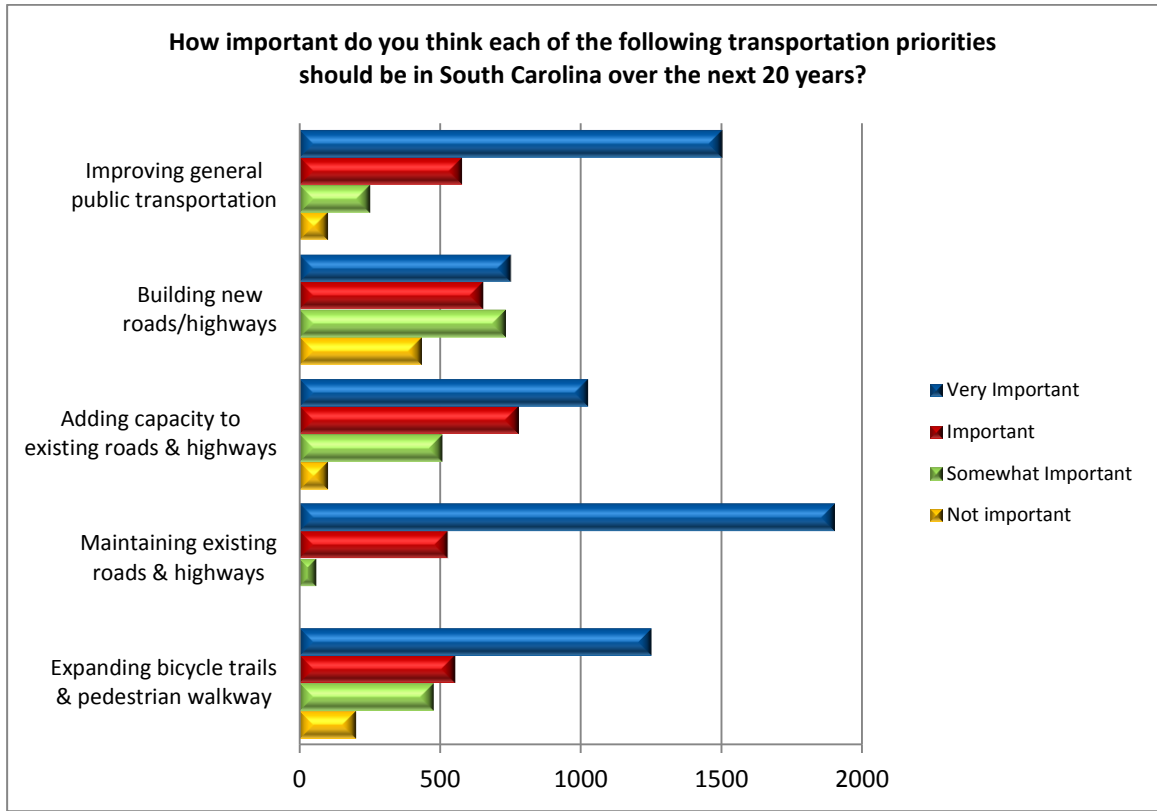


Figure 4-3: Survey Summary, Priorities



4.5 Regional Vision Summary

Through the recent efforts of the Lower Savannah COG, the RTMA, and the ADTRC, the regional vision and roadmap for public transportation is clearly defined and summarized below.

The primary goal for public transportation in the Lower Savannah Region is to enable transit to be a viable transportation option for citizens throughout the region. The region is focused on including all potential partner organizations, agencies, and businesses to improve mobility. To address future mobility needs and promote a sustainable transportation system, transit must continue to serve the needs of the transit-dependent population, while continuing to offer a competitive alternative to the automobile for “choice” customers.



5. REGIONAL TRANSIT NEEDS

Section 4 provides the public transportation needs and deficiencies identified for the Lower Savannah 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 Lower Savannah Region were prepared and aggregated 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, FY2007-2011.
- 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 Lower Savannah Region transit agencies for the life of this plan, which extends to 2040.

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

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

Table 5-1 summarizes the operating, administration, and capital costs to maintain the existing services to 2040. Annual costs and total cost are also presented.

Table 5-1: Lower Savannah Region, Maintain Existing Services Cost Summary

	Maintain Services Annual Oper/Admin	Maintain 2040 Total (29 yrs) Oper/Admin	Maintain Services Annual Capital	Maintain 2040 Total (29 yrs) Capital	Maintain 2040 Total (29 yrs) Oper/Admin/Cap
Aiken Area COA	\$480,000	\$13,436,000	\$94,000	\$2,621,000	\$16,057,000
Best Friend Express	\$328,000	\$9,193,000	\$39,000	\$1,080,000	\$10,273,000
Cross County Connection/ Lower Savannah RTMA	\$404,000	\$11,326,000	\$100,000	\$2,800,000	\$14,126,000
Bamberg County COA	\$551,000	\$15,424,000	\$100,000	\$2,800,000	\$18,224,000
Generations Unlimited	\$724,000	\$20,258,000	\$101,000	\$2,825,000	\$23,083,000
Total Lower Savannah Region	\$2,487,000	\$69,638,000	\$433,000	\$12,125,000	\$81,763,000

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 Lower Savannah Region than exists today. The data sources for obtaining future transit needs were obtained from:

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

The aforementioned planning documents were the primary resources used to identify future transit needs for the Lower Savannah 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 D** provides the detailed information for each agency. As mentioned previously, the Allendale County Scooter needs are included in the Lowcountry Regional Transit & Coordination Plan.

Table 5-2: Lower Savannah Region Enhanced Services Cost Summary

	Enhance Services		2040 TOTAL (29 yrs) Enhance Service
	Oper/Admin	Capital	Oper/Admin/Cap
Aiken Area COA	\$25,024,000	\$4,375,000	\$29,399,000
Best Friend Express	\$5,000,000	\$3,981,000	\$8,981,000
Cross County Connection/ Lower Savannah RTMA	\$3,500,000	\$1,480,000	\$4,980,000
Bamberg County COA	\$1,852,000	\$328,000	\$2,180,000
Generations Unlimited	\$3,516,700	\$5,147,700	\$8,664,400
Total Lower Savannah Region	\$38,892,700	\$15,311,700	\$54,204,400

5.4 Needs Summary

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

Table 5-3: Lower Savannah Region Public Transportation Needs

	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
Aiken Area COA	\$480,000	\$13,436,000	\$94,000	\$2,621,000	\$16,057,000	\$25,024,000	\$4,375,000	\$29,399,000	\$45,456,000
Best Friend Express	\$328,000	\$9,193,000	\$39,000	\$1,080,000	\$10,273,000	\$5,000,000	\$3,981,000	\$8,981,000	\$19,254,000
Cross County Connection/ Lower Savannah RTMA	\$404,000	\$11,326,000	\$100,000	\$2,800,000	\$14,126,000	\$3,500,000	\$1,480,000	\$4,980,000	\$19,106,000
Bamberg County COA	\$551,000	\$15,424,000	\$100,000	\$2,800,000	\$18,224,000	\$1,852,000	\$328,000	\$2,180,000	\$20,404,000
Generations Unlimited	\$724,000	\$20,259,000	\$101,000	\$2,825,000	\$23,083,000	\$3,516,700	\$5,147,700	\$8,664,400	\$31,747,000
Total Lower Savannah Region	\$2,487,000	\$69,638,000	\$433,000	\$12,125,000	\$81,763,000	\$38,892,700	\$15,311,700	\$54,204,400	\$135,967,000

5.5 Transit Demand vs. Need

The above sections, 5.2 and 5.3, of this report identify the local service needs from the individual transit systems in the Lower Savannah 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. Other needs include more frequent service, greater overall capacity, expanding beyond the current borders of the service areas, and better handling of commuter needs.

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

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

5.5.1 Arkansas Public Transportation Needs Assessment (APTNA) Method

The APTNA method⁷ 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.

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:⁸

⁷ *Arkansas Public Transportation Needs Assessment and Action Plan*, prepared for the Arkansas State Highway and Transportation Department by SG Associates, 1992. Lower Savannah Regional Transit Plan, 2008.

⁸ Lower Savannah Regional Transit Plan, 2008; NHTS.

Table 5-4: Lower Savannah Region Population Groups

	Elderly (Over 65)				Disabled (Under 65)				Poverty (Under 65)			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Aiken County	11,499	12,296	13,108	15,241	5,159	5,516	5,880	6,837	13,752	14,706	15,676	18,227
Allendale County	980	950	931	940	137	133	130	131	1,798	1,743	1,708	1,726
Bamberg County	1,456	1,429	1,384	1,393	654	642	622	626	1,799	1,767	1,710	1,722
Barnwell County	2,327	2,284	2,263	2,274	1,356	1,331	1,319	1,325	3,705	3,636	3,603	3,620
Calhoun County	2,358	2,362	2,346	2,362	859	860	855	860	2,031	2,034	2,021	2,034
Orangeburg County	9,484	9,535	9,648	10,786	5,704	5,735	5,803	6,487	14,555	14,634	14,807	16,553
Rural	28,104	28,856	29,680	32,996	13,869	14,217	14,609	16,267	37,640	38,519	39,526	43,882
Aiken County	11,845	12,666	13,502	15,700	2,638	2,821	3,008	3,497	8,926	9,545	10,175	11,831
Allendale County	399	387	379	383	–	–	–	–	1,756	1,702	1,669	1,685
Bamberg County	1,062	1,043	1,010	1,016	–	–	–	–	2,040	2,003	1,940	1,952
Barnwell County	767	752	746	749	–	–	–	–	1,687	1,656	1,641	1,648
Orangeburg County	3,740	3,760	3,804	4,253	–	–	–	–	5,705	5,736	5,804	6,488
Urban	17,812	18,608	19,441	22,101	2,638	2,821	3,008	3,497	20,114	20,642	21,227	23,605
Lower Savannah COG	45,916	47,465	49,121	55,097	16,507	17,039	17,616	19,764	57,754	59,161	60,753	67,487

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

- 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*₆₅₊ = population of individuals 65 years old and older,

*P*_{DIS<65} = population of individuals with disabilities under age 65, and

*P*_{POV} = population of individuals under age 65 living in poverty.

Table 5-5 shows the daily and annual ridership projections for the Lower Savannah Region. The daily transit trips are 3,378 for the year 2010 and 3,987 for 2040. The annual transit trips for the region are projected to be approximately 1.2 million for 2040. About 15 percent of the projected daily ridership is attributed to urban areas and the remaining 85 percent to rural areas.

Table 5-5: Lower Savannah Region Ridership Projections using APTNA Method

	Annual Transit Demand				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Aiken County	319,922	342,105	364,685	424,034	876	937	999	1,162
Allendale County	32,181	31,196	30,578	30,887	88	85	84	85
Bamberg County	41,313	40,571	39,279	39,537	113	111	108	108
Barnwell County	81,305	79,792	79,073	79,433	223	219	217	218
Calhoun County	52,269	52,355	52,011	52,355	143	143	142	143
Orangeburg County	326,027	327,786	331,663	370,786	893	898	909	1,016
<i>Rural</i>	<i>853,017</i>	<i>873,805</i>	<i>897,289</i>	<i>997,032</i>	<i>2,337</i>	<i>2,394</i>	<i>2,458</i>	<i>2,732</i>
Aiken County	210,954	225,581	240,471	279,605	578	618	659	766
Allendale County	23,194	22,484	22,038	22,261	64	62	60	61
Bamberg County	30,657	30,107	29,148	29,340	84	82	80	80
Barnwell County	24,659	24,200	23,982	24,091	68	66	66	66
Orangeburg County	90,505	90,993	92,069	102,930	248	249	252	282
<i>Urban</i>	<i>169,015</i>	<i>167,784</i>	<i>167,238</i>	<i>178,622</i>	<i>1,041</i>	<i>1,078</i>	<i>1,117</i>	<i>1,255</i>
Lower Savannah COG	1,022,032	1,041,588	1,064,527	1,175,654	3,378	3,472	3,575	3,987

5.5.2 Mobility Gap Methodology⁹

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 Lower Savannah Region without vehicles, based upon Census information. Rural and urban trip rate data were derived from the 2001 National Household Travel Survey (NHTS) at the South Region level, to be consistent in the way the APTNA trip rates were derived and discussed in the previous section.

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

The equation used in the Mobility Gap method is:

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

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

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

⁹ Lower Savannah Regional Transit Plan, 2008.

Table 5-6: Lower Savannah 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
Aiken County	2,691	2,878	3,068	3,567	3,328	3,559	3,794	4,411	1,884	2,015	2,148	2,497
Allendale County	374	363	355	359	528	512	502	507	347	336	330	333
Bamberg County	248	244	236	237	396	389	377	379	113	111	107	108
Barnwell County	823	808	800	804	949	931	923	927	760	746	739	742
Calhoun County	633	634	630	634	633	634	630	634	633	634	630	634
Orangeburg County	2,640	2,654	2,686	3,002	3,275	3,293	3,332	3,725	2,227	2,239	2,265	2,533
<i>Rural</i>	7,409	7,580	7,775	8,604	9,109	9,318	9,556	10,583	5,964	6,081	6,219	6,848
Aiken County	1,444	1,544	1,646	1,914	807	863	920	1,070	2,251	2,407	2,566	2,984
Allendale County	181	175	172	174	27	26	26	26	208	202	198	200
Bamberg County	283	278	269	271	135	133	128	129	418	410	397	400
Barnwell County	189	185	184	185	63	62	61	62	252	247	245	246
Orangeburg County	0	0	0	0	0	0	0	0	0	0	0	0
<i>Urban</i>	2,097	2,183	2,271	2,543	1,032	1,084	1,135	1,286	3,129	3,267	3,406	3,829
Lower Savannah COG	9,506	9,763	10,046	11,147	10,141	10,401	10,691	11,869	9,093	9,347	9,625	10,677

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

Table 5-7 shows that for elderly households with people age 65 and older, a rural mobility gap of 5.88 (7.64-1.76) trips per day and an urban mobility gap of 7.40 (9.97-2.57) person-trips per day per household exist between households with and without an automobile. For younger households with individuals between the age of 15 and 64, a rural mobility gap of 6.00 (10.09-4.09) trips per day and an urban mobility gap of 0.74 (8.36-7.62) person-trips per day per household exist between households with and without an automobile.¹⁰

Table 5-7: Mobility Gap Rates

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

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

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

Using the updated U.S. Census 2010 household data (Table 5-6) and the appropriate Mobility Gap trip rate, the estimated demand was calculated for each county in the Lower Savannah 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 Lower Savannah 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 35,000 person-trips per day, while urban daily demand is approximately 13,000 person-trips per day. The Mobility Gap method estimates the Lower Savannah Region transit demand (based upon 365 days of service) at 17.6 million person-trips per year for 2010, and approximately 20.5 million per year for 2040. Daily person-trips for the Lower Savannah Region would be approximately 56,000 by 2040.

¹⁰ 2001 NHTS.

Table 5-8: Lower Savannah Region Travel Demand using Mobility Gap Method

	Annual Trip Demand - Mobility Gap				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Aiken County	4,084,700	4,367,927	4,656,230	5,413,984	11,191	11,967	12,757	14,833
Allendale County	752,331	729,296	714,855	722,076	2,061	1,998	1,959	1,978
Bamberg County	244,995	240,597	232,935	234,467	671	659	638	642
Barnwell County	1,647,756	1,617,090	1,602,521	1,609,805	4,514	4,430	4,390	4,410
Calhoun County	1,372,407	1,374,668	1,365,624	1,374,668	3,760	3,766	3,741	3,766
Orangeburg County	4,828,359	4,854,405	4,911,823	5,491,220	13,228	13,300	13,457	15,044
<i>Rural</i>	<i>12,930,548</i>	<i>13,183,984</i>	<i>13,483,989</i>	<i>14,846,221</i>	<i>35,426</i>	<i>36,121</i>	<i>36,942</i>	<i>40,675</i>
Aiken County	3,343,973	3,575,839	3,811,861	4,432,202	9,162	9,797	10,443	12,143
Allendale County	308,994	299,534	293,603	296,568	847	821	804	813
Bamberg County	620,960	609,812	590,392	594,276	1,701	1,671	1,618	1,628
Barnwell County	374,359	367,391	364,082	365,736	1,026	1,007	997	1,002
Orangeburg County	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Urban	4,648,286	4,852,576	5,059,936	5,688,782	12,735	13,295	13,863	15,586
Lower Savannah COG	17,578,834	18,036,560	18,543,925	20,535,003	48,161	49,415	50,805	56,260

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 Lower Savannah Region. The APTNA method estimates annual transit demand at 1 million person-trips per year for 2010, while the Mobility Gap method estimates annual transit demand at 17.6 million person-trips per year. **Table 5-9** compares results for the two methods.

Table 5-9: Lower Savannah Region Transit Demand Comparison for Two Methods

	Demand	2010	2020	2030	2040
APTNA	Annual	1,022,032	1,041,588	1,064,527	1,175,654
Mobility Gap	Annual	17,578,834	18,036,560	18,543,925	20,535,003
Actual	Trips 2011	143,080	–	–	–

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

⁽²⁾ 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 Lower Savannah region (143,080 annual trips) falls short of the estimated transit demand.

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

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

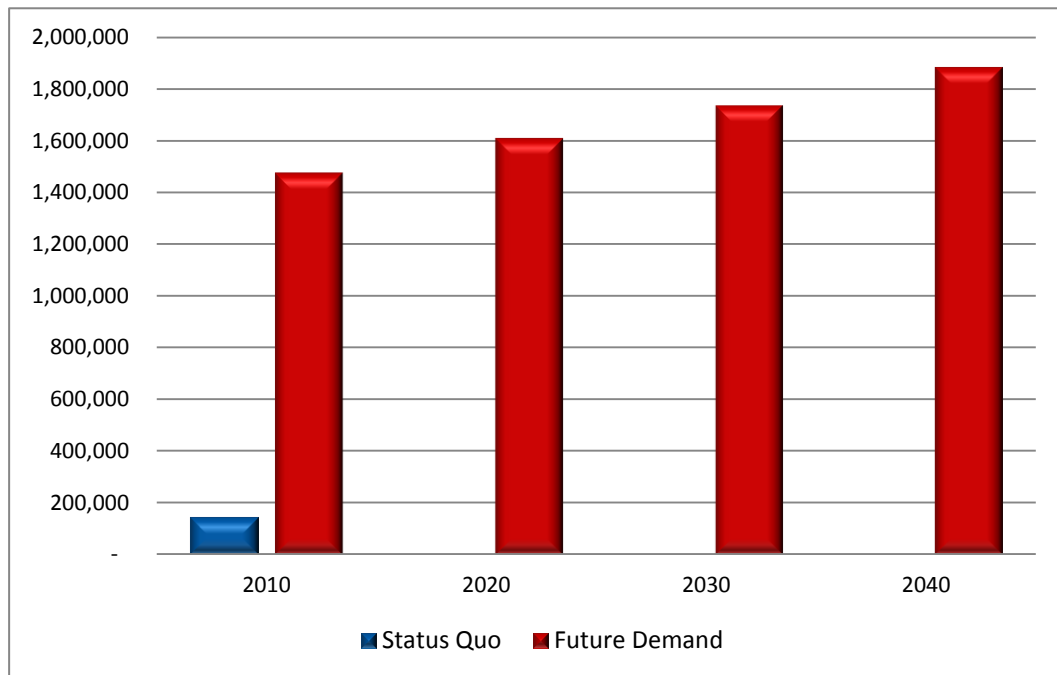
The APTNA method’s estimate for urban transit need is not realistic, and the Mobility Gap method for estimating urban transit need is too overstated. In the previous 2008 Plan, the methodology calculations were modified by the study team to produce a more realistic estimate. This updated 2040 plan continues to use the previous 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 Lower Savannah Region’s transit needs. A comparison with the current level of transit service in the Lower Savannah Region (143,080 trips per year) suggests the adjusted transit demand method is realistic, while the estimate provided by the APTNA method is a “low-end” approximation and the Mobility Gap method is a “high-end” approximation for the region.

Table 5-10: Lower Savannah Region Adjusted Transit Demand

Demand	2010	2020	2030	2040
2013 Adjusted Needs	1,478,000	1,612,000	1,739,000	1,886,000
Actual Trips 2011	143,080	–	–	–
Needs Met	10%	–	–	–

Based on the adjusted transit demand forecast, the total transit demand in 2010 was estimated at 1.5 million one-way trips. In FY 2011, 143,080 trips were provided. Using the adjusted transit demand forecast, the percent of demand met for the Lower Savannah Region is 10 percent. To meet 100 percent of the current demand, 1.3 million trips are needed among the existing transit systems. The demand forecast shows that by 2040, the estimated transit demand will exceed 1.8 million trips. (Figure 5-1)

Figure 5-1: Lower Savannah Region Transit Demand



5.6 Benefits of Expansion in Public Transportation

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

- Social/Demographic:** Public transportation has significant positive impacts on personal mobility and workforce transportation, in particular for seniors, disabled persons, and low-income households (where the cost of transportation can be a major burden on household finances).



- **Economic:** Public transportation provides a cost savings to individual users in both urban and rural areas. For urban areas, transit can support a high number of workforce trips and thus major centers of employment in urban areas, and major professional corporations currently see proximity to public transit as an important consideration when choosing office locations.
- **Environmental Quality:** Under current conditions, an incremental trip using public transportation has less environmental impact and energy usage than one traveling in an automobile; and greater usage of transit will positively impact factors such as air pollution in the state. As the average fuel economy for all registered vehicles increases due to natural retirement of older inefficient vehicles and more strict emissions standards for new vehicles, the overall impact to the environment decreases. Nevertheless, public transportation is expected to continue to be a more environmentally friendly form of travel.

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



6. POTENTIAL FUNDING SOURCES

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

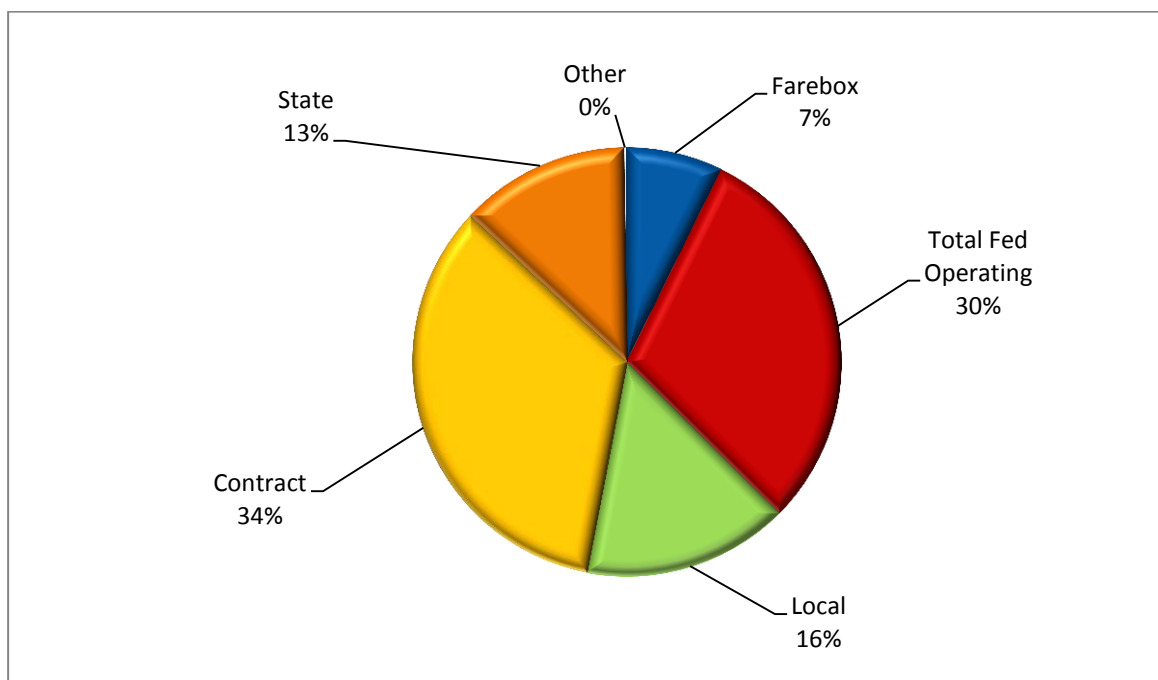
6.1 Lower Savannah Region

Given the continued growth in population and employment projected for South Carolina and the Lower Savannah Region, particularly in the growing Aiken County, public transportation continues to be an increasingly important and 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 Lower Savannah Region are shown in **Figure 6-1** and **Table 6-1**. Approximately 16 percent of total funding for transit operations is from local funds in the region. Approximately 30 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 92 percent of the capital expenditures in the region. State funding represents approximately 13 percent for operations and 6 percent of regional capital projects. The region has a farebox return ratio of approximately seven percent.

Figure 6-1: Lower Savannah Region Operating Revenues



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.

Table 6-1: Lower Savannah Region Transit Funding Revenues

	Farebox	Operating Revenues				Other	Total Op Revenues	Capital				Total Cap	Total Revenue Oper/Cap
		Total Fed Operating	Local	Contract	State			Total Federal Capital Assistance	Local Cap Assist	State Cap Assist	Other		
Aiken Area COA	–	\$96,561	\$31,255	\$191,273	\$31,255	–	\$350,344	\$170,677	\$657	\$23,091	–	\$194,425	\$544,769
Best Friend Express	\$30,281	–	\$153,081	–	\$59,399	–	\$242,761	\$98,534	–	–	–	\$98,534	\$341,295
Cross County Connection/ Lower Savannah RTMA	\$54,483	\$146,250	\$94,965	–	\$108,785	–	\$404,483	–	–	–	–	–	\$404,483
Bamberg County COA	\$12,364	\$86,534	\$50,000	\$383,718	–	–	\$532,616	–	–	–	–	–	\$532,616
Generations Unlimited	\$64,083	\$341,375	\$16,143	\$180,192	\$84,096	\$5,716	\$691,605	\$76,572	\$4,717	–	–	\$81,289	\$772,894
Total Lower Savannah Region	\$161,211	\$670,720	\$345,444	\$755,183	\$283,535	\$5,716	\$2,221,809	\$345,783	\$5,374	\$23,091	–	\$374,248	\$2,596,057
	7%	30%	16%	34%	13%	0%	–	92%	1%	6%	–	–	–

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 E** presents a summary chart of tax initiatives in the state from the South Carolina Sales and Use Taxes from www.sctax.org.

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

6.3 Federal Funding Sources

The Federal government has continued to sustain and slightly increase funding levels for public transportation in urban and rural areas. In addition, changes in program requirements have provided increased flexibility in the use of Federal funds. In October 2012, Moving Ahead for Progress in the 21st 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>
Total All Programs	10,578.00	10,695.00	21,273.00
Formula Grant Programs Total(Funded from the Mass Transit Account)	8,478.00	8,595.00	17,073.00
§ 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
Other Programs Total (Funded from General Revenue)	2,100.00	2,100.00	4,200.00
§ 5309 Fixed-Guideway Capital Investment	1,907.00	1,907.00	3,814.00
§ 5312 Research, Development, Demo., Deployment	70.00	70.00	140.00
§ 5313 TCRP	7.00	7.00	14.00
§ 5314 Technical Assistance and Standards Development	7.00	7.00	14.00
§ Human Resources and Training	5.00	5.00	10.00
§ Emergency Relief	(a)	(a)	(a)
§ 5326 Transit Asset Management	1.00	1.00	2.00
§ 5327 Project Management Oversight	(b)	(b)	(b)
§ 5329 Public Transportation Safety	5.00	5.00	10.00
§ 5334 FTA Administration	98.00	98.00	196.00

(a) Such sums as are necessary.

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

Source: APTA 2013.



7. FINANCIAL PLAN

The transit needs and projects identified in this Plan were outlined based primarily upon improved transit coverage, higher service levels, and stakeholder and public comments in locally adopted plans. The following financial plan considers fiscal constraints and other trade-offs in the planning process. The identified transit needs require funding above and beyond what is spent today. The existing transit agencies in the Lower Savannah Region provide approximately 143,000 trips annually, which meets 10 percent of the overall transit needs for the region. The unmet needs include more connectivity, opportunities for improved efficiencies, greater emphasis on increased coordination, and a need for the increases in the overall funding for transit.

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

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

7.1 Increase to 15 Percent of Needs Met

The existing transit demand for 2010, as discussed earlier in the report, was identified as approximately 1.5 million trips, with approximately 10 percent (143,080 trips) of that need currently being met with existing services. The 2020 projected demand increases to 1.6 million trips. One goal for the Lower Savannah Region may be to increase the need met to 15 percent by 2020, which equates to providing 241,844 trips or an increase of 98,764 one-way trips. With an existing regional average of 2.9 passengers per hour, transit agencies in the region would need to increase revenue service hours by 33,648 annually (98,764/2.9). The average operating cost per hour for the region is \$33.66. To meet approximately 15 percent of the need in 2020 (241,844 trips), operating and administrative budgets would need to increase by approximately \$1.1M (33,648 x \$33.66) annually.

Table 7-1: Lower Savannah Region Maintain Existing Services Plan

	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				
Aiken Area COA	\$479,872	\$479,872	\$479,872	\$479,872	\$479,872	\$479,872	\$479,872	\$479,872	\$3,838,976	\$4,798,720	\$4,798,720	\$13,436,416
Best Friend Express	\$328,333	\$328,333	\$328,333	\$328,333	\$328,333	\$328,333	\$328,333	\$328,333	\$2,626,664	\$3,283,330	\$3,283,330	\$9,193,324
Cross County Connection/ Lower Savannah RTMA	\$404,483	\$404,483	\$404,483	\$404,483	\$404,483	\$404,483	\$404,483	\$404,483	\$3,235,864	\$4,044,830	\$4,044,830	\$11,325,524
Bamberg County COA	\$550,866	\$550,866	\$550,866	\$550,866	\$550,866	\$550,866	\$550,866	\$550,866	\$4,406,928	\$5,508,660	\$5,508,660	\$15,424,248
Generations Unlimited	\$723,507	\$723,507	\$723,507	\$723,507	\$723,507	\$723,507	\$723,507	\$723,507	\$5,788,056	\$7,235,070	\$7,235,070	\$20,258,196
Total Lower Savannah Region	\$2,487,061	\$2,487,061	\$2,487,061	\$2,487,061	\$2,487,061	\$2,487,061	\$2,487,061	\$2,487,061	\$19,896,488	\$24,870,610	\$24,870,610	\$69,637,708

The above scenario with the goal of meeting 15 percent of the public transportation needs in the region is one example of increasing public transportation services for residents in the region. Citizens of the Lower Savannah Region must work with local officials to determine priorities for their community. The actions listed below support increasing the levels of public transportation.¹¹

1. First and foremost, greater financial participation at both the State and local government level is critical to the success of public transportation as a viable mobility solution. Many of the transit systems in South Carolina struggle on an annual basis to generate the matching funds for Federal formula dollars. Given a multitude of city and county governments to appease annually for funding support, a stable regional revenue source could help transit agencies avert service impacts due to annual fluctuations in municipal allocations. Transit continues to become an increasingly viable mobility option in Lower Savannah. Higher funding commitment levels from municipal governments in this region are necessary to support mobility needs both internally, as well as connections to major commuter sheds outside of the Region.
2. A number of potential local funding mechanisms could be implemented at the local (some at the state) level to generate funds. Most of these methods require substantial political capital in order to implement them. Adding to the difficulty of establishing these mechanisms is the fact that there are legislative restrictions against them. A concerted effort among transit providers and SCDOT should be undertaken to approach the State Legislature about changes in the restrictions placed on local funding mechanisms.
3. Broad flexibility with local control for funding options must also be made available such as sales and gas taxes, vehicle registration fees, property taxes and tax allocation districts. Local governments within South Carolina (Charleston and Columbia) and elsewhere in the Southeast (including Atlanta, Charlotte and Charleston) have used local sales tax revenues to pay for transit services.
4. State funding support for public transit should be increased to expand service and provide increased mobility and travel choices. As is the case with local funding mechanisms, legislation has restricted the use of state motor fuel user fee receipts for transit to ¼-cent out of 16.8 cents per gallon. This translates to about \$6 million per year for transit programs. This fee is based purely on the level of fuel consumption, and is not indexed to inflation.
5. Engage non-traditional partners. Coordination among Councils on Aging in Allendale and Bamberg Counties and the Lowcountry Regional Transit Authority through the region's mobility management entity, the Lower Savannah Regional Transit Management Association (RTMA), has proven beneficial in terms of service efficiency and customer mobility. The RTMA has realized similar benefits in Orangeburg County by contracting services with Santee Wateree Regional Transportation Authority. Bi-state coordination may continue to assist in the

¹¹ 2008 Lower Savannah Regional Transit Plan.

development of connecting routes between Augusta, Georgia and the cities of Aiken and North Augusta.

6. South Carolina has one of the fastest growing elderly populations in the U.S. because of the State's allure as a retirement destination. Many of these individuals have higher incomes (although may still be fixed incomes) and come from areas of the country where transit plays a greater role as a transportation option. Transit systems cannot be slow to react to new developments with elderly populations and should look for opportunities to partner with these developments to help fund transit programs. The Lower Savannah Region is above the State average in elderly population growth. Transit service demand among the elderly population is expected to continue growing in the Region.
7. Rural transportation is a core function of transit in South Carolina and service in these areas should be expanded. New and expanded services connecting to rural commerce centers should be evaluated.
8. 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.

The Lower Savannah region, as discussed throughout this report, has a unique and successful resource with the COG's Aging, Disability, and Transportation Resource Center (ADTRC). The ADTRC one-call center is a valuable partner in the region that provides mobility management, travel training, and services to increase efficiencies for all transportation services. There are strong recommendations throughout the plan supporting the value of the ADTRC. The ADTRC is not specifically delineated in the above Table 7.1, Maintain Existing Services Scenario. The information in the table focuses on the continuation of existing public transportation services or the constrained plan for the region.

The continuation, sustainability, and growth of the ADTRC is critical to coordination efforts among public transit agencies and human service agencies/providers in the region. Funding for ADTRC from federal, state, and local programs should be coordinated among the providers to emphasize regional significance of the agency, with equitable contributions and requests from the multiple sources.

7.2 Conclusion

This Lower Savannah Regional Transit & Coordination Plan Update provides information relative to transit services in the past five years. The plan identifies existing transit services, public outreach with cooperative partners - SCDOT, MPOs, COGs, local transit agencies, and regional stakeholders to move toward effective multimodal transportation options for the state. The need for collaborative efforts at all levels is pertinent as identified earlier in this report. Though many challenges lie ahead, this plan is realistic and provides updated information regarding future regional planning. A balance can be struck



between anticipated transit demand and realistic levels of service in the region. State and regional partners may build on the analyses within this plan to help articulate the purpose and need for enhanced transit services and pursue the most acceptable mechanisms to fill gaps in funding.



APPENDIX A: EXISTING TRANSIT SERVICES

**Table A-1: Ridership by Urban vs. Rural - Lower Savannah Region
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Aiken Area COA	Urban	-	-	-
	Rural	1,313	7,681	6,471
	Total	1,313	7,681	6,471
	Other - Medicaid	-	-	11,853
	Other - Van Pool	-	-	-
Best Friend Express	Urban	48,320	26,431	24,588
	Rural	-	-	-
	Total	48,320	26,431	24,588
	Other - Medicaid	-	-	-
	Other - Van Pool	-	-	-
Cross County Connection/ Lower Savannah RTMA	Urban	-	-	-
	Rural	28,648	36,469	42,554
	Total	28,648	36,469	42,554
Bamberg County COA	Urban	-	-	-
	Rural	-	-	7,403
	Total	-	-	7,403
	Other - Medicaid	-	-	10,821
Generations Unlimited	Urban	-	-	-
	Rural	35,584	30,415	33,808
	Total	35,584	30,415	33,808
	Other - Medicaid	6,083	7,577	5,582
Total Lower Savannah Region	Urban	48,320	26,431	24,588
	Rural	65,545	74,565	90,236
	Total	113,865	100,996	114,824
	Other - Medicaid	6,083	7,577	28,256

**Table A-2: Annual Vehicle Revenue Miles Urban vs Rural - Lower Savannah Region
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Aiken Area COA	Urban	-	-	-
	Rural	21,302	124,217	111,914
	Total	21,302	124,217	111,914
	Other - Medicaid	-	-	161,778
Best Friend Express	Urban	199,585	135,632	130,014
	Rural	-	-	-
	Total	199,585	135,632	130,014
Cross County Connection/ Lower Savannah RTMA	Urban	-	-	-
	Rural	118,138	201,129	221,494
	Total	118,138	201,129	221,494
Bamberg County COA	Urban	-	-	-
	Rural	-	-	82,976
	Total	-	-	82,976
	Other - Medicaid	-	-	216,055
Generations Unlimited	Urban	-	-	-
	Rural	385,689	329,407	353,751
	Total	385,689	329,407	353,751
	Other - Medicaid	65,937	117,459	72,455
Total Lower Savannah Region	Urban	199,585	135,632	130,014
	Rural	525,129	654,753	770,135
	Total	724,714	790,385	900,149
	Other - Medicaid	65,937	117,459	450,288

**Table A-3: Annual Revenue Vehicle Hours by Urban vs. Rural - Lower Savannah Region
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Aiken Area COA	Urban	-	-	-
	Rural	815	6,321	6,420
	Total	815	6,321	6,420
	Other - Medicaid	-	-	12,075
Best Friend Express	Urban	7,091	7,239	6,757
	Rural	-	-	-
	Total	7,091	7,239	6,757
Cross County Connection/ Lower Savannah RTMA	Urban	-	-	-
	Rural	6,708	13,825	16,754
	Total	6,708	13,825	16,754
Bamberg County COA	Urban	-	-	-
	Rural	-	-	3,523
	Total	-	-	3,523
	Other - Medicaid	-	-	6,917
Generations Unlimited	Urban	-	-	-
	Rural	16,483	14,455	15,292
	Total	16,483	14,455	15,292
	Other - Medicaid	2,818	5,220	3,132
Total Lower Savannah Region	Urban	7,091	7,239	6,757
	Rural	24,006	34,601	41,989
	Total	31,097	41,840	48,746
	Other - Medicaid	2,818	5,220	22,124

**Table A-4: Operating/Administrative Costs Urban vs Rural - Lower Savannah Region
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Aiken Area COA	Urban	-	-	-
	Rural	\$44,702	\$135,341	\$161,215
	Total	\$44,702	\$135,341	\$161,215
	Other - Medicaid	-	-	\$318,657
Best Friend Express	Urban	\$341,154	\$308,722	\$328,333
	Rural	-	-	-
	Total	\$341,154	\$308,722	\$328,333
Cross County Connection/ Lower Savannah RTMA	Urban	-	-	-
	Rural	\$7,284	\$285,641	\$404,483
	Total	\$7,284	\$285,641	\$404,483
Bamberg County COA	Urban	-	-	-
	Rural	-	-	\$167,530
	Total	-	-	\$167,530
	Other - Medicaid	-	-	\$383,336
Generations Unlimited	Urban	-	-	-
	Rural	\$528,570	\$493,592	\$579,052
	Total	\$528,570	\$493,592	\$579,052
	Other - Medicaid	\$220,220	\$231,260	\$144,455
Total Lower Savannah Region	Urban	\$341,154	\$308,722	\$328,333
	Rural	\$580,556	\$914,574	\$1,312,280
	Total	\$921,710	\$1,223,296	\$1,640,613
	Other - Medicaid	\$220,220	\$231,260	\$846,448

**Table A-5: Passengers per Revenue Vehicle Mile, Urban vs. Rural - Lower Savannah Region
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Aiken Area COA	Urban	-	-	-
	Rural	0.06	0.06	0.06
	Total	0.06	0.06	0.06
	Other - Medicaid	-	-	0.07
Best Friend Express	Urban	0.24	0.19	0.19
	Rural	-	-	-
	Total	0.24	0.19	0.19
Cross County Connection/ Lower Savannah RTMA	Urban	-	-	-
	Rural	0.24	0.18	0.19
	Total	0.24	0.18	0.19
Bamberg County COA	Urban	-	-	-
	Rural	-	-	0.09
	Total	-	-	0.09
	Other - Medicaid	-	-	0.05
Generations Unlimited	Urban	-	-	-
	Rural	0.09	0.09	0.10
	Total	0.09	0.09	0.10
	Other - Medicaid	0.09	0.06	0.08
Total Lower Savannah Region	Urban	0.24	0.19	0.19
	Rural	0.12	0.11	0.12
	Total	0.16	0.13	0.13
	Other - Medicaid	0.09	0.06	0.06

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

Agency	Area	2009	2010	2011
Aiken Area COA	Urban	-	-	-
	Rural	1.61	1.22	1.01
	Total	1.61	1.22	1.01
	Other - Medicaid	-	-	0.98
Best Friend Express	Urban	6.81	3.65	3.64
	Rural	-	-	-
	Total	6.81	3.65	3.64
Cross County Connection/ Lower Savannah RTMA	Urban	-	-	-
	Rural	4.27	2.64	2.54
	Total	4.27	2.64	2.54
Bamberg County COA	Urban	-	-	-
	Rural	-	-	2.10
	Total	-	-	2.10
	Other - Medicaid	-	-	1.56
Generations Unlimited	Urban	-	-	-
	Rural	2.16	2.10	2.21
	Total	2.16	2.10	2.21
	Other - Medicaid	2.16	1.45	1.78
Total Lower Savannah Region	Urban	6.81	3.65	3.64
	Rural	2.73	2.16	2.15
	Total	3.66	2.41	2.36
	Other - Medicaid	2.16	1.45	1.28

**Table A-7: Cost per Passenger Trip, Urban vs. Rural - Lower Savannah Region
FY 2009 to FY 2011**

Agency	Area	2009	2010	2011
Aiken Area COA	Urban	-	-	-
	Rural	\$34.05	\$17.62	\$24.91
	Total	\$34.05	\$17.62	\$24.91
	Other - Medicaid	-	-	\$26.88
Best Friend Express	Urban	\$7.06	\$11.68	\$13.35
	Rural	-	-	-
	Total	\$7.06	\$11.68	\$13.35
Cross County Connection/Lower Savannah RTMA	Urban	-	-	-
	Rural	\$0.25	\$7.83	\$9.51
	Total	\$0.25	\$7.83	\$9.51
Bamberg County COA	Urban	-	-	-
	Rural	-	-	\$22.63
	Total	-	-	\$22.63
	Other - Medicaid	-	-	\$35.43
Generations Unlimited	Urban	-	-	-
	Rural	\$14.85	\$16.23	\$17.13
	Total	\$14.85	\$16.23	\$17.13
	Other - Medicaid	\$36.20	\$30.52	\$25.88
Total Lower Savannah Region	Urban	\$7.06	\$11.68	\$13.35
	Rural	\$8.86	\$12.27	\$14.54
	Total	\$8.09	\$12.11	\$14.29
	Other - Medicaid	\$36.20	\$30.52	\$29.96



APPENDIX B: OVERVIEW OF ONE CALL CENTER

ONE CALL-ONE CLICK Profiles

LOWER SAVANNAH COUNCIL OF GOVERNMENTS, AIKEN, SC

BACKGROUND

The Lower Savannah Council of Governments' (LSCOG) one-call service originated as part of an initiative to coordinate human service agency transportation resources and develop public transportation in areas where none existed. The LSCOG began developing its coordinated services program 10 years ago and by 2006 was able to apply for the Mobility Services for All Americans demonstration grant. It is now a Transportation Management Coordination Center (TMCC).

This program provides several important examples:

- It is a program operated by a rural council of governments;
- The COG has merged its Aging and Disability Resource Center with its transportation, mobility management, and coordination functions;
- It has a strong human service agency perspective. (Initial coordination efforts were among human service agency transportation services); and
- LSCOG is not a direct transportation provider, but rather coordinates the services of several human service and public transit providers.

Rural council of governments is the lead agency.

Six-county region

Population = 300,000

Area = almost 4,000 sq. miles

Primary Cities:

Augusta, GA is located across the state line and a portion of the urban area is in Aiken County.

DEVELOPMENT OF ONE-CALL SERVICES

The region has six counties, and most of the population is rural. Aiken County is near Augusta, GA, so parts are within a large urban area. However, the rest of Aiken County and all the other five counties are quite rural. Poverty is high, and many jobs are located some distance from where people live. Five of the six counties also have a shortage of medical staff.

In 2000, the South Carolina DOT designated LSCOG as the state's first regional coordination lead agency. The COG received ongoing funding to coordinate and develop transportation services.

LSCOG formed a Regional Transportation Management Association (RTMA) that includes local elected officials and agencies providing human services or public transit services. Bringing these key stakeholders together facilitated planning, building trust, and beginning to think as a team by working together.

Assessments have been prepared as part of the Aging Services planning process and also in the TMCC planning process.

one call - one click
TRANSPORTATION SERVICES TOOLKIT

ONE CALL-ONE CLICK Profiles

LOWER SAVANNAH COUNCIL OF GOVERNMENTS, AIKEN, SC

VISION

The vision of developing a one-call service with a coordinated regional network of transportation providers was created early in the process. The vision recognized the importance of having elected officials and legislative support.

“In Lower Savannah RTMA, our transit system allows riders to travel seamlessly throughout our region, across our state and to neighboring states. Our infrastructure of compatible equipment, short client wait times, AVL systems, employer participation and regional computerized scheduling provides for designated transfer stations throughout the region and ties into rail and air travel. Information is accessible at a touch in transportation centers as well as related web sites. RMTA provides oversight and assists in securing sufficient funding for our operations. Our legislators understand and support our goal. We are the model for South Carolina.”

– Lower Savannah RTMA Partners, 2003

INFORMATION, REFERRAL, AND ASSISTANCE

Becoming an Aging and Disability Resource Center (ADRC) helped LSCOG obtain part of the one-call service infrastructure. A Systems Transformation Grant from CMS provided early-planning funds and matching funds for the project. By providing reliable information and assistance, LSCOG earned a reputation as a credible source.

Establishing this foundation of information, referral, and assistance services also created opportunities to develop the management capacity to deliver quality services. The Alliance for Information and Referral Services (AIRS) taxonomy is the basis for the software that is used. Most staff members are AIRS-certified, and there is a focus on cross-training.

Sustainability is an important part of the ADRC structure and transportation coordination. For LSCOG, the key to sustainability is using benefits-management funds as a Federal Transit Administration match.

COORDINATION SUCCESSES

By working closely with stakeholders, LSCOG was able to build trust and achieve success, resulting in improved services and lower costs for services. This success and the teamwork that developed allowed the RTMA to tackle many difficult issues in the early years. Continued successes kept the partners at the table as they moved toward increasing coordination and realizing their vision.

Accomplishments include the following:

- Human service agencies in Allendale County agreed to open available seats on existing demand-response services to the general public. Agencies worked out a fair reimbursement rate, and riders pay \$0.20 per mile. LSCOG obtained additional funding to offset extra operating costs.

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- Discouraged a silo approach through policies. Agencies were no longer allowed to purchase vehicles for programs that were not coordinated.
- Procured services from transit providers to operate routes for programs for the developmentally disabled.

DESIGNATING A LEADER

After LSCOG (a planning and development agency) decided to “step up to the plate” and facilitate transportation coordination in the region, it was designated by SCDOT to take on this management role for the region.

One of the conclusions is that an organization needs to take the lead in facilitation and progress toward common goals. These tasks include setting up meetings, developing agendas, taking notes, tracking attendance, and disseminating information. Effective stakeholder meetings will result in “action steps,” and the lead agency must do the necessary follow-up to make sure those action steps are completed before the next scheduled meeting, or the process soon loses credibility and busy participants drop out. The lead agency should be seen as a neutral, or “honest broker” and must be prepared to devote an adequate amount of time and resources to the cooperative effort.

As an RTMA, LSCOG is not a direct provider of transportation services but does contract for the operation of a small, three-route public transit and ADA complementary paratransit system known as the Best Friend Express/Dial A Ride (Aiken County Transit). In 2009, LSCOG also began contracting for the operation of another two-county demand-response and fixed-route transit system serving Orangeburg and Calhoun counties.

South Carolina DOT designated LSCOG with regional planning and administration of the FTA Section 5310 funds for services to older adults and people with disabilities. LSCOG has gradually converted the use of those funds primarily for purchase of services rather than adding vehicles, in support of regional transit coordination.

FUNCTIONALITY AND TECHNOLOGY

The Transportation Management Coordination Center opened in August 2010. The new integrated center is known as the Lower Savannah Aging, Disability and Transportation Resource Center (ADTRC).

The Systems Engineering approach was used in the extensive planning process. All issues and concerns were identified and addressed. Effective teamwork, the result of years of coordination planning, was helpful in this process, as was the infrastructure and capacity the team developed for the ADRC.

LSCOG is using RouteMatch software and has worked closely with the vendor throughout the planning

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process.

Some of the key stakeholder needs, and actions to resolve them, are listed in the text box on the next page. This illustrates the process the stakeholders used and the planned functions for the system. Note that many of the items require management policies and protocols, and some require technology.

The design is a “hybrid,” using both a centralized TMCC/ADRC call center with all the functions available, and also smaller, decentralized and linked, “virtual” centers in local communities. LSCOG will leverage existing regional ITS technologies, linking these systems together and then expanding and/or updating the technology to create efficiency and improve transportation coordination services, as well as human service information and referral. The region’s ITS technologies include:

SCAccess: This database application is used by ADRC staff for providing human services programs and information and referral services. It is also used to track and report on services provided.

RouteMatch Software: This application database is used to provide, track and report on demand-response transportation services in the region. There is a transportation web portal, IVR integration, and a coordination module. Additionally, Computer-Aided Dispatch / Automatic Vehicle Locators will provide real-time tracking and schedule adherence for the fixed-route service in Aiken County.

Telephone System and IVR: The new telephone system enables the TMCC to serve as the one-call service for consumers to access transportation and human service information and referral services. This VoIP technology reports call center statistical data and has the capacity to connect among partner agencies in the region in the future. It also supports the Interactive Voice Response System in making outbound calls for appointment reminders the day before, same day (“Your bus will arrive in ten minutes.”) or weather emergency information. Customers will also have the option to cancel or confirm scheduled trips during the reminder calls. This is expected to enhance customer service and reduce costly no-shows for providers.

Human Service Information and Referral: Consumers contacting the ADTRC will be able to access information and get assistance with transportation and a vast array of human services topics, from an agent. The ADTRC will also provide 24/7 Internet access to I&R resources through its custom website.

Vehicle Communications: Automated Vehicle Location (AVL) and Mobile Data Computers (MDC) are installed in both the demand-response and fixed-route vehicles providing services for the TMCC. This allows the TMCC to view in “real time” the status and location of the vehicles, and dispatchers can communicate trip information electronically to the driver. The driver will use the devices installed in the vehicle to electronically submit reports of when trips are performed, cancelled at the scene, and when the consumer does not show up for the trip. This technology will allow opportunities for expanded same-day service and utilization of the closest, most appropriate, vehicle, thereby further increasing efficiency and decreasing costs.

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Medicaid Brokerage Integration: The Department of Human Services currently has contracted with a regional Medicaid broker. The TMCC will establish an electronic interface between the RouteMatch system and the Medicaid Broker's technology. This integration will provide the Medicaid Broker the ability to electronically transmit demand-response (next day) and standing-order (recurring) trips to the TMCC provider network.

STAKEHOLDER NEEDS AND RESOLUTION

Lack of consumer knowledge of transportation resources and how to access them.

- Provide a single regional telephone number that consumers can use to reach the TMCC center. Consumers may still reach their individual local transportation providers.

Limited areas of service.

- Uniform agreements among providers will help promote coordination across county boundaries and territories of services.

Limited hours of service.

- Provide additional 24-hour-a-day, 7-day-a-week consumer access to transportation resources via the Internet.
- Provide customer service representatives and dispatchers to answer phones after hours, with the goal of providing 24-hour live customer service as demand increases and more services become available.

Limited service for some trip purposes or target groups

- Provide the opportunity for all consumers to access empty seats in the region.
- Address, with technology, the barriers that prohibit agencies from scheduling rides and services in a timely manner.
- Provide opportunities for next-day and same-day transportation.
- Provide access to all ADTRC services and resources, empowering consumers to access these services in a timely and efficient manner.

Inefficiencies in coordination trips throughout the region.

- Transportation providers requiring assistance for intra- or inter-regional transportation will have options to view, request and utilize each other's vehicles for transportation services and request individualized assistance from additional mobility managers.
- The proposed technology will permit the ability to view and reserve open seats for these types of trips.
- Uniform cost-sharing, billing, and reimbursement policies will be developed among providers.

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Less-than-optimal automation of data, ridership, scheduling and reporting.

- All agencies reserving, scheduling, and providing services agree to document and report their unfulfilled and unmet transit requests, knowing TMCC staff will research and identify solutions to mitigate unmet needs.

LESSONS LEARNED

- The importance of stakeholder involvement cannot be over-emphasized.
 - Sub-groups and committees were formed, creating opportunities to meet and work in between large stakeholder events.
 - Keeping up with changes in personnel assigned to attend meetings and bringing each “new” person up to speed is important.
- Having the LSCOG champion the project was another key to success. LSCOG worked at the local, regional, state, and federal levels to build support and obtain funding throughout this process.
- Everything takes longer than you think. The staff time required is extensive to arrive at a consensus among people from different agencies. Once a decision is made, protocols and processes need to be worked out. A simple example was the time it took to set up the auto-attendant feature on the new telephone system. A work team was formed to write the messages and identify “How does it feel to the consumer?” “How does it function for the consumer and for the organization?”
- Get started. No matter where you are in the process, anticipate that it will take steady work to coordinate services. LSCOG worked very hard to obtain resources, but also feels that it was fortunate. LSCOG advocates that organizations wanting to enhance coordination and/or start a one-call center, work with whatever resources they have to get in a position where there are more opportunities.
- State support has been very important. When work first began, agency staff did not realize how much potential this had since it was a relatively new and untested concept. As LSCOG strengthened its partnerships and built credibility, the South Carolina DOT and the Department of Health and Human Services, as well as the state unit on aging began to understand the possibilities. These agencies provided policy and funding support that was critical to success.

This case study material was drawn from an interview with Lynnda Bassham and two documents that are available online. Please see the following reports:

Final Report, United We Ride/Mobility Services for All Americans Joint Demonstration Phase One – System Planning and Design, Report No. FTA-SC-26-7002-2008.1; Available online: www.fta.dot.gov/research

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Presentation at National Rural ITS Conference: “Linking to Resources and Rides – It’s All about Access”; Lynnda Bassham, Lower Savannah Council of Governments, Aiken, SC, August 26, 2009; Available online at http://www.nritsconference.org/downloads/Presentations09/HST_Bassham.pdf

For more information about the Lower Savannah Council of Governments’ (LSCOG) one-call service, contact Lynnda Bassham, Director, Human Services, Lower Savannah Council of Governments, lbassham@lscog.org, 803 649-7981.

The Community Transportation Association of America is a national non-profit, membership organization working to ensure that our nation’s residents have reliable, accessible, affordable, convenient and safe transportation services. The Association is involved in several projects to provide information and technical assistance to communities, transportation providers, human services agencies and other groups to increase mobility through effective public and community transportation.

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The “One-Call One-Click Transportation Services Toolkit” was created with United We Ride funding from the Office of Disability Employment Policy, U.S. Department of Labor, through a cooperative agreement between the Community Transportation Association of America and the Federal Transit Administration. The opinions and conclusions expressed herein are solely those of the authors and should not be construed as representing the opinions or policy of any agency of the federal government. Dec 2010.

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

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

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

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

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

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

- *Lexington-Irmo trail system*
 - *long continuous system*
 - *good connection*
- *1% sales tax – Beaufort – great projects*
- *East Coast greenway*
- *Palmetto Trail*
 - *Ecotourism*
- *Swamp Rabbit - Greenville*
 - *TR*
 - *high use*
 - *economic development*
 - *public-private partnership*
 - *restrooms/parking*
 - *economic benefits*
- *Charleston*
 - *Cruise ship impact mitigation*
 - *300K riders on trolley*
 - *IM*
 - *CVB, Ports/Chas/CARTA*
- *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 D: DETAILED AGENCY DATA FOR ENHANCED SERVICES



APPENDIX E: SOUTH CAROLINA LOCAL SALES AND USE TAXES

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

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

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;⁸
- Effective May 1, 2013, Bamberg county will impose a 1% Capital Projects Tax in addition to the Local Option Tax already imposed;⁹
- Effective May 1, 2013, Hampton county will impose a 1% Capital Projects Tax in addition to the Local Option Tax already imposed;¹⁰
- Effective May 1, 2013, Lee county will impose a 1% Capital Projects Tax in addition to the Local Option Tax already imposed;¹¹
- Effective May 1, 2013, Marion county will impose a 1% Capital Projects Tax in addition to the Local Option Tax already imposed;¹² and
- Effective May 1, 2013, Richland county will impose a 1% Transportation Tax in addition to the Local Option Tax already imposed.

⁸ 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.

⁹ 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.

¹⁰ 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.

¹¹ 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.

¹² 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 TAXES¹³

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

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

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

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

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

CHART 2: CATAWBA INDIAN RESERVATION TRIBAL TAX¹⁴

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 TAXES¹⁵

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
<i>Myrtle Beach</i>	Tourism Development 8/1/09	Yes	Yes	No	Yes	Yes	Yes	1

¹⁴ 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.

¹⁵ 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.