Charting a Course to 2040

SOUTH CAROLINA | MULTIMODAL TRANSPORTATION PLAN

Regional Transit & Coordination Plan

WACCAMAW REGION

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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

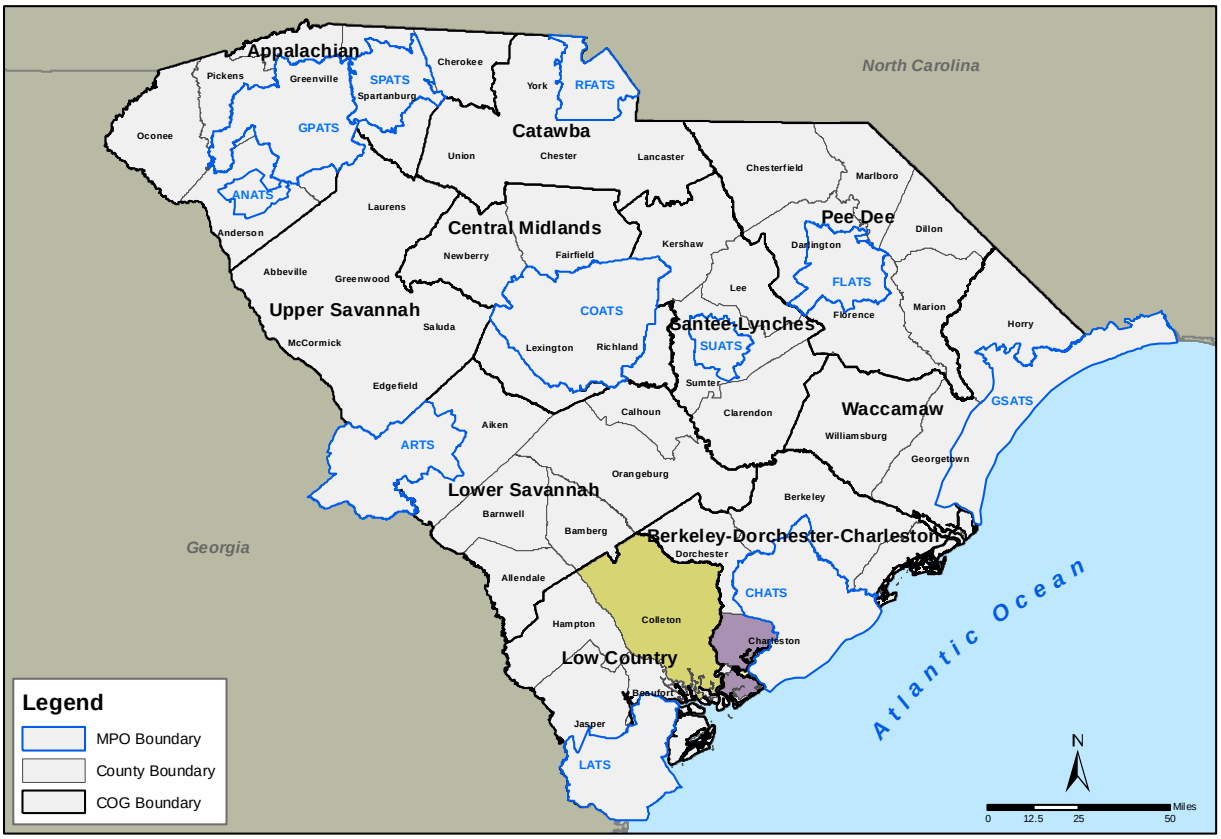
This Waccamaw Regional Transit & Coordination Plan Update was prepared in coordination with the development of the 2040 MTP. The initial Regional Transit Plan was completed in 2008 and the following pages provide an update representing changes within the region and across the state for public transportation. The purpose of this Waccamaw 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 Waccamaw Regional Transit & Coordination Plan study area includes the three northeastern counties located within in the Waccamaw COG boundaries. **Figure 1-1** illustrates the 10 COG areas across the state of South Carolina.

Figure 1-1: SC Councils of Government



The Waccamaw Region is a major draw for domestic tourists going to the coastal resorts and beach communities. Tourism in the region supports approximately 42,000 jobs in the area.[1] Travelers visit the region throughout the year to take advantage of the region's historical, cultural, and natural assets. The attractiveness of the region has increased among the elderly and has become a popular retirement destination. The coastal counties of Georgetown and Horry County have continued to grow in population, while the inland county of Williamsburg is much slower in growth.

Recent planning efforts in the region, particularly along the Grand Strand include an emphasis on: planned development, open space, preservation of historic resources; compact growth, and, a

1 http://www.scprt.com/files/Tourism%20and%20Recreation%20Development/roll%20out%20presentations/WGS_Vol_1_V4.pdf

multimodal transportation network. A brief review of demographic and economic characteristics of the study area is presented as a basis for evaluating the Waccamaw 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 U.S., as shown in **Table 1-2** and **Figure 1-2**. This projection reverses the trend seen from 1990 to 2010, as South Carolina population increased at a rate greater than that of the U.S. and at a pace equal to neighboring states.

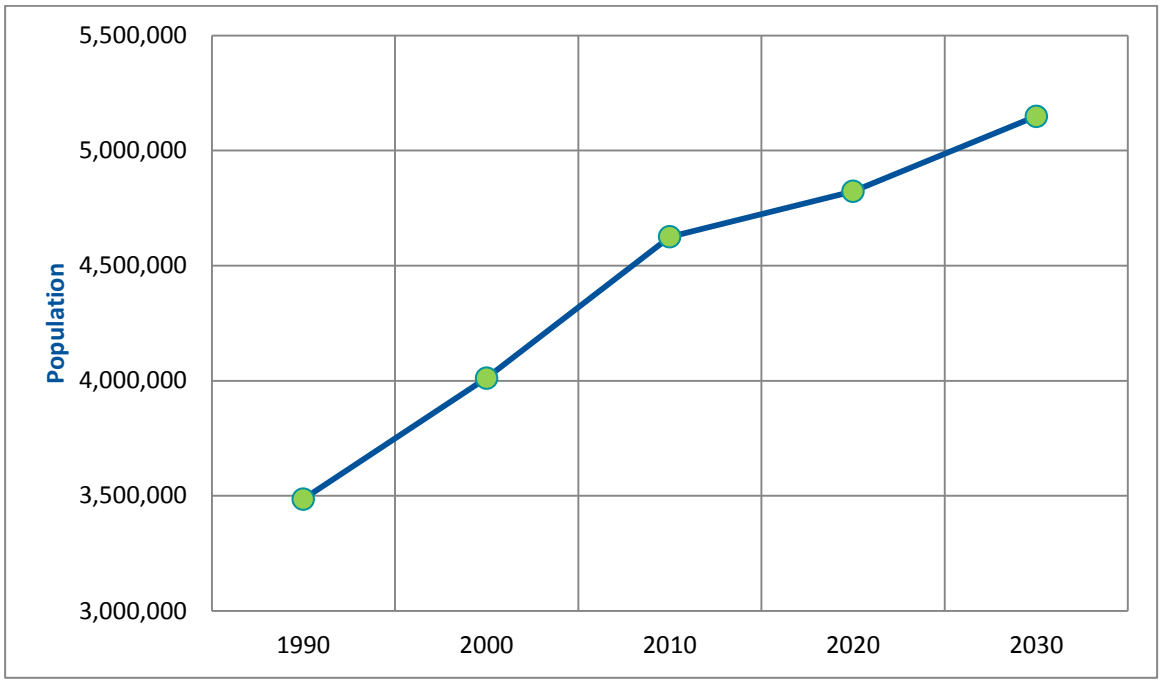
Table 1-2: Population Projections, 2010 – 2040

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

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

[1] 1990, 2000 and 2010 populations from Census. 2020, 2030 populations are U.S. Census Bureau projections from 2008.

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



Regional Population Trends

The growth in population in South Carolina over the last 20 years has not been evenly distributed throughout the state. The growth in the Waccamaw Region and the nine other regions is shown in **Table 1-3**. All the COG regions experienced growth from 1990 to 2010, with the Waccamaw Region experiencing a 2.75 percent annual growth from 1990 to 2000, the second highest in the state. The following decade was slightly lower at 2.56 percent, again second highest in the state. Population projections by county are shown in **Table 1-4**.

Table 1-3: Population Growth by Council of Government

Council of Government Areas	Population			Annual Growth	
	1990	2000	2010	90-00	00-10
Waccamaw Regional PDC	**227,170**	**289,643**	**363,872**	**2.75%**	**2.56%**
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%
Lower Savannah COG	300,666	309,615	313,335	0.30%	0.12%
Pee Dee Regional COG	307,146	330,929	346,257	0.77%	0.46%
Santee-Lynches Regional COG	193,123	209,914	223,344	0.87%	0.64%
Upper Savannah COG	185,230	215,739	218,708	1.65%	0.14%
South Carolina	**3,486,703**	**4,012,012**	**4,625,364**	**1.51%**	**1.53%**

Source: U.S. Census Bureau

Table 1-4: Waccamaw Population Growth by County

Waccamaw	Population			
	2000	2010	2030	2040
Georgetown County	55,797	60,158	65,100	72,400
Horry County	196,629	269,291	371,700	407,500
Williamsburg County	37,217	34,423	32,900	33,200
Total	**289,643**	**363,872**	**469,700**	**513,100**

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 Waccamaw Region reported approximately 364,000 persons in 2010, with Horry County having the greatest population, with approximately 74 percent of the region's total population. Georgetown and Williamsburg counties have 17 and 9 percent, respectively of the regional population. Quality of life is an important factor in the Waccamaw Region. From the shores of the Grand Strand to the region's inland marshes, the cultural, historical, and recreational amenities are abundant. These amenities along with recreational activities, shopping centers, healthcare, and educational facilities draw more people to the region each year.

The Waccamaw Region is growing rapidly for Horry and Georgetown counties. Williamsburg County is projected to have a slight decrease in population over the next 20 years. These characteristics indicate a growing need for commuter-oriented transit services between bedroom communities in the outlying areas to the major employment centers of the Grand Stand. Affordable housing will also continue to play a key role in future development of the region.

1.2.2 Economic Summary

The core of the Waccamaw Region is the Grand Strand, and its historic heart as a tourism destination is the downtown area of Myrtle Beach, the historical commercial and retail core of the city.[2] In Myrtle Beach, as seen in many American cities, the arrival of the strip mall in the 1950s and 60s, drew commerce from the downtown to peripheral sites offering lower rents, improved access and extensive customer parking. This led to a decline of the traditional downtown and the spread of retail development along the city's major highways. Several local and regional agencies are working to bring in new businesses and upgrade this area and its attraction to visitors. This are area will continue to be the primary draw for jobs in the region. An integrated public transport network will be critical to the success of new development and is a priority in the planning documents. Transit service should be convenient to both visitors and residents, environmentally sound and designed in a fashion that adds to the attraction and amenity of the destination.

[2] http://www.scprt.com/files/Tourism%20and%20Recreation%20Development/roll%20out%20presentations/WGS_Vol_1_V4.pdf

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 20 largest regional employers in the Waccamaw Region.[3]

Table 1-5: Waccamaw Region Largest Employers

Waccamaw COG
City of Myrtle Beach
Coastal Carolina University
Conway Hospital Inc.
County of Georgetown
Food Lion LLC
Georgetown County Dept. of Education
Georgetown Hospital System
Grand Strand Regional Medical Center
Horry County Council
Horry County Department of Education
Horry Telephone Cooperative Inc.
K Mart Corporation
Loris Community Hospital District
Nan Ya Plastics Corporation America
National Golf Management LLC
Southeast Restaurants Corporation
Sykes Enterprises Inc.
Wal-Mart Associates Inc.
Williamsburg County School Dist.
Wyndham Vacation Ownership Inc.

1.2.3 Income

The Waccamaw Region has experienced positive economic momentum over the last decade. The 2011 median household income is $55,943 for the region and the per capita income is $37,022.

Unemployment throughout the region varies from county to county, with the highest rate (as of April 2013) being found in Williamsburg County. Georgetown and Horry Counties unemployment rate is approximately eight percent, which is equivalent to the state's unemployment rate of (8.0%).[4] The following list shows the unemployment rate for each of the three counties:

- Georgetown County – 8.0 percent
- Horry County – 8.1 percent
- Williamsburg County – 11.0 percent

[3] http://lmi.dew.sc.gov/lmi%20site/Documents/CommunityProfiles/15000085.pdf
[4] http://dew.sc.gov/documents/lmi-monthly-trends/April_2013.pdf.

2. EXISTING TRANSIT IN THE WACCAMAW REGION

2.1 Overview

This chapter describes existing transit services in the Waccamaw Region and notes trends in transit use, service, expenditures, and efficiency. The existing operations statistics included in this report are for Fiscal Year (FY) 2009, FY 2010, and FY 2011 from the SCDOT OPSTATS reports, which are comprised of data submitted by individual transit agencies. Although FY 2012 had ended when the work on this Regional Transit & 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 FYs is presented in Section 2.4.

The Waccamaw Regional PDC recently completed its Grand Strand Area Transportation Study (GSATS) 2035 Long Range Transportation Plan for the urbanized area, which included an extensive review of transit services in the region. The Waccamaw COG also completed its Rural Long Range Transportation Plan approximately five years ago. This section of the report includes excerpts from these recent study efforts.

Other studies and previous plans with transit components for the region include:

- 2011 City of Myrtle Beach Comprehensive Plan
- Myrtle Beach Trolley Project Phase 1, Cost Analysis, January 2008
- Myrtle Beach Streetcar Feasibility Study, Final Report, April 2007
- Comprehensive Transit Development Plan for the Coast RTA, Final Report, June 2010
- Downtown Myrtle Beach Transit Improvements Study, January 2003
- US Highway 17 Corridor Study (Georgetown County), 2003
- US Highway 17 Corridor Study (North Myrtle Beach), 2003
- US Highway 17 Business Corridor Study (South Strand), 1999

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

- **Waccamaw Regional Transportation Authority – The Coast RTA** operates a variety of services in Horry and Georgetown Counties, including fixed route service centered in Myrtle Beach and Conway, demand response services throughout the two counties, and special services such as shuttle service at Coastal Carolina University.

- **Williamsburg County Transit System** offers demand response services for agencies and the general public throughout Williamsburg County, as well as commuter transit service linking residents of Williamsburg County with job opportunities in Myrtle Beach.

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

2.2 Existing Transit Services

2.2.1 Coast RTA (Waccamaw Regional Transportation Authority)

The Coast RTA, previously known as Lymo, is based out of Conway and offers a family of service options for residents traveling around coastal Carolina. Services include:

- Neighborhood circulators
- Curb-to-curb paratransit service
- Citizens' Accessible Transit (CATS) Americans with Disabilities Act (ADA) service
- Coast Transit Plus
- Community service shuttles
- Fixed-route service

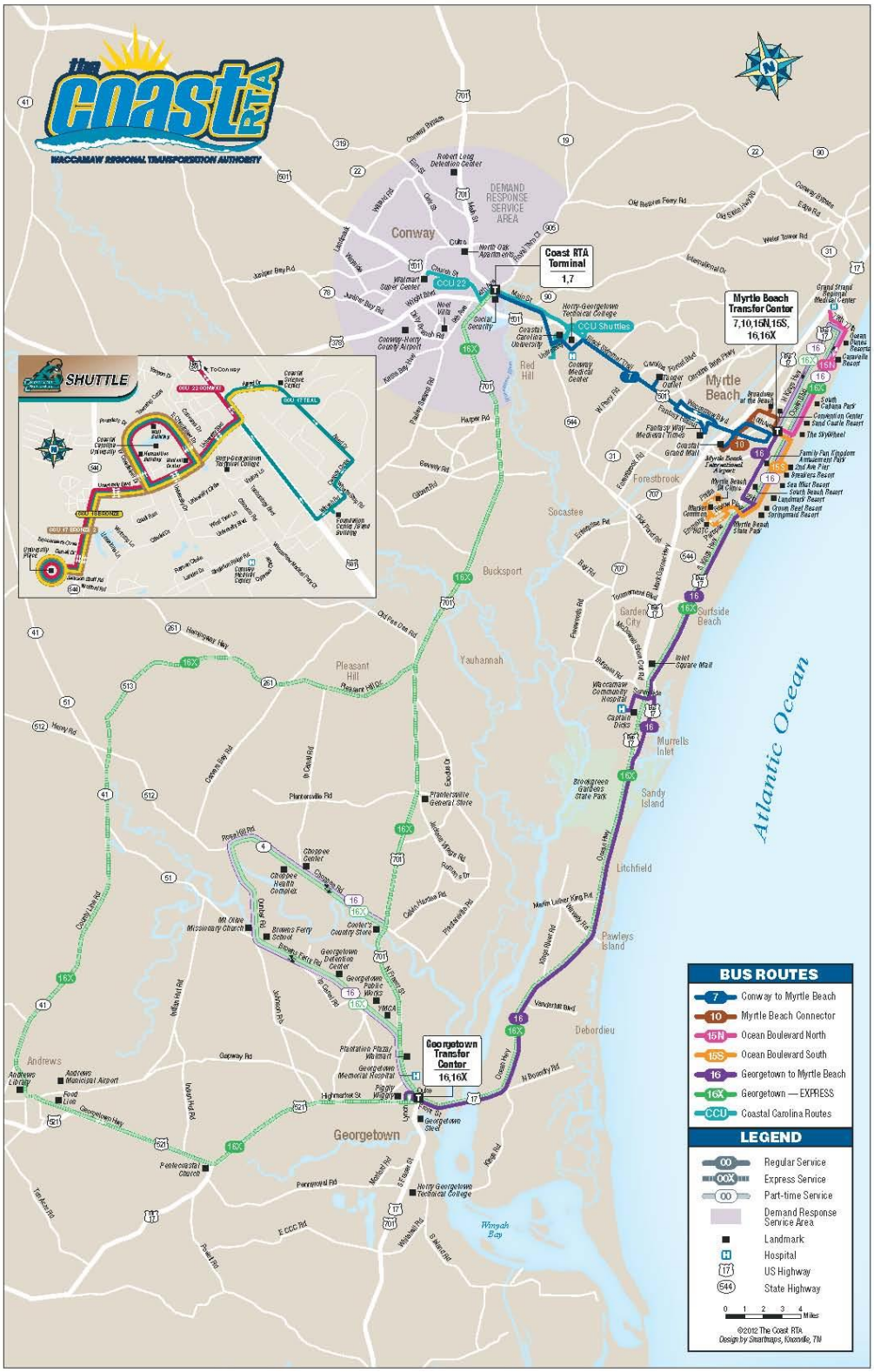
The most recent route restructuring was implemented in June 2009, in which underproductive routes were eliminated and service was added to routes with high ridership. The Coast RTA routes are shown in **Figure 2-1**.

Fixed Route Service

The Coast RTA operates fixed route regularly scheduled bus service Monday through Friday, from approximately 5:45 a.m. to approximately 10:00 p.m. during peak season. Saturday and Sunday services vary from 8:00 a.m. to 10:00 p.m., depending upon the area served. Fifteen routes provide service within the City of Andrews, Conway, Georgetown, Myrtle Beach, and a demand response van service in the outlying areas of Horry and Georgetown Counties. Intercity bus service is also available between each of these cities.

The current fleet consists of 43 vehicles for fixed route service and 11 vehicles for demand response services. During peak hours, Coast RTA operates 49 vehicles. The base fare is $1.50 for each one-way trip. Student fare is $1.25 per one-way trip, and the senior fare is $0.75 per one-way trip. Transfers to other routes are $0.25 per passenger.

Figure 2-1: Coast RTA Fixed Routes



CATS ADA Service

Citizens Accessible Transit Service is a complementary paratransit service for persons with disabilities. CATS' services are available in Georgetown and Horry Counties within a ¾-mile boundary of the fixed route services. CATS is offered to qualified residents with a physical or mental disability during the same hours as the fixed route service.

CATS is a curb-to-curb advanced reservation, shared-ride service. Service is provided on a time and space available basis. The CATS base fare is $3.00 per person per one-way trip. Reservations can be made 24 hours in advance. Cancellations must be made, at a minimum, one hour before pickup time.

Coast Transit Plus

Coast RTA also offers a premier demand response service called Coast Transit Plus, which is available to residents and qualified visitors within Horry and Georgetown Counties. Service is provided to destinations within the Coast RTA service area, including Myrtle Beach, North Myrtle Beach, Surfside, Murrells Inlet, Georgetown, Andrews, Conway, Aynor, Loris, and Little River. First-time riders must sign up for the program. The hours of operation are Monday through Friday from 8:00 a.m. to 5:00 p.m. Reservations are required 48 hours in advance. The cost for the Coast Transit Plus service is a pre-paid fare of $12 for a round trip or $6.00 for a one-way trip. Common requests for this service are to local medical offices, hospitals, employment, shopping, and other service appointments.

In November 2010, 63 percent of voters in Horry County approved a local referendum supporting dedicated annual funding through a property tax increase for the Coast RTA. The ballot language stated an amount not to exceed 6/10 ths of a mill ($1,080,000) annually for the operations of a regional public mass transportation provider.

In addition to the recent tax initiative, the Coast RTA has future plans to begin ferry service to Sandy Island. Staff have been pursuing the acquisition of a passenger vessel for the public service, developing schedules and details for the ferry service since 2009. Two years ago, the agency had plans to accept a donated boat from Alabama, but plans fell through because of the transportation costs. Current fundraising and buying of the vessel is stalled. South Carolina legislatures approved in March 2013 a resolution (H.3578) urging the federal Department of Transportation to speed along efforts for the Sandy Island ferry.[5]

In FY 2011, Coast RTA provided 713,356 passenger trips, with 73,517 revenue vehicle hours, and approximately 1.2 million revenue vehicle miles.

2.2.2 Williamsburg County Transit Authority (WCTA)

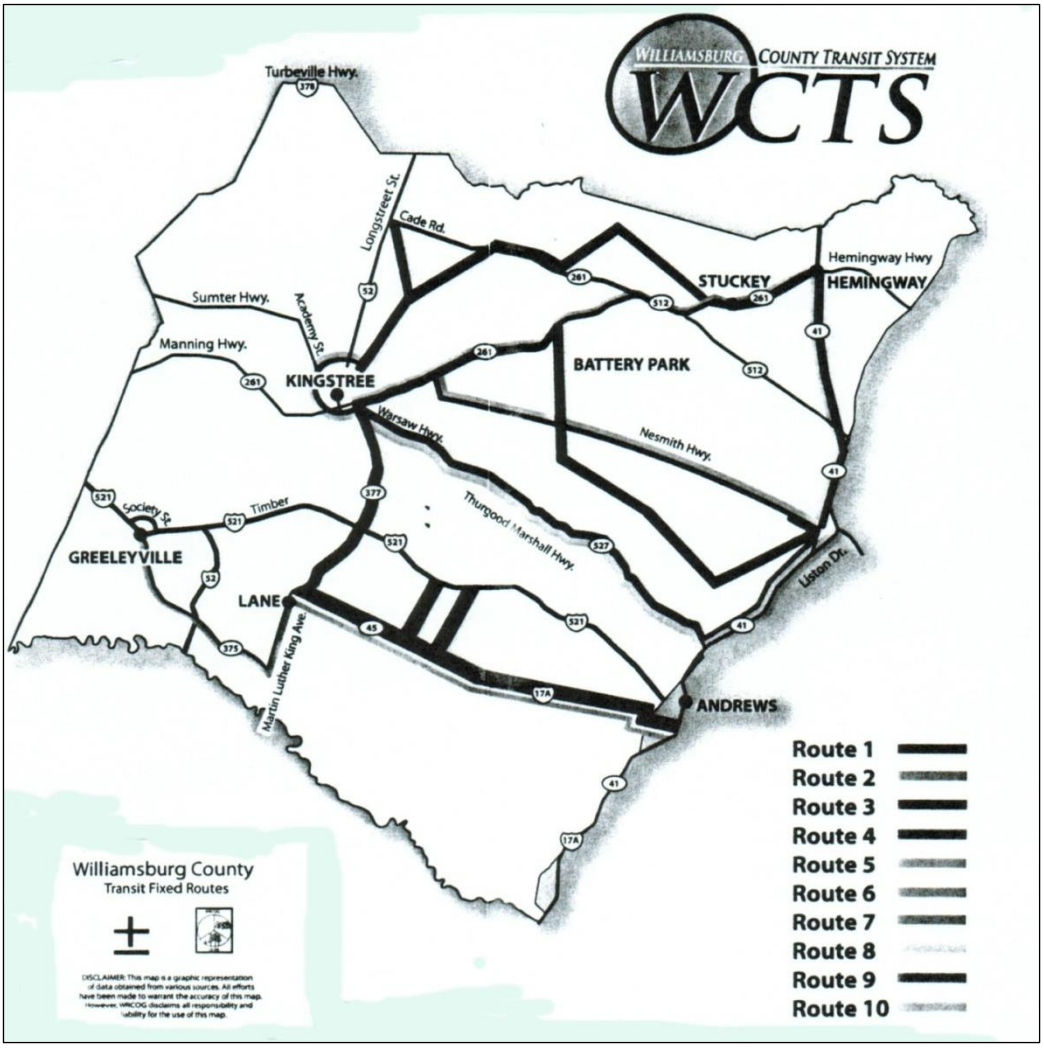
Williamsburg County Transit Authority is based in Kingstree, South Carolina and provides transportation services within Williamsburg County seven days per week, 24 hours per day. WCTA

[5] http://www.scstatehouse.gov/sess120_2013-2014/bills/3578.htm

provides demand response service, and employment commuter service to several Williamsburg County companies and to Myrtle Beach. While based outside the GSATS area, many residents are transported from inland counties to job sites along the Grand Strand by WCTA.

WCTA also provides rural public transportation service within Williamsburg County using Federal Transit Administration Section 5311 program funds, state transit funds and local funds. Reservations for demand response service must be made 24 hours in advance. In-county trip reservations must be made between 9:00 a.m. and 1:00 p.m., and out-of-county trip reservations must be made between 10:00 a.m. and 3:00 p.m. Service operates Monday through Friday. The fare for in-town Kingstree transit service is $2.00 one-way. All other destinations are $3.00 for each one-way trip. **Figure 2-2** illustrates the WCTA transit routes.

Figure 2-2: WCTA Routes



WCTA began service to Georgetown in 2005 and coordinates with the Medicaid Title XIX Program. Approximately 11 trips per week are made to Georgetown. The primary trip generators are transportation to Georgetown Dialysis, medical appointments and Georgetown Adult Day Care.

In FY 2011, WCTA provided 133,816 passenger trips, with 38,748 revenue vehicle hours, and approximately 644,355 revenue vehicle miles. In FY 2011, WCTA also provided 10,063 Medicaid trips. Approximately one percent of the total trips are into Georgetown. WCTA typically uses a 17-passenger cutaway bus for service to Georgetown. The vehicle traveling to Georgetown typically stays in Georgetown and waits for the passengers to finish their business, then returns passengers back to their destinations in Williamsburg County. Occasionally, vehicles may leave to provide other nearby transportation, but then return to Georgetown to pick up passengers.

2.3 Regional Trends and Summary

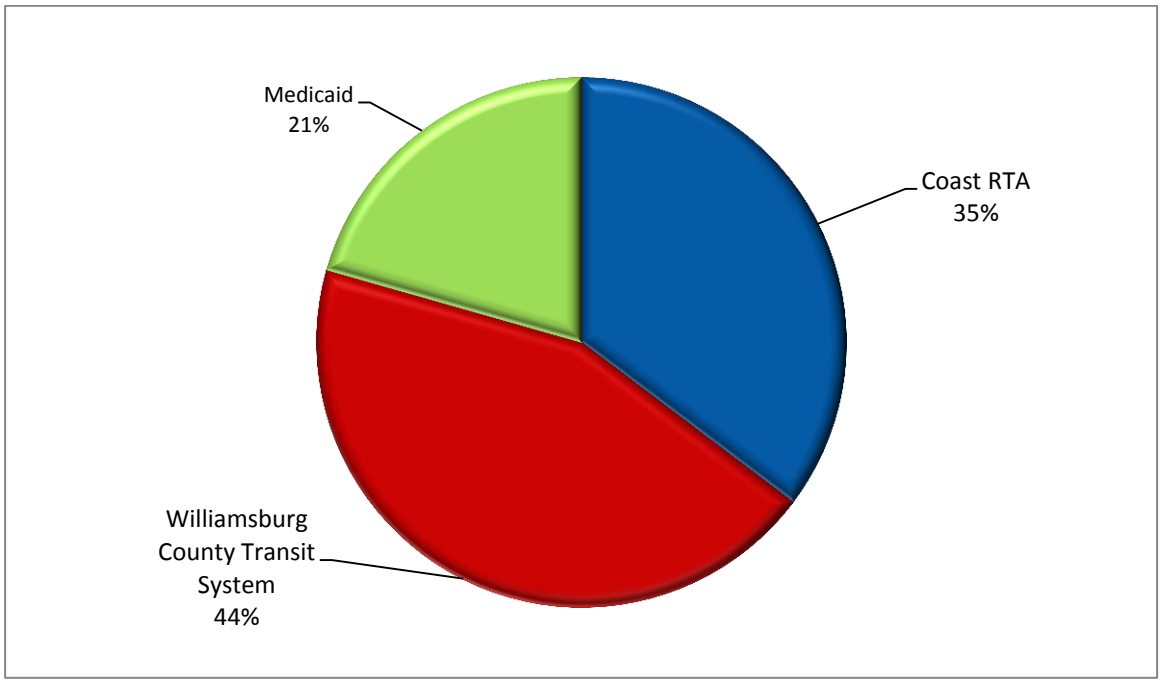
2.3.1 Vehicle Trends

Table 2-1 and **Figure 2-3** present the total number of vehicles in the fleet for each system and peak number of vehicles. In 2011, the Waccamaw Region had a total fleet for public transportation of 74 vehicles for public transportation, with an additional 34 vehicles used for Medicaid service. During the peak hours, 54 of the 74 vehicles are in operation across the region. The total and peak number of vehicles decreased between 2009 and 2011. **Appendix A** provides detailed information for peak vehicles, broken out by urban verses rural areas.

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

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Coast RTA	Fixed Route	32	46	44	54	18	30
	Demand Response	8	8	8	8	6	10
	Total	**40**	**54**	**52**	**62**	**24**	**40**
	Other - Medicaid	28	32	32	32	6	14
Williamsburg County Transit System	Fixed Route	10	12	12	13	13	16
	Demand Response	15	16	14	16	17	18
	Total	**25**	**28**	**26**	**29**	**30**	**34**
	Other - Medicaid	15	15	15	15	8	20
Total Waccamaw Region	**Fixed Route**	**42**	**58**	**56**	**67**	**31**	**46**
	Demand Response	**23**	**24**	**22**	**24**	**23**	**28**
	Total	**65**	**82**	**78**	**91**	**54**	**74**
	Other - Medicaid	**43**	**47**	**47**	**47**	**14**	**34**

Figure 2-3: Waccamaw Region Peak Vehicles



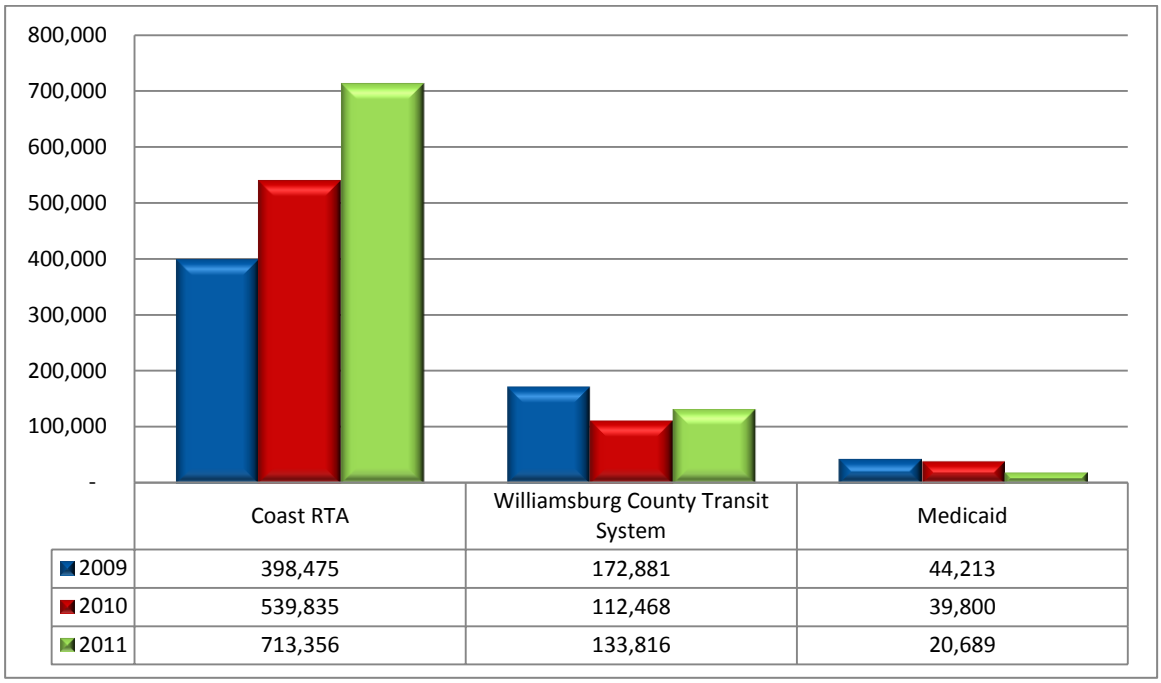
2.3.2 Ridership and Service Trends

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

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

Agency	Service	2009	2010	2011
Coast RTA	Fixed Route	386,922	526,974	684,247
	Demand Response	11,553	12,861	29,109
	Total	**398,475**	**539,835**	**713,356**
	Other - Medicaid	27,507	17,482	10,626
Williamsburg County Transit System	Fixed Route	124,873	83,653	103,086
	Demand Response	48,008	28,815	30,730
	Total	**172,881**	**112,468**	**133,816**
	Other - Medicaid	16,706	22,318	10,063
Total Waccamaw Region	**Fixed Route**	**511,795**	**610,627**	**787,333**
	Demand Response	**59,561**	**41,676**	**59,839**
	Total	**571,356**	**652,303**	**847,172**
	Other - Medicaid	**44,213**	**39,800**	**20,689**

Figure 2-4: Waccamaw Region Ridership Trends



	Coast RTA	Williamsburg County Transit System	Medicaid
2009	398,475	172,881	44,213
2010	539,835	112,468	39,800
2011	713,356	133,816	20,689

Figure 2-5: Waccamaw Region Public Transportation Ridership

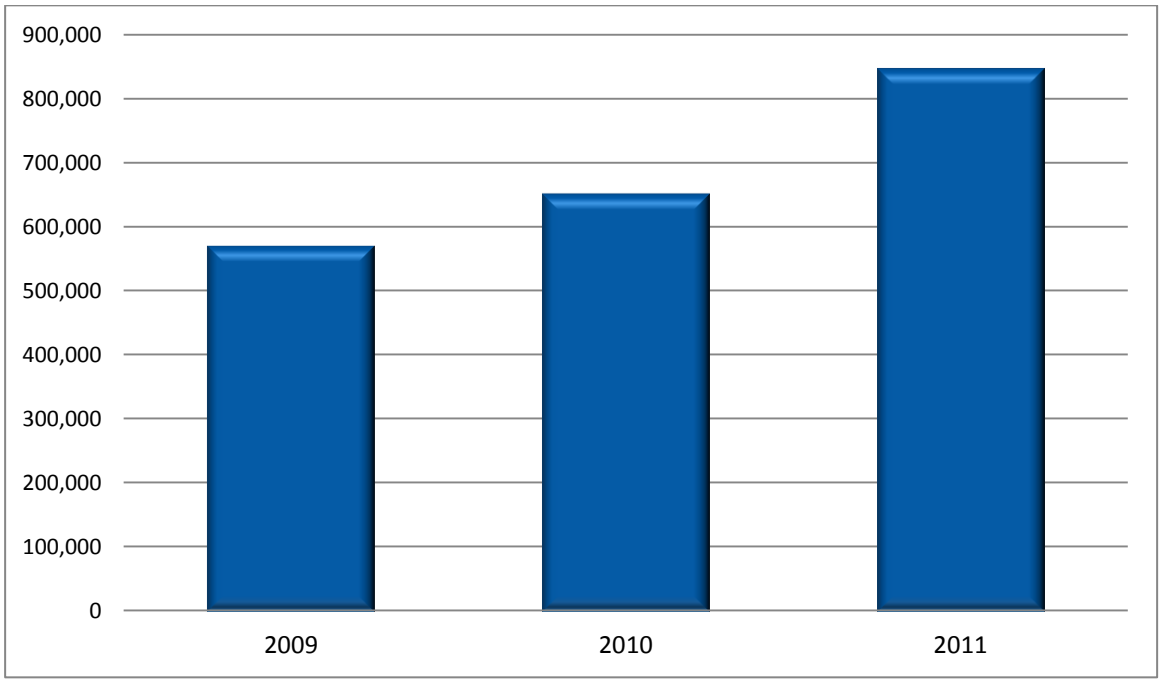


Table 2-3 (with **Figures 2-6** and **2-7**) and **Table 2-4 (**with **Figures 2-8** and **2-9)** present the annual vehicle revenue miles and annual vehicle revenue hours. Overall annual vehicle miles and hours have increased over the past three years. Medicaid services have decreased over the past three years.

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

Agency	Service	2009	2010	2011
Coast RTA	Fixed Route	787,338	1,027,718	1,014,036
	Demand Response	136,131	113,287	193,584
	Total	**923,469**	**1,141,005**	**1,207,620**
	Other - Medicaid	487,510	324,896	206,844
Williamsburg County Transit System	Fixed Route	401,751	326,258	317,876
	Demand Response	158,746	242,876	326,479
	Total	**560,497**	**569,134**	**644,355**
	Other - Medicaid	433,731	398,976	352,460
Total Waccamaw Region	**Fixed Route**	**1,189,089**	**1,353,976**	**1,331,912**
	Demand Response	**294,877**	**356,163**	**520,063**
	Total	**1,483,966**	**1,710,139**	**1,851,975**
	Other - Medicaid	**921,241**	**723,872**	**559,304**

Figure 2-6: Waccamaw Region Annual Vehicle Revenue Miles

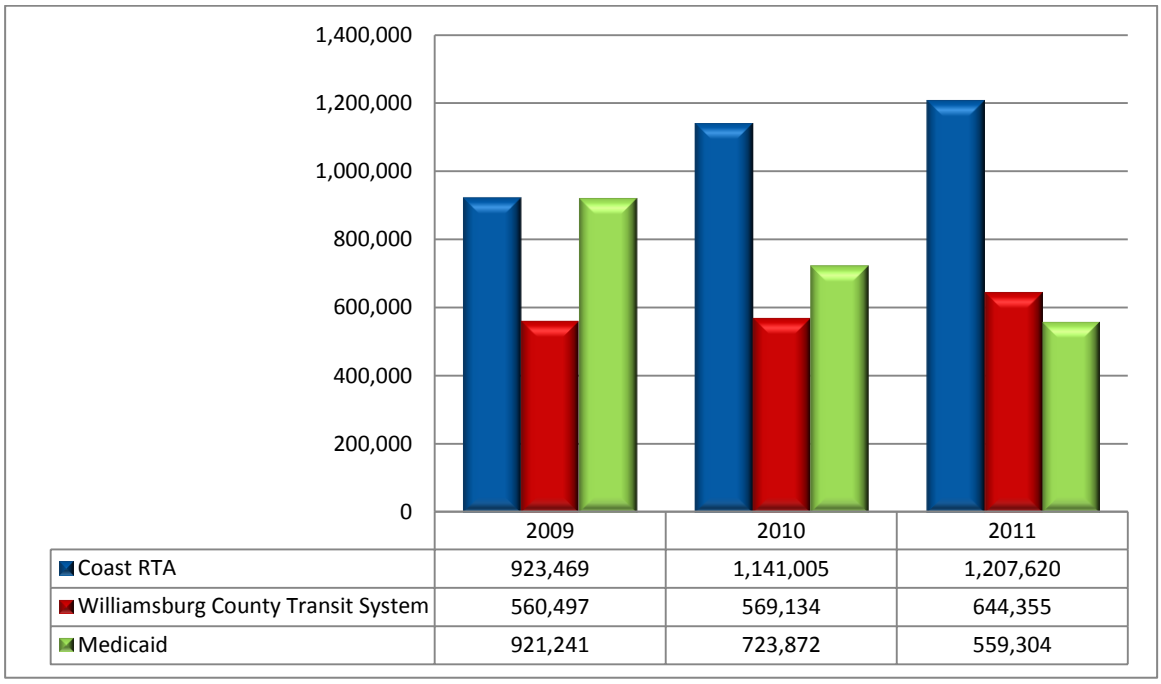


Figure 2-7: Waccamaw Region Annual Vehicle Revenue Miles Trends

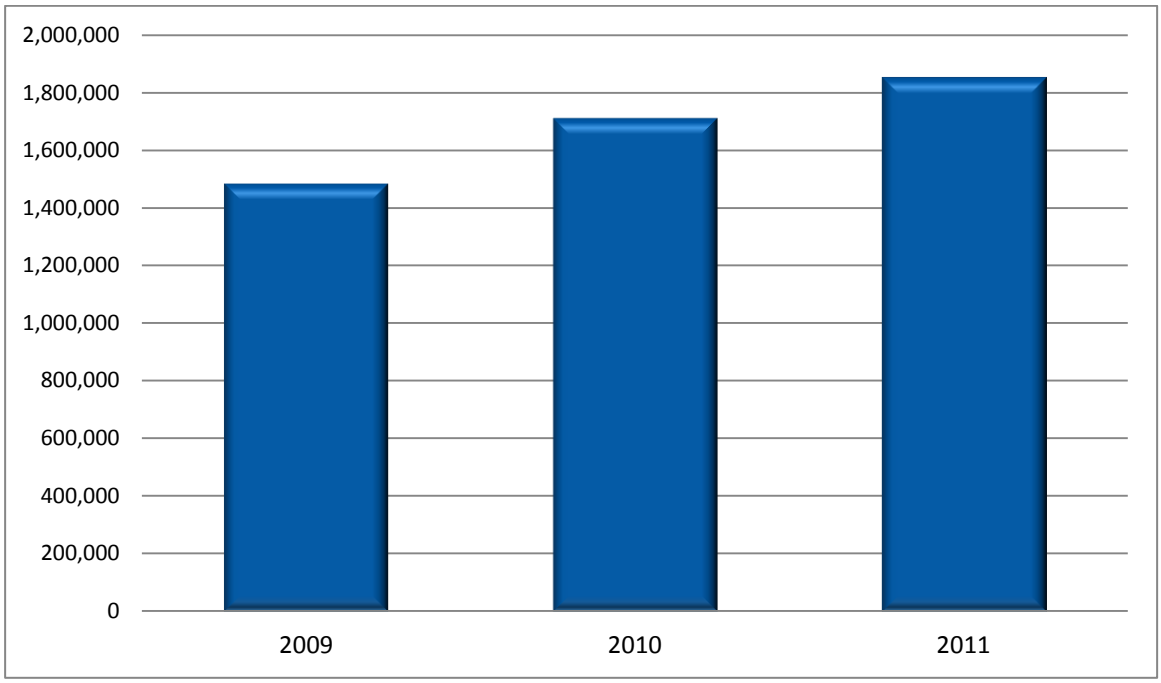
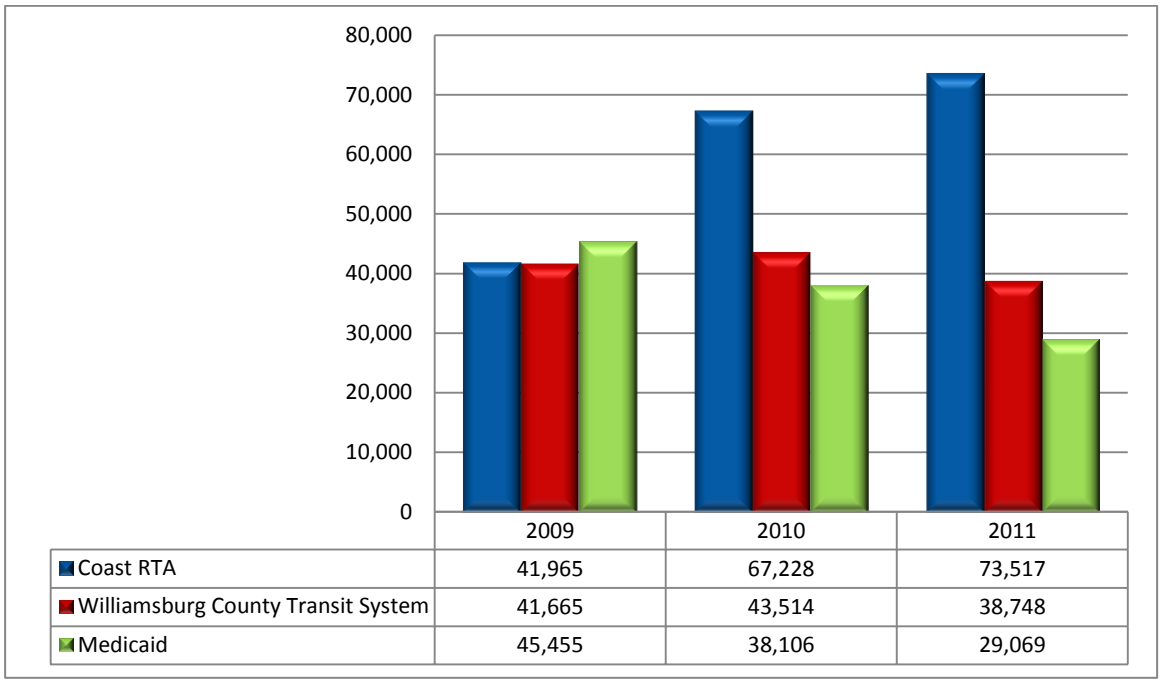


Table 2-4: Waccamaw Region Annual Revenue Vehicle Hours by Agency, FY 2009 to FY 2011

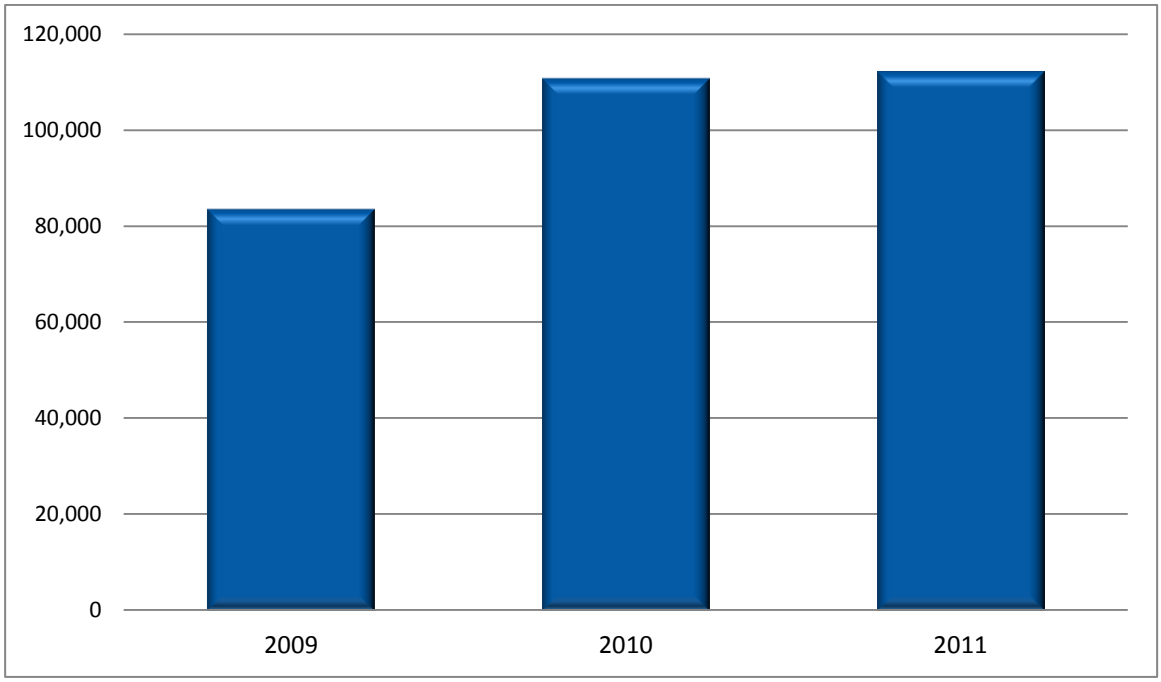
Agency	Service	2009	2010	2011
Coast RTA	Fixed Route	35,778	62,104	64,936
	Demand Response	6,187	5,124	8,581
	Total	**41,965**	**67,228**	**73,517**
	Other - Medicaid	22,152	16,584	10,956
Williamsburg County Transit System	Fixed Route	14,560	20,958	20,552
	Demand Response	27,105	22,556	18,196
	Total	**41,665**	**43,514**	**38,748**
	Other - Medicaid	23,303	21,522	18,113
Total Waccamaw Region	**Fixed Route**	**50,338**	**83,062**	**85,488**
	Demand Response	**33,292**	**27,680**	**26,777**
	Total	**83,630**	**110,742**	**112,265**
	Other - Medicaid	**45,455**	**38,106**	**29,069**

Figure 2-8: Waccamaw Region Annual Vehicle Revenue Hours



	2009	2010	2011
Coast RTA	41,965	67,228	73,517
Williamsburg County Transit System	41,665	43,514	38,748
Medicaid	45,455	38,106	29,069

Figure 2-9: Waccamaw Region Annual Vehicle Revenue Hours Trends



2.3.3 Trends In Expenditures, Efficiency, and Effectiveness

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

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

Agency	Service	2009	2010	2011
Coast RTA	Fixed Route	$1,943,254	$2,118,969	$2,156,210
	Demand Response	$325,519	$87,430	$338,147
	Total	**$2,268,773**	**$2,206,399**	**$2,494,357**
	Other - Medicaid	$1,035,300	$863,707	$727,872
Williamsburg County Transit System	Fixed Route	$962,594	$1,435,279	$477,324
	Demand Response	$397,332	$241,883	$252,612
	Total	**$1,359,926**	**$1,677,162**	**$729,936**
	Other - Medicaid	$485,684	$370,310	$634,200
Total Waccamaw Region	**Fixed Route**	**$2,905,848**	**$3,554,248**	**$2,633,534**
	Demand Response	**$722,851**	**$329,313**	**$590,759**
	Total	**$3,628,699**	**$3,883,561**	**$3,224,293**
	Other - Medicaid	**$1,520,984**	**$1,234,017**	**$1,362,072**

Figure 2-10: Waccamaw Region Operating/Admin Expenses

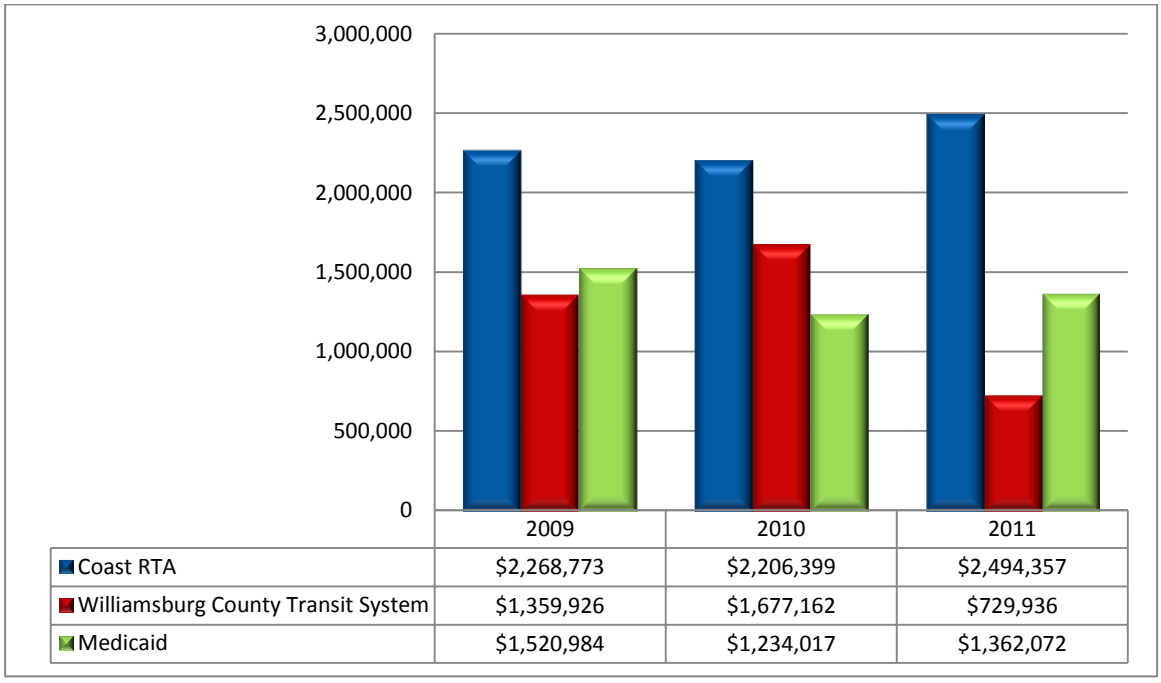
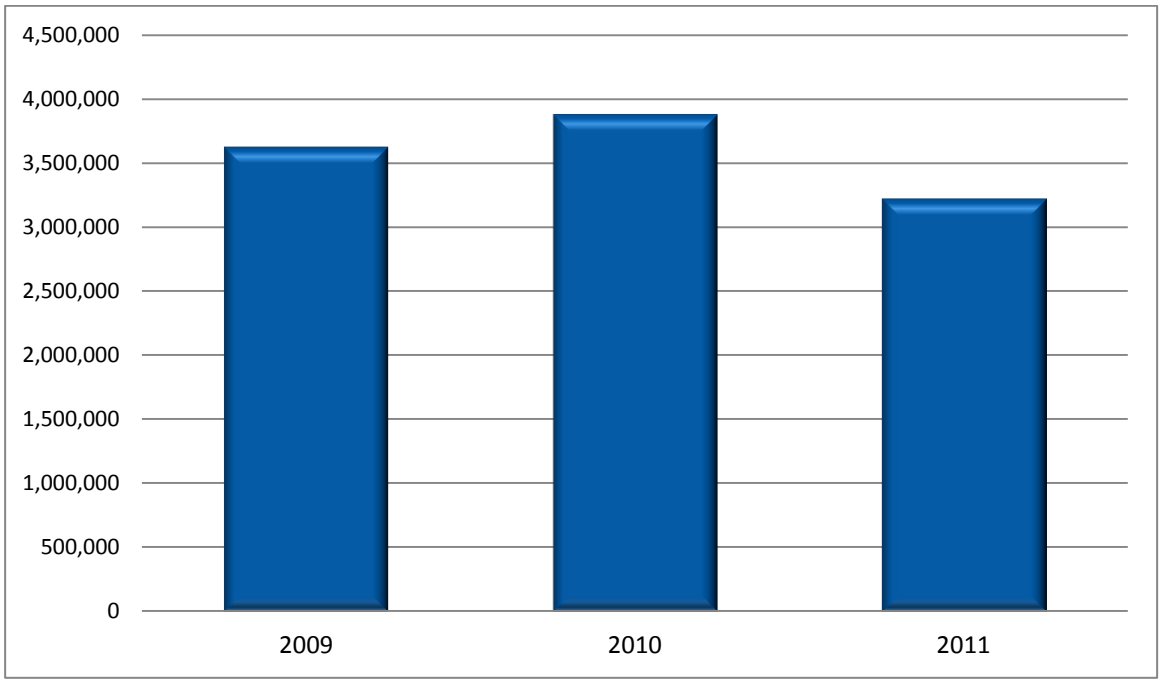


Figure 2-11: Waccamaw Region Operating/Admin Expenses Trends



As shown in **Table 2-6** and **Figures 2-12** and **2-13**, the performance measure, passengers per vehicle mile, has increased for fixed route services, and decreased for demand response services for the region as a whole this measure has increased over the past three years.

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

Agency	Service	2009	2010	2011
Coast RTA	Fixed Route	0.49	0.51	0.67
	Demand Response	0.08	0.11	0.15
	Total	**0.43**	**0.47**	**0.59**
	Other - Medicaid	0.06	0.05	0.05
Williamsburg County Transit System	Fixed Route	0.31	0.26	0.32
	Demand Response	0.30	0.12	0.09
	Total	**0.31**	**0.20**	**0.21**
	Other - Medicaid	0.04	0.06	0.03
Total BCD Region	**Fixed Route**	**0.43**	**0.45**	**0.59**
	Demand Response	**0.20**	**0.12**	**0.12**
	Total	**0.39**	**0.38**	**0.46**
	Other - Medicaid	**0.05**	**0.05**	**0.04**

Figure 2-12: Waccamaw Region Passenger/Revenue Mile

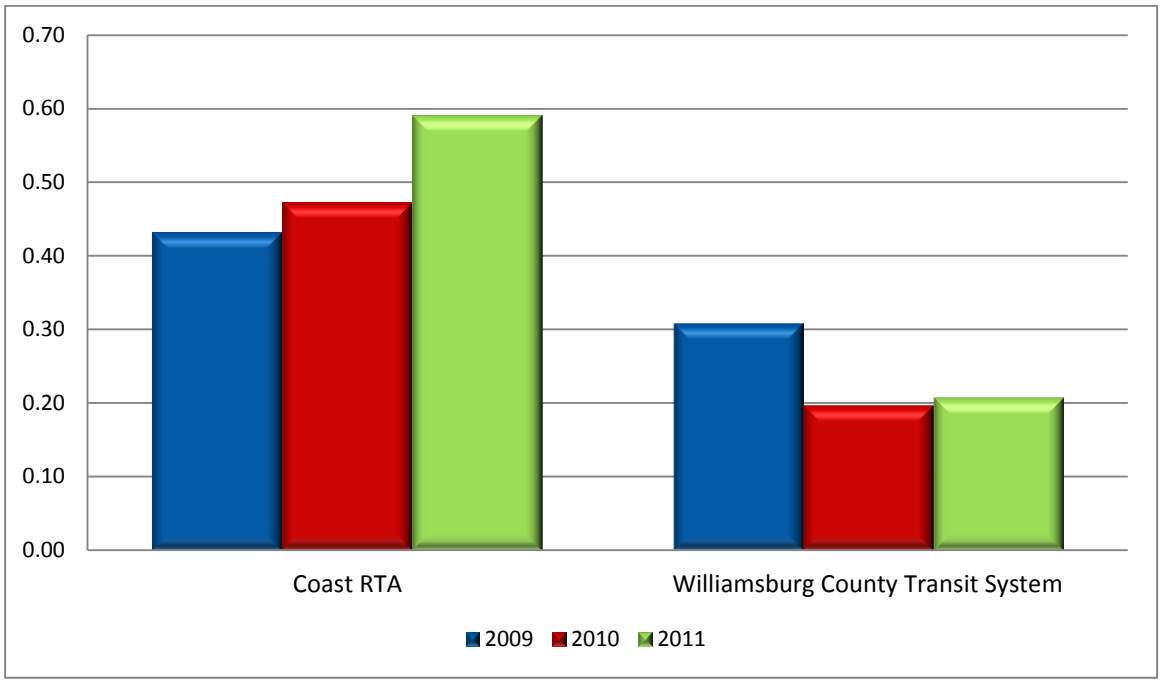


Figure 2-13: Waccamaw Region Average Annual Passenger/Revenue Mile

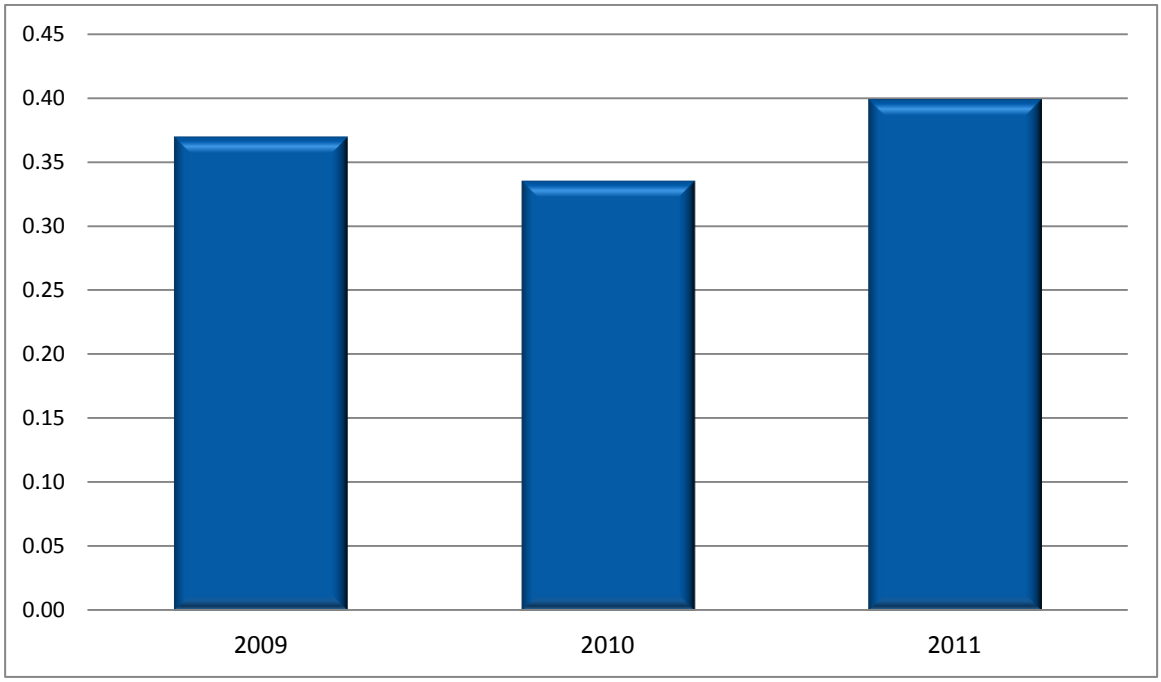


Table 2-7 and **Figures 2-14** and **2-15** show passengers per revenue vehicle hour for 2009, 2010, and 2011, which has decreased for fixed route services, and increased for demand response services.

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

Agency	Service	2009	2010	2011
Coast RTA	Fixed Route	10.81	8.49	10.54
	Demand Response	1.87	2.51	3.39
	Total	**9.50**	**8.03**	**9.70**
	Other - Medicaid	1.24	1.05	0.97
Williamsburg County Transit System	Fixed Route	8.58	3.99	5.02
	Demand Response	1.77	1.28	1.69
	Total	**4.15**	**2.58**	**3.45**
	Other - Medicaid	0.72	1.04	0.56
Total BCD Region	**Fixed Route**	**10.17**	**7.35**	**9.21**
	Demand Response	**1.79**	**1.51**	**2.23**
	Total	**6.83**	**5.89**	**7.55**
	Other - Medicaid	**0.97**	**1.04**	**0.71**

Figure 2-14: Waccamaw Region Passenger/Revenue Hour

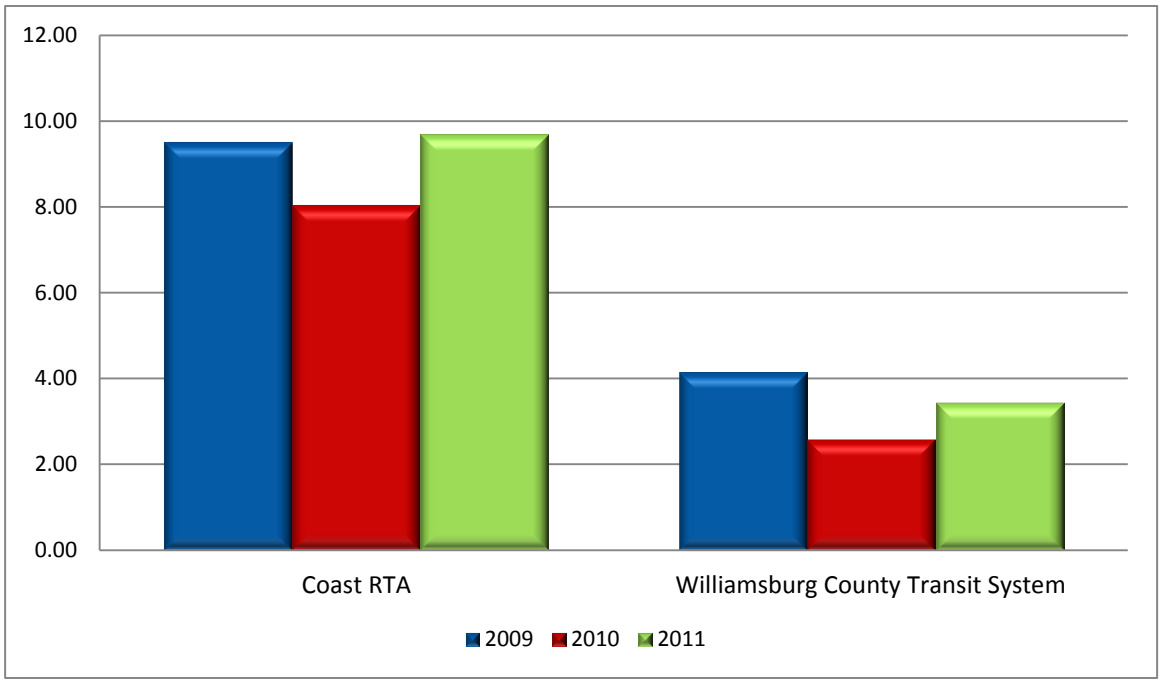


Figure 2-15: Waccamaw Region Passenger/Revenue Vehicle Hour

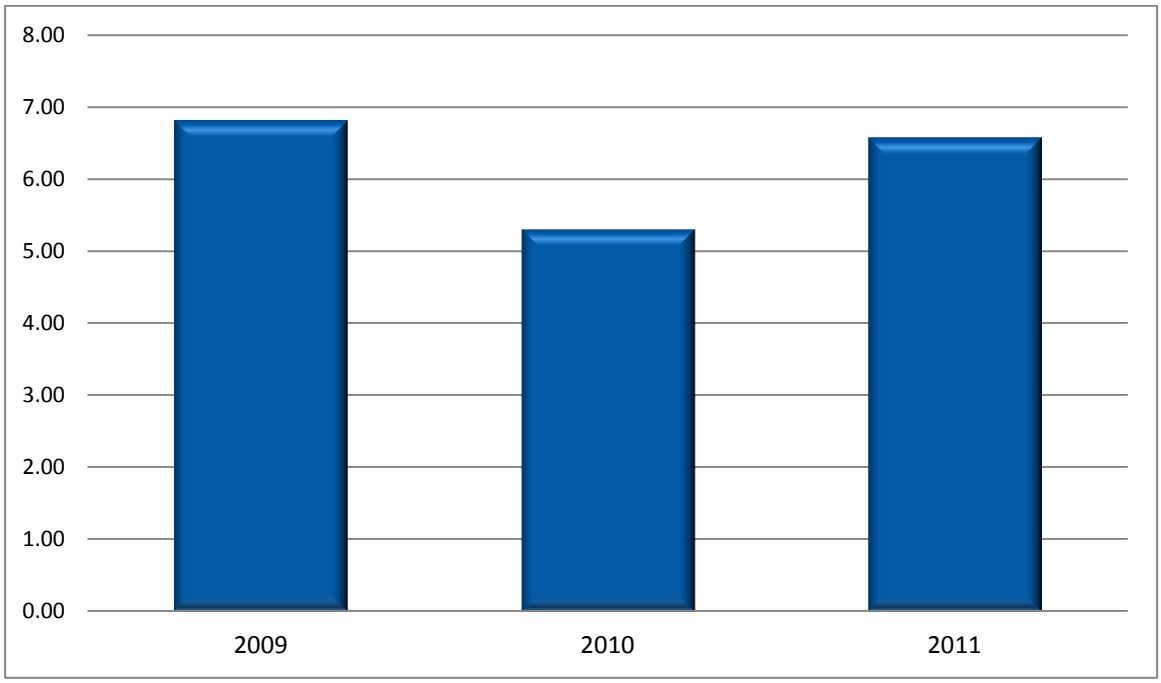


Table 2-8 and **Figures 2-16** and **2-17** presents the cost per passenger trip data for 2009, 2010, and 2011. The cost per passenger trip decreased for both fixed route and demand response services.

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

Agency	Service	2009	2010	2011
Coast RTA	Fixed Route	$5.02	$4.02	$3.15
	Demand Response	$28.18	$6.80	$11.62
	Total	$5.69	$4.09	$3.50
	Other - Medicaid	$37.64	$49.41	$68.50
Williamsburg County Transit System	Fixed Route	$7.71	$17.16	$4.63
	Demand Response	$8.28	$8.39	$8.22
	Total	$7.87	$14.91	$5.45
	Other - Medicaid	$29.07	$16.59	$63.02
Total Waccamaw Region	**Fixed Route**	**$5.68**	**$5.82**	**$3.34**
	Demand Response	**$12.14**	**$7.90**	**$9.87**
	Total	**$6.35**	**$5.95**	**$3.81**
	Other - Medicaid	**$34.40**	**$31.01**	**$65.84**

Figure 2-16: Waccamaw Region Cost per Passenger

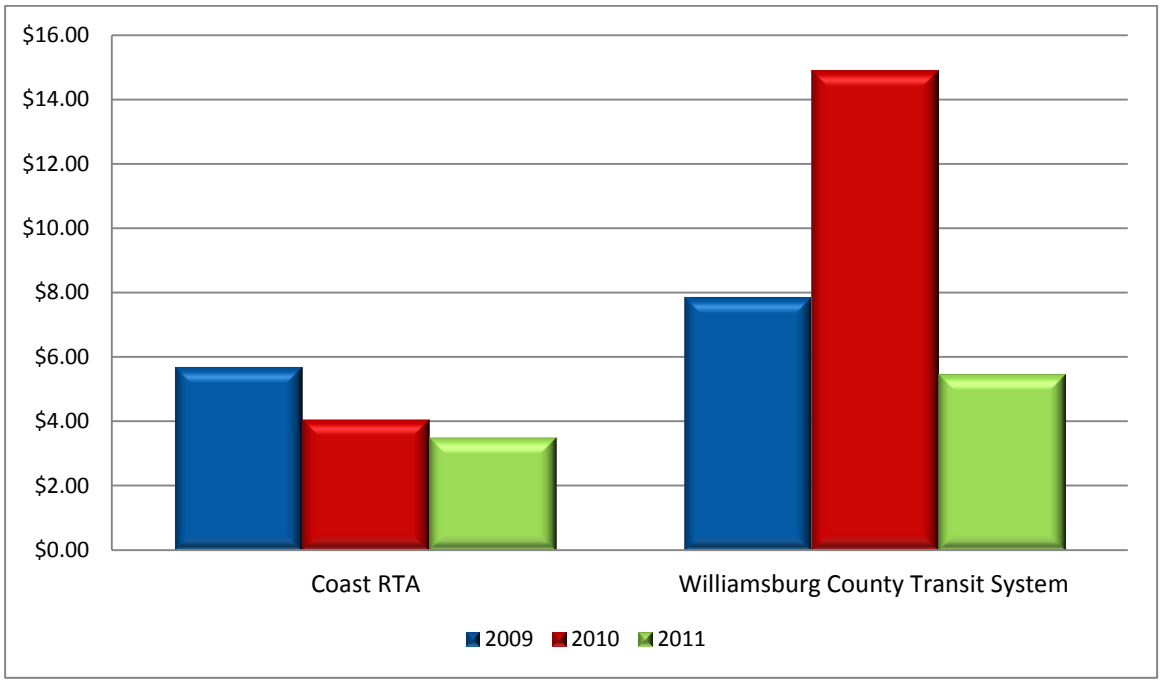
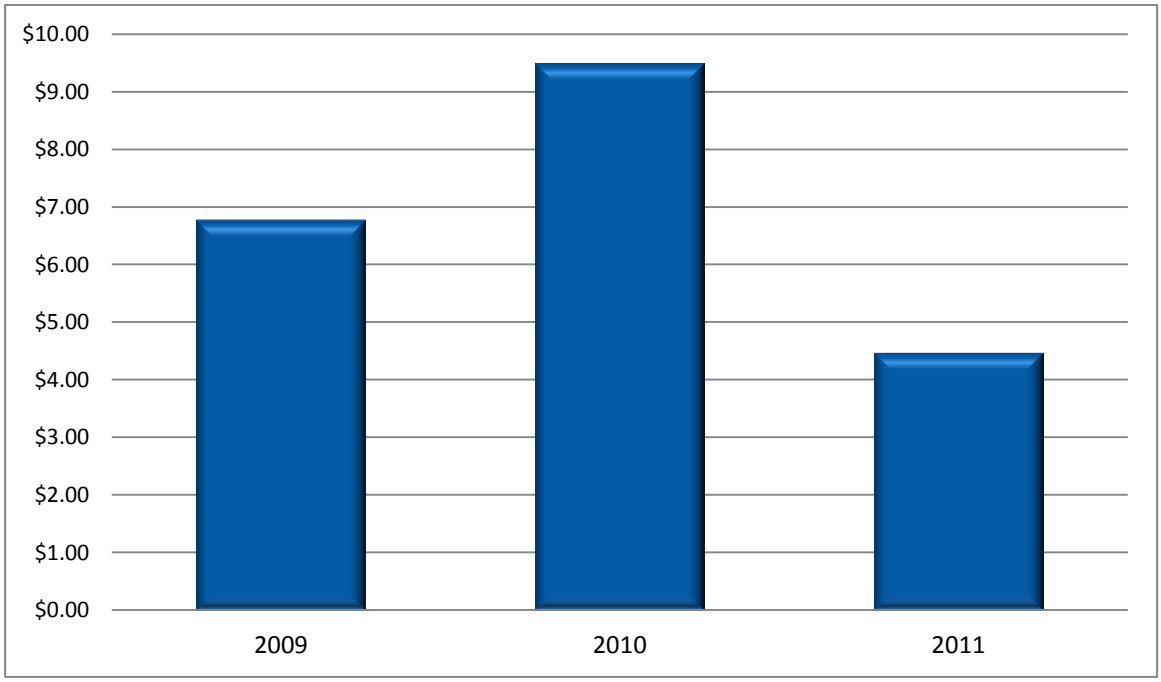


Figure 2-17: Waccamaw Region Cost per Passenger/Trip



2.4 FY 2012 Discussion

As discussed at the beginning of this chapter, the baseline data for this report is FY 2011. Although 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 Waccamaw Region, which are noted below:

- Coast RTA
  - Vehicles - FY 2011 = 54; FY 2012 = 62
  - Passengers - FY 2011 = 723,982; FY 2012 = 948,399
  - Operating expenses - FY 2011 - $3,222,229; FY 2012 = $3,723,875
  - Passengers per revenue vehicle mile - FY 2011 = 0.51; FY 2012 = 0.65
  - Passengers per revenue vehicle hour - FY 2011 = 8.57; FY 2012 = 10.90

- Williamsburg County
  - Vehicles - FY 2011 = 54; FY 2012 = 45
  - Revenue vehicle miles - FY 2011 = 996,815; FY 2012 = 1,156,881
  - Revenue vehicle hours - FY 2011 = 56,861; FY 2012 = 70,872
  - Operating expenses - FY 2011 - $1,364,136; FY 2012 = $1,709,530
  - Cost per passenger trip - FY 2011 = $9.48; FY 2012 = $10.85

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

The Coast RTA has The Ivory Wilson Transfer Center located on 10th Avenue North at Myrtle's Market in Myrtle Beach, and the Coast RTA Terminal located at 1418 Third Avenue in Conway. Coast RTA also utilizes the transfer station at Duke & Hazzard Streets in Georgetown. WCTA also makes connections in Myrtle Beach at the Ivory Wilson Transfer Center on North 10th Avenue.

The Long Range Transportation Plan Update for the Grand Strand Area Transportation Study (GSATS) identified the following facilities for the future.[6]

- Myrtle Beach Transit Hub – a multimodal hub and operations facility at the Myrtle Beach Airport
- Regional Park and Ride Lot
- Georgetown County Transit Hub – multimodal hub

Future planning and coordination of transfer stations or multimodal facilities should involve all jurisdictions to identify modal needs and access to sites. Incorporating private development within the planning process provides an opportunity for additional revenue sources. All new development and infill development should follow transit supportive design guidelines within the region.

[6] http://www.georgetownscwebsite.com/gsats/files/2013/2154/9492/GSATS_Apdx_G_-_Public_Transportation.pdf

2.6 Intercity Services

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

As part of the focus group sessions conducted for the 2008 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.

Greyhound, in coordination with Carolina Trailways, provides fixed route bus service along the Grand Strand. The greyhound stations are located in Myrtle Beach, and Georgetown, with additional stations in Marion and Kingstree.

Two Greyhound routes serve the region. One route connects Georgetown and Myrtle Beach, continuing north toward Wilmington and south toward Charleston. One bus in each direction serves this route on a daily basis. A second route connects Conway and Myrtle Beach, continuing north toward Wilmington and west toward Florence. One bus in each direction serves this route on a daily basis as well. Thus, a total of four Greyhound buses serve the Grand Strand each day.

The Coast RTA also provides intercity service between Conway, Myrtle Beach, Andrews and other towns in between. Service is also available to Charleston, which is scheduled on Fridays. The average fare is approximately $25 one-way.

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.

The region's Amtrak stations are located in Kingstree, with nearby stations in Florence and Charleston. These stations serve Amtrak's Palmetto and Silver Meteor trains. Each train has one daily northbound trip and one daily southbound trip, resulting in a total of two northbound trips and two southbound trips every day.

3. HUMAN SERVICES COORDINATION

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

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

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

3.1 Federal Requirements

3.1.1 Background

In 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, commonly referred to as SAFETEA-LU. The SAFETEA-LU legislation authorized the provision of $286.4 billion in funding for federal surface transportation programs over six years through FY 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 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 Waccamaw Region met all federal requirements by focusing on the transportation needs of disadvantaged persons.

3.1.2 Today

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

Freedom Programs are consolidated under Section 5310 into a single program, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21.

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

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

Making the MOST of MAP-21

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

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

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

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

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

- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

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

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

3.2 Goals for Coordinated Transportation

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

The goals are:

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

3.3 Coordination Plan Update - Outreach Process

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

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

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

3.4 State of Coordination in the Waccamaw Region

Since the Waccamaw Regional Human Service Coordination Plan was completed in 2007, there has been slow progress in the region. The following activities describe existing coordination efforts.

- Coast RTA and WCTA provide general public and ADA paratransit, as well as provide direct transportation services to human service agencies. This coordination effort utilizing the existing providers is seen as a win-win scenario.
- Contacted and updated list of human service contacts in the region for input into the completion of this Regional Transit & Coordination Plan.

3.5 Barriers and Needs in the Waccamaw Region

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

service to accommodate seniors and people with disabilities is widely needed. There is also consistent need for people to access jobs and job training.

- Federal and state funding opportunities/deficiencies
- Time and location limitations of transportation services
- Public and private limitations (crossing rural/urban boundaries, county lines/city limits)
- Locate routing overlaps/gaps between all providers

Many of the gaps in transportation for the Waccamaw Region stem from its size geographically and the number of remote rural areas that are difficult to serve. Any improvements in the reliability of service, both in terms of decreasing wait times and overall on-time performance should be a high priority for the region. Transportation providers cited the long travel times to remote areas and limited resources (vehicles and revenue) contribute to these issues. Several rural areas need more service including: Little River, Green Sea Floyds, Pawley's Island, northern Williamsburg County, and the southern and western portions of Georgetown County.

Several populations were considered to be underserved, the most notably of which were low and fixed income individuals just above the Medicaid threshold that need transportation to medical services, of which many are elderly residents. Seniors have difficulty in getting to destinations other than senior centers primarily for basic needs, such as groceries and other non-medical services. Another challenge in the region is for clients of human services work program that are placed into jobs, but need to find reliable transportation to maintain their employment. Other challenges include:

- The Dash service hours provided by the Coast RTA need to be expanded.
- Need more public transportation in Georgetown County.
- Fares for service need to be standardized and in some cases reduced to ease burden on passengers.
- Fleets need to be replaced and service expanded.
- Insurance is a major expense and could be pooled among providers.
- Need more information about cost allocation and contracting among agencies.
- Need more funding from sustainable sources.
- Improve accessibility to services in terms of a well-advertised one-stop call center to help individuals identify potential service providers.
- Seasonal service demands – Myrtle Beach is a major employment center during summers, which requires cooperation among RTAs to accommodate interregional trips.

3.6 Coordination Strategies and Actions

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

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

- Implement a mobility manager and central location for directing and assigning trips
- Use technology to enhance transit efficiencies
- Maximize agency-to-agency communication
- Coordinate funding options to maximize utility of available funding options
- Adjust local policies and regulations if needed
- Ensure appropriate vehicle types for specific needs of riders
- Formalize agreements between various agencies and mobility manager
- Ensure proper documentation of all processes
- Acquire marketing plan and logo development
- Verify that local policies and regulations pacify any related changes

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

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

4. VISION AND OUTREACH

4.1 MTP Vision and Goals

The Waccamaw 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, 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	

[1] *MTP – 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		

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

Specific public transportation measures as shown above include:

- Annual preventable accidents per 100,000 service miles:
  - Measured by tracking of accidents at transit agency/NTD.

- Integrate safety improvements – guiding principle that all public transportation projects in the region should continue to include multimodal aspects that integrate safety measures. One example of safety measures from transit agencies in the Waccamaw 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 Roadeo 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				

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

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

Specific public transportation measures as shown above include:

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

4.2.4 Economic and Community Vitality Goal

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

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

Proposed Objective	Plan Coordination[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	

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

Specific public transportation measures as shown above include:

- Identify transportation investments supporting economic development:
  - Measured by identifying transit routes within a ½-mile of re-development or new property development.

- Identify local and regional coordination efforts:
  - Measured by number of coordination meetings held annually including all public transportation and human services agencies.
  - Measured by annual or ongoing coordination projects among public transportation and human services agencies.

4.2.5 Environmental Goal

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

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

Proposed Objectives	Plan Coordination[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.							

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

Specific public transportation measures as shown above include:

- Identify impacts of transportation infrastructure improvements:
  - Measured by identifying annual infrastructure projects.

- If applicable, identify:
  - Number of projects assisting in reduction of Vehicle Miles Traveled.
  - Number of projects with sustainable resources embedded into the project – such as solar panels, automatic flush toilets, recycling, recycled products, etc.

4.2.6 Equity Goal

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

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

Proposed Objectives	Plan Coordination[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	

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

Specific public transportation measures as shown above include:

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

4.3 Public Transportation Vision/Goals

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

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

The vision for South Carolina's public transportation[7] was developed in 2008 with accompanying goals to support that vision. This vision continues to support the 2040 MTP and public transportation efforts within each region of the state. The vision statement and goals were developed for purposes of guiding future decisions for public transportation in the future.

4.3.1 South Carolina's Public Transportation Vision

Public Transit –
Connecting Our Communities

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

4.3.2 South Carolina's Public Transportation Goals

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

Economic Growth

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

[7] Waccamaw Regional Transit Plan, May 2008.

Sound Investment Approach

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

Viability of Transit

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

Accessibility to All

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

4.4 Public Outreach

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

4.4.1 Stakeholder Input

2008 Statewide Public Transportation Plan - Public Outreach

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

- The public transportation needs in the region are varied serving low-income commuters to Myrtle Beach, visitors, and students at Coastal Carolina University.

- Increasing traffic congestion in resulting from growth in tourism and in permanent residents. There has been an influx of residents from areas where transit is widely available, and there is a growing number of retirees. The region is poised for more transit use.
- Additional service is needed to Georgetown and to employment, and the services available to tourists need to be better marketed and easier to use. Several studies about higher capacity transit have been conducted for Ocean Boulevard, U.S. 17, and U.S. 501. Other modes such as water-based services should be considered.
- Education is needed so that citizens understand the availability and advantages of transit.
- Partnerships and coordination between systems are needed to provide connections.
- More local funding and improved perception of transit are needed, and transit should be considered in land use planning.
- More state funding and help interacting with Federal agencies is needed. More attention to urban systems and high capacity transit is needed. More coordination of transit and education of legislators are needed. SCDOT has been helpful and equitable in distributing capital funds.

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 B** provides a summary of discussion questions and responses from the Transit and Bicycle and Pedestrian session.

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

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

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

Councils of Government
▪ Appalachian Council of Governments (Anderson, Cherokee, Greenville, Oconee, Pickens, Spartanburg) ▪ Berkeley-Charleston-Dorchester Council of Governments (Berkeley, Charleston, Dorchester) ▪ Catawba Regional Planning Council (Chester, Lancaster, Union, York) ▪ Central Midlands Council of Governments (Fairfield, Lexington, Newberry, Richland) ▪ Lowcountry Council of Governments (Beaufort, Colleton, Hampton, Jasper) ▪ Lower Savannah Council of Governments (Aiken, Allendale, Bamberg, B arnwell, 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 Waccamaw Regional Transit & Coordination Plan. The 2040 MTP planning process includes scheduled public meetings during the late summer and fall 2013. In addition, the project website, http://www.dot.state.sc.us/Multimodal/default.aspx, provides up-to-date information and an opportunity for all residents and visitors to learn about the 2040 MTP and a forum to leave comments and suggestions for the project team.

Public Transportation Statewide Opinion Survey

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

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

Figure 4-1: Survey Summary, Need

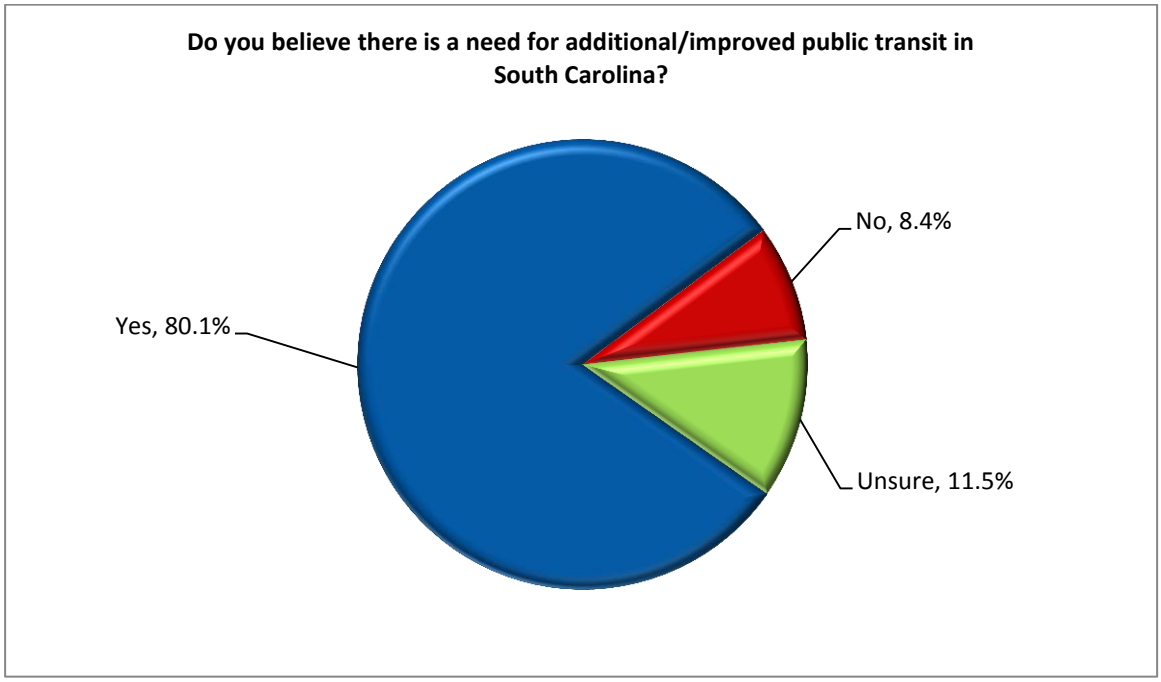


Figure 4-2: Survey Summary, Importance

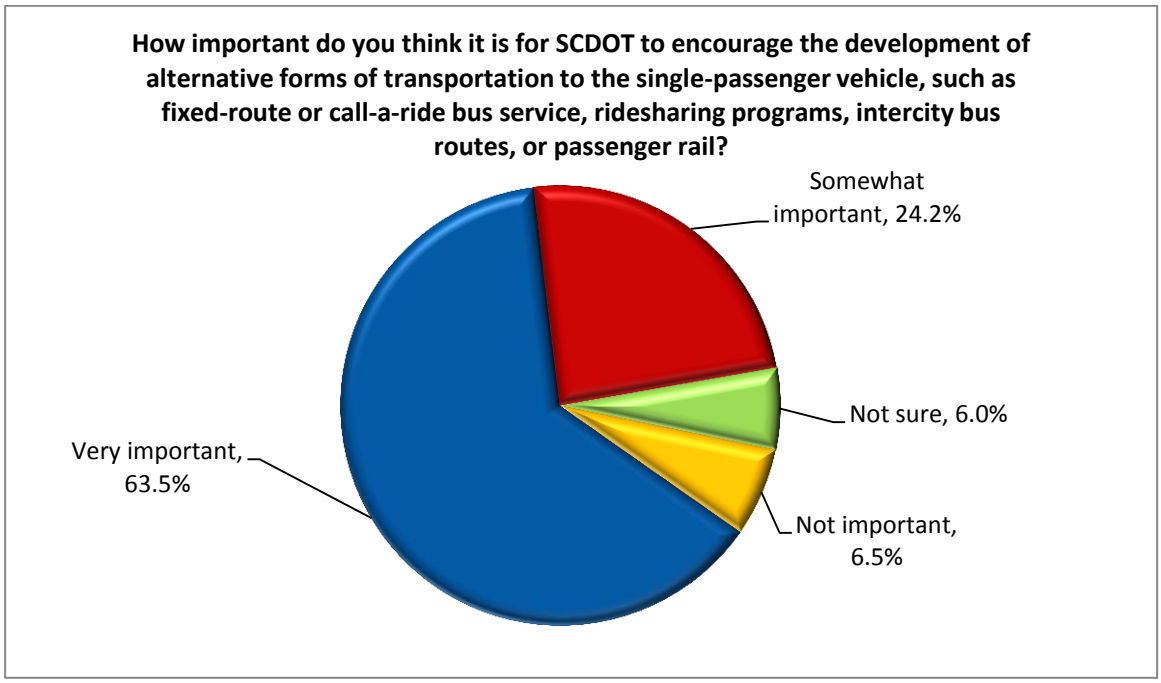
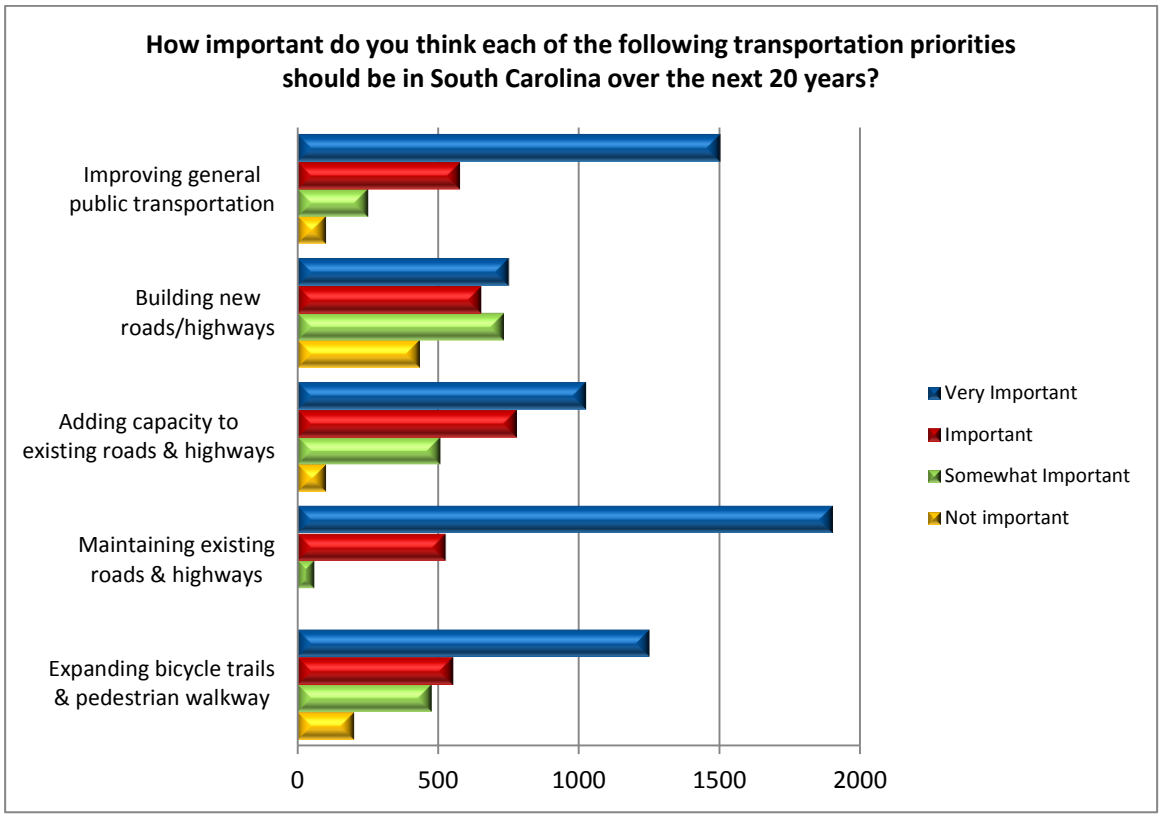


Figure 4-3: Survey Summary, Priorities



4.5 Regional Vision Summary

Through the recent efforts of the Waccamaw COG, the regional vision for public transportation is clearly defined and summarized below.

The primary goal for public transportation in the Waccamaw Region is to enable transit to be a viable transportation option for citizens throughout the region. The region is supports the inclusion of 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 Waccamaw 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 Waccamaw Regional PDC, transit agencies, and SCDOT staff.

5.1 Future Needs

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

5.1.1 Baseline Data

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

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

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

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

5.2 Maintain Existing Services

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

- **Operating Costs**: To calculate the long-term needs for maintaining existing services, a 2011 constant dollar for operating expenses was applied to each of the Waccamaw 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: Waccamaw Region, Maintain Existing Services Cost Summary

Waccamaw Region	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain 2040 Total (29 yrs)
	Oper/Admin	Oper/Admin	Capital	Capital	Oper/Admin/Cap
Coast RTA	$3,222,000	$90,222,000	$1,085,000	$30,378,000	$120,600,000
Williamsburg County Transit System	$1,364,000	$38,196,000	$158,000	$4,426,000	$42,622,000
Total Waccamaw Region	**$4,586,000**	**$128,418,000**	**$1,243,000**	**$34,804,000**	**$163,222,000**

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 Waccamaw 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 Waccamaw Region. For some areas, more detailed future cost and project information were available. In other areas, projects were identified and shown as needed, but the plans did not include cost estimates for the service or project. In these cases, the average transit performance measures were used to determine a cost for the project or recent estimates for similar projects completed by the consultant team. Many needs for expanded rural and urban services were identified from recent public outreach efforts, within the above adopted plans, and also in the 2008 Human Services Coordination Plans. The needs included more frequent service, evening, weekend, employment services, and rural transit connections to major activity locations.

Table 5-2 shows a summary of the operating, administration, and capital costs for enhanced transit services through 2040. **Appendix C** provides the detailed information for each agency.

Table 5-2: Waccamaw Region Enhanced Services Cost Summary

Waccamaw Region	Enhance Services		2040 TOTAL (29 yrs) Enhance Service
	Oper/Admin	Capital	Oper/Admin/Cap
Coast RTA	$127,884,615	$88,765,000	$216,649,615
Williamsburg County Transit System	$7,896,000	$2,709,000	$10,605,000
Total Waccamaw Region	**$135,780,615**	**$91,474,000**	$227,254,615

5.4 Needs Summary

To summarize, the total public transportation needs to maintain existing transit services and for enhanced transit services for the Waccamaw 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: Waccamaw Region Public Transportation Needs

Agency	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain 2040 Total (29 yrs)	Enhance Services		2040 TOTAL (29 yrs) Enhance Service	2040 TOTAL (29 yrs) Maintain + Enhance Service
	Oper/Admin	Oper/Admin	Capital	Capital	Oper/Admin/Cap	Oper/Admin	Capital	Oper/Admin/Cap	Oper/Admin/Cap
Coast RTA	$3,222,000	$90,222,000	$1,085,000	$30,378,000	$120,600,000	$127,885,000	$88,765,000	$216,650,000	$337,250,000
Williamsburg County Transit System	$1,364,000	$38,195,000	$158,000	$4,426,000	$42,622,000	$7,896,000	$2,709,000	$10,605,000	$53,227,000
Total Waccamaw Region	**$4,586,000**	**$128,418,000**	**$1,243,000**	**$34,804,000**	**$163,222,000**	**$135,781,000**	**$91,474,000**	$227,255,000	$390,477,000

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 Waccamaw Region. Feedback from the transit agencies, the general public and the local project teams identified many needs including the expansion of daily hours of service, extending the geographic reach of service, broadening coordination activities within the family of service providers, and finding better ways of addressing commuter needs. The transit agencies continue to identify additional service expansion needs including more frequent service, greater overall capacity, expanding beyond the current borders of the service areas, and better handling of commuter needs.

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

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

5.5.1 Arkansas Public Transportation Needs Assessment (APTNA) Method

The APTNA method[8] 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:[9]

[8] *Arkansas Public Transportation Needs Assessment and Action Plan*, prepared for the Arkansas State Highway and Transportation Department by SG Associates, 1992. Waccamaw Regional Transit Plan, 2008.
[9] Waccamaw Regional Transit Plan, 2008; NHTS.

Table 5-4: Waccamaw Region Population Groups

	Elderly (Over 65)				Disabled (Under 65)				Poverty (Under 65)			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Georgetown County	9,324	9,687	10,090	11,222	3,828	3,977	4,142	4,607	6,747	7,010	7,301	8,120
Horry County	18,889	22,439	26,073	28,584	7,933	9,424	10,950	12,005	21,462	25,495	29,624	32,477
Williamsburg County	4,442	4,271	4,245	4,284	2,440	2,346	2,332	2,353	8,402	8,079	8,030	8,103
Rural	*32,655*	*36,397*	*40,408*	*44,089*	*14,201*	*15,747*	*17,425*	*18,965*	*36,611*	*40,584*	*44,955*	*48,700*
Georgetown County	2,000	2,078	2,164	2,407	0	0	0	0	3,767	3,914	4,076	4,534
Horry County	22,950	27,263	31,678	34,729	7,071	8,400	9,760	10,700	16,529	19,635	22,815	25,012
Williamsburg County	528	507	504	509	0	0	0	0	1,352	1,300	1,292	1,304
Urban	*25,478*	*29,848*	*34,346*	*37,645*	*7,071*	*8,400*	*9,760*	*10,700*	*21,648*	*24,849*	*28,183*	*30,850*
Waccamaw COG	**58,133**	**66,246**	**74,754**	**81,734**	**21,272**	**24,147**	**27,184**	**29,665**	**58,259**	**65,433**	**73,139**	**79,550**

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 Waccamaw Region. The daily transit trips are 3,751 for the year 2010 and 5,175 for 2040. The annual transit trips for the region are projected to be approximately 1.9 million for 2040. Approximately 39 percent of the projected daily ridership is attributed to urban areas and 61 percent to rural areas.

Table 5-5: Waccamaw Region Ridership Projections using APTNA Method

	Annual Transit Demand				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Georgetown County	194,274	201,837	210,233	233,808	532	553	576	641
Horry County	503,313	597,902	694,718	761,629	1,379	1,638	1,903	2,087
Williamsburg County	171,721	165,121	164,123	165,620	470	452	450	454
Rural	*869,307*	*964,860*	*1,069,075*	*1,161,057*	*2,382*	*2,643*	*2,929*	*3,181*
Georgetown County	56,851	59,064	61,521	68,420	156	162	169	187
Horry County	423,595	503,203	584,684	640,998	1,161	1,379	1,602	1,756
Williamsburg County	19,225	18,486	18,374	18,542	53	51	50	51
Urban	*499,671*	*580,753*	*664,580*	*727,960*	*1,369*	*1,591*	*1,821*	*1,994*
Waccamaw COG	**1,368,978**	**1,545,613**	**1,733,655**	**1,889,017**	**3,751**	**4,235**	**4,750**	**5,175**

5.5.2 Mobility Gap Methodology[10]

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 Waccamaw 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:

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

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

"HH w/out Vehicle" = households without a vehicle.

[10] WACCAMAW Regional Transit Plan, 2008.

Table 5-6: Waccamaw 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
Georgetown County	1,356	1,409	1,467	1,632	1,869	1,942	2,023	2,201	1,138	1,182	1,231	1,370
Horry County	3,783	4,494	5,222	5,725	4,803	5,706	6,630	7,741	2,768	3,288	3,821	4,189
Williamsburg County	1,446	1,390	1,382	1,395	1,600	1,539	1,529	1,550	1,379	1,326	1,318	1,330
Rural	*6,585*	*7,293*	*8,071*	*8,751*	*8,272*	*9,186*	*10,181*	*11,493*	*5,285*	*5,797*	*6,370*	*5,285*
Georgetown County	731	759	791	880	218	226	236	397	949	986	1,027	1,142
Horry County	2,035	2,417	2,809	3,079	1,015	1,206	1,401	2,595	3,050	3,623	4,210	4,615
Williamsburg County	221	213	211	213	67	64	64	59	288	277	275	278
Urban	*2,987*	*3,389*	*3,811*	*4,172*	*1,300*	*1,497*	*1,701*	*3,052*	*4,287*	*4,886*	*5,512*	*6,035*
Waccamaw COG	**9,572**	**10,683**	**11,882**	**12,923**	**9,572**	**10,683**	**11,882**	**14,544**	**9,572**	**10,683**	**11,882**	**11,320**

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.[11]

Table 5-7: Mobility Gap Rates

	Person-Trip Rates				Mobility Gap	
	Rural		Urban			
	0-Vehicle	1+vehicles	0-Vehicle	1+vehicles	Rural	Urban
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:

Trip Rate Difference (between 0-vehicle and 1+vehicle households) **X** ***Number of households with 0-vehicles available*** **x** ***Number of days (365)*** **=** ***Mobility Gap (number of annual trips)***

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 Waccamaw 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 Waccamaw 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 31,300 person-trips per day, while urban daily demand is approximately 17,500 person-trips per day. The Mobility Gap method estimates the Waccamaw Region transit demand (based upon 365 days of service) at 17.8 million person-trips per year for 2010, and approximately 23.9 million per year for 2040. Daily person-trips for the Waccamaw Region would be approximately 65,500 by 2040.

[11] 2001 NHTS.

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

	Annual Trip Demand - Mobility Gap				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Georgetown County	2,467,298	2,563,352	2,669,987	2,969,387	6,760	7,023	7,315	8,135
Horry County	6,001,301	7,129,151	8,283,543	9,081,366	16,442	19,532	22,695	24,880
Williamsburg County	2,989,810	2,874,901	2,857,530	2,883,586	8,191	7,876	7,829	7,900
Rural	*11,458,409*	*12,567,403*	*13,811,060*	*14,934,339*	*31,393*	*34,431*	*37,839*	*40,916*
Georgetown County	1,409,787	1,464,671	1,525,601	1,696,675	3,862	4,013	4,180	4,648
Horry County	4,530,928	5,382,444	6,253,999	6,856,349	12,414	14,746	17,134	18,785
Williamsburg County	427,838	411,395	408,909	412,638	1,172	1,127	1,120	1,131
Urban	*6,368,553*	*7,258,510*	*8,188,510*	*8,965,661*	*17,448*	*19,886*	*22,434*	*24,563*
Waccamaw COG	**17,826,961**	**19,825,913**	**21,999,570**	**23,900,000**	**48,841**	**54,318**	**60,273**	**65,479**

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 Waccamaw Region. The APTNA method estimates annual transit demand at 1.3 million person-trips per year for 2010, while the Mobility Gap method estimates annual transit demand at 17.8 million person-trips per year. **Table 5-9** compares results for the two methods.

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

	Demand	2010	2020	2030	2040
APTNA[(1)]	Annual	1,368,978	1,545,613	1,733,655	1,889,017
Mobility Gap[(2)]	Annual	17,826,961	19,825,913	21,999,570	23,900,000
Actual	Trips 2011	867,861	--	--	--

[(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 methodologies indicate that the current level of reported transit service provided in the Waccamaw Region falls short of the estimated transit demand.

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

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

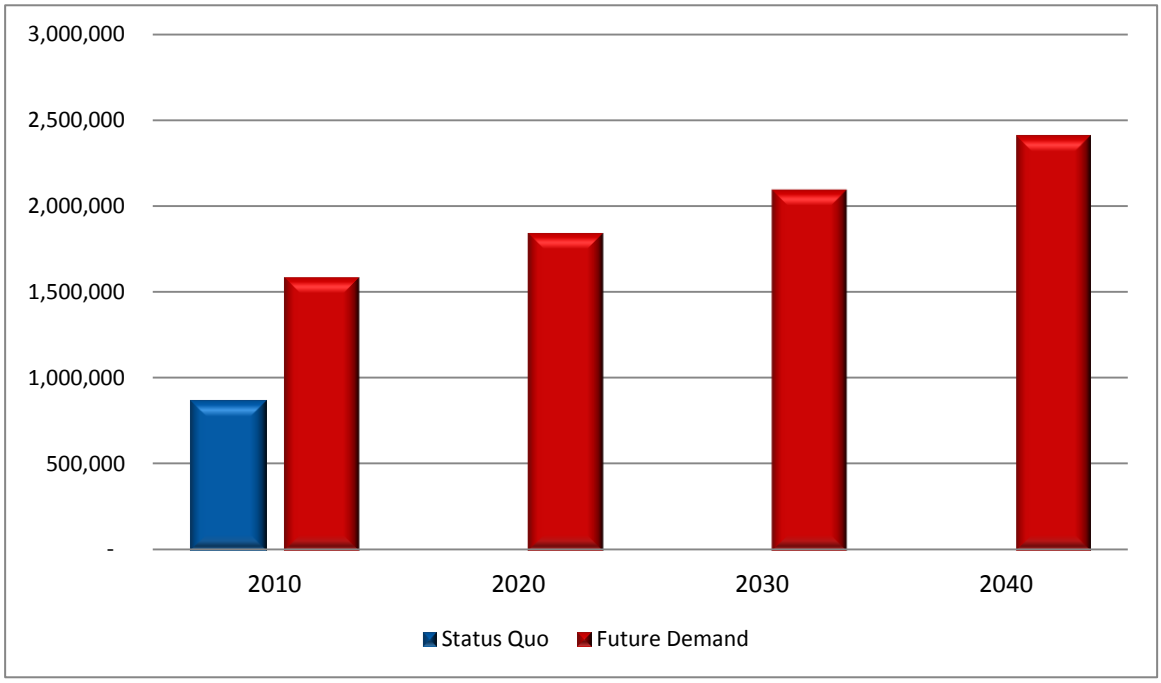
The APTNA method's estimate for urban transit need is not realistic, and the Mobility Gap method for estimating urban transit need is too overstated. In the previous 2008 Plan, the methodology calculations were modified by the study team to produce a more realistic estimate. This updated 2040 plan continues to use the 2008 Plan estimates for 2010, 2020, and 2030. For 2040, an updated demand was calculated using an average of the percent of increase for the modified projections. **Table 5-10** shows the results of the adjustments made to the Waccamaw Region's transit needs. A comparison with the current level of transit service in the Waccamaw Region (867,861 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: Waccamaw Region Adjusted Transit Demand

Demand	2010	2020	2030	2040
2013 Adjusted Needs	1,591,000	1,848,000	2,102,000	2,415,000
Actual Trips 2011	867,861	--	--	--
Needs Met	55%	--	--	--

Based on the adjusted transit demand forecast, the total transit demand in 2010 was estimated at 1.6 million one-way trips. In FY 2011, 867,861 trips were provided. Using the adjusted transit demand forecast, the percent of demand met for the Waccamaw Region is 55 percent. To meet 100 percent of the current demand, 723,000 additional trips are needed among the existing transit systems. The demand forecast shows that by 2040, the estimated transit demand will exceed 2.4 million trips. (**Figure 5-1)**

Figure 5-1: Waccamaw 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 Waccamaw Region

Given the continued growth in population and employment projected for South Carolina and the Waccamaw Region, particularly in growing Horry 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.

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

Transit funding revenues for the Waccamaw 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 45 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 75 percent of the capital expenditures in the region. State funding represents approximately seven percent for operations and six percent of regional capital projects. The region as a whole has a farebox return ratio of approximately 19 percent.

Figure 6-1: Waccamaw Region Operating Revenues

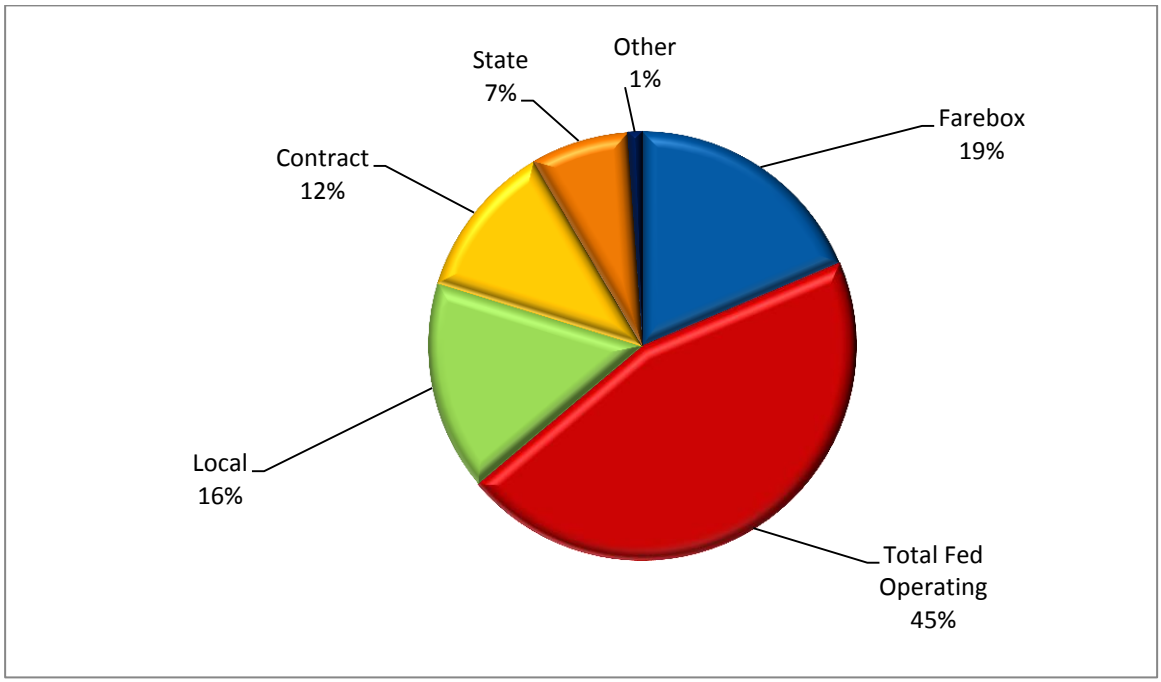


Table 6-1: Waccamaw Region Transit Funding Revenues

Agency	Farebox	Operating Revenues						Capital					Total Revenue Oper/Cap
		Total Fed Operating	Local	Contract	State	Other	TOTAL OP REVENUES	Total Federal Capital Assistance	Local Cap Assist	State Cap Assist	Other	Total Cap	
Coast RTA	$838,502	$1,213,794	$747,203	$146,306	$274,419	$2,005	$3,222,229	$1,351,329	$280,933	$99,801		$1,732,064	$4,954,293
Williamsburg County Transit System	$295,786	$1,534,911	$216,428	$570,513	$173,459	$63,494	$2,854,591	$207,734	$105,968	$20,467		$334,169	$3,188,760
Total Waccamaw Region	**$1,134,288**	**$2,748,705**	**$963,631**	**$716,819**	**$447,878**	**$65,499**	**$6,076,820**	**$1,559,063**	**$386,901**	**$120,268**		$2,066,233	$8,143,053
	19%	45%	16%	12%	7%	1%		75%	19%	6%			--

6.2 Statewide Transit Funding

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

Historically, funding from local or county government in South Carolina has been allocated on a year-to-year basis, subject to the government's overall fiscal health and the priorities of the elected officials at the time. Local funding appropriated to a transit system can vary significantly from year to year, making it difficult for systems to plan for the future and initiate new services. To reduce this volatility, systems have been pushing for local dedicated funding sources that produce consistent revenues from year to year. For example, Charleston County dedicated a half-cent transportation sales tax, a portion of which is allocated to the Charleston Area Regional Transportation Authority (CARTA) and the Berkeley-Charleston-Dorchester Rural Transportation Management Association (BCDRTMA). Richland County also recently passed a one percent Transportation Tax, in addition to the Local Option Tax already imposed. The proceeds of the tax support the Central Midlands Regional Transit Authority (CMRTA) system. **Appendix D** presents a summary chart of tax initiatives in 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, 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 *(Millions of Dollars)*	**FY 2014** *(Millions of Dollars)*	**Two-Year Total** *(Millions of Dollars)*
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 Waccamaw Region provide approximately 867,861 trips annually, meeting 55 percent of the overall transit needs for the region. The unmet needs, given the prospect of slow, but steady growth, will include more connectivity, opportunities for improved efficiencies, greater emphasis on commuter transportation and a need for the increases in the overall funding for transit.

The Waccamaw Region represents a cross-section of the rural networks, human service transportation programs, commuter services, and trolley service. The public perception of transit is that transit is for the poor. However, with increased commuter services, transit is considered a viable daily commute option. As traffic issues increase, 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 Waccamaw 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 Waccamaw Region would increase.

7.1 Increase to 60 Percent of Needs Met

The existing transit demand for 2010, as discussed earlier in the report, was identified as approximately 1.6 million trips, with approximately 55 percent (867,861 trips) of that need currently being met with existing services. The 2020 projected demand increases to 1.85 million trips. One goal for the Waccamaw Region may be to increase the need met to 60 percent by 2020, which equates to providing 1.1 million trips or an increase of 241,104 one-way trips. With an existing regional average of 6.1 passengers per hour, transit agencies in the Waccamaw Region would need to increase revenue service hours by 39,265 annually (241,104/6.1). The average cost per hour for the region is $32.45. To meet approximately 60 percent of the need in 2020 (1.1 million trips), operating and administrative budgets would need to increase by approximately $1.3 M (39,265 x $32.45) annually.

Table 7-1: Waccamaw Region Maintain Existing Services Plan

Agency	Financial Plan (2014-2020) Operating/Admin Expenses								Operating Costs 2013-2020 (8-yr Total)	Operating Costs (2021-2030)	Operating Costs (2031-2040)	28 yr Total (2013-2040)
	2013	2014	2015	2016	2017	2018	2019	2020				
Coast RTA	$3,222,229	$3,222,229	$3,222,229	$3,222,229	$3,222,229	$3,222,229	$3,222,229	$3,222,229	$25,777,832	$32,222,290	$32,222,290	$90,222,412
Williamsburg County Transit System	$1,364,136	$1,364,136	$1,364,136	$1,364,136	$1,364,136	$1,364,136	$1,364,136	$1,364,136	$10,913,088	$13,641,360	$13,641,360	$38,195,808
Total Waccamaw Region	$4,586,365	**$4,586,365**	**$4,586,365**	**$4,586,365**	**$4,586,365**	**$4,586,365**	**$4,586,365**	**$4,586,365**	**$36,690,920**	$45,863,650	$45,863,650	$128,418,220

The above scenario with the goal of meeting 60 percent of the public transportation needs in the region is one example of increasing public transportation services for residents and visitors in the region. Citizens of the Waccamaw Region must work with local officials to determine priorities for their community. The actions listed below support increasing the levels of public transportation.[12]

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 the Authority avert service impacts due to annual fluctuations in municipal allocations. Transit continues to become an increasingly viable mobility option as population and employment grows in Waccamaw Region. Higher funding commitment levels from municipal governments in this region may be necessary to support mobility needs both internally, as well as connections to major commuter sheds such as the Grand Strand area.

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. Transit's role in economic development and supporting tourism is on the rise and transit providers and the state transit association have taken a more visible approach to engaging chambers and economic development agencies in the planning process. Critical to the expansion of transit, as well as the introduction of premium service transit, like bus rapid transit and rail service, will be how well the transit community engages the tourism and

[12] 2008 WACCAMAW Regional Transit Plan.

development communities into the design of service and ultimately the funding of new service.

6. With an array of technology-oriented industries and major regional activity centers situated within the region, transit providers should focus their efforts on approaching the business community and tourism industry for their support of transit.

7. South Carolina has one of the fastest growing elderly populations in the U.S. because of the State's allure as a retirement destination. Many of these individuals have higher incomes (although may still be fixed incomes) and come from areas of the country where transit plays a greater role as a transportation option. Transit systems cannot be slow to react to new developments with elderly populations and should look for opportunities to partner with these developments to help fund transit programs. Transit service demand among the elderly population is expected to continue growing in the Waccamaw Region.

8. Rural transportation is a core function of transit in South Carolina and service in these areas should be expanded. New and expanded services connecting to rural commerce centers should be evaluated.

9. In South Carolina, the State is responsible for transportation and local governments are responsible for land use and zoning. Frequently there are inadequate incentives for municipalities to cooperate with one another and the State on transportation and land use issues. There is a need to take voluntary but cumulative steps toward improving transportation and land use planning in the State.

10. Access management techniques can help increase public safety, extend the life of major facilities, reduce congestion, support alternative transportation modes, and improve the appearance and quality of the built environment while ensuring appropriate access to adjacent businesses and other land uses. Managing access to transportation facilities and services is one way to preserve the operational integrity of the transportation system while ensuring its compatibility with adjacent land uses. The concepts are very applicable to the corridors connecting to/from the Myrtle Beach area.

7.2 Conclusion

This Waccamaw 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, and regional stakeholders to move toward effective multimodal transportation options for the state. The need for collaborative efforts at all levels is pertinent as identified earlier in this report. Though many challenges lie ahead, this plan is realistic and provides updated information regarding future regional planning. A balance can be struck between anticipated transit demand and realistic levels of service in the region. State and regional partners may build on the analyses within this plan to help articulate the purpose and need for enhanced transit services and pursue the most acceptable mechanisms to fill gaps in funding.

APPENDIX A: EXISTING TRANSIT SERVICES

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

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Coast RTA	Urban	20	27	26	31	15	23
	Rural	20	27	26	31	9	17
	Total	40	54	52	62	24	40
	Other - Medicaid	28	32	32	32	6	14
Williamsburg County Transit System	Urban	0	0	0	0	0	0
	Rural	25	28	26	29	30	34
	Total	25	28	26	29	30	34
	Other - Medicaid	15	15	15	15	8	20
Total Waccamaw Region	**Urban**	**20**	**27**	**26**	**31**	**15**	**23**
	Rural	**45**	**55**	**52**	**60**	**39**	**51**
	Total	**65**	**82**	**78**	**91**	**54**	**74**
	Other - Medicaid	**43**	**47**	**47**	**47**	**14**	**34**

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

Agency	Area	2009	2010	2011
Coast RTA	Urban	266,442.00	349,530.00	452,028.63
	Rural	132,033.00	190,305.00	261,327.37
	Total	398,475.00	539,835.00	713,356.00
	Other - Medicaid	27,507.00	17,482.00	10,626.00
Williamsburg County Transit System	Urban	0.00	0.00	0.00
	Rural	172,881.00	112,468.00	133,816.00
	Total	172,881.00	112,468.00	133,816.00
	Other - Medicaid	16,706.00	22,318.00	10,063.00
Total Waccamaw Region	**Urban**	**266,442.00**	**349,530.00**	**452,028.63**
	Rural	**304,914.00**	**302,773.00**	**395,143.37**
	Total	**571,356.00**	**652,303.00**	**847,172.00**
	Other - Medicaid	**44,213.00**	**39,800.00**	**20,689.00**

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

Agency	Area	2009	2010	2011
Coast RTA	Urban	624,929	714,251	698,272
	Rural	298,540	426,754	509,348
	Total	923,469	1,141,005	1,207,620
	Other - Medicaid	487,510	324,896	206,844
Williamsburg County Transit System	Urban	0	0	0
	Rural	560,497	569,134	644,355
	Total	560,497	569,134	644,355
	Other - Medicaid	433,731	398,976	352,460
Total Waccamaw Region	**Urban**	**624,929**	**714,251**	**698,272**
	Rural	**859,037**	**995,888**	**1,153,703**
	Total	**1,483,966**	**1,710,139**	**1,851,975**
	Other - Medicaid	**921,241**	**723,872**	**559,304**

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

Agency	Area	2009	2010	2011
Coast RTA	Urban	28,398	42,394	47,106
	Rural	13,567	24,834	26,411
	Total	41,965	67,228	73,517
	Other - Medicaid	22,152	16,584	10,956
Williamsburg County Transit System	Urban	0	0	0
	Rural	41,665	43,514	38,748
	Total	41,665	43,514	38,748
	Other - Medicaid	23,303	21,522	18,113
Total Waccamaw Region	**Urban**	**28,398**	**42,394**	**47,106**
	Rural	**55,232**	**68,348**	**65,159**
	Total	**83,630**	**110,742**	**112,265**
	Other - Medicaid	**45,455**	**38,106**	**29,069**

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

Agency	Area	2009	2010	2011
Coast RTA	Urban	$1,462,882	$1,497,534	$1,492,174
	Rural	$805,891	$708,865	$1,002,183
	Total	$2,268,773	$2,206,399	$2,494,357
	Other - Medicaid	$1,035,300	$863,707	$727,872
Williamsburg County Transit System	Urban	$0	$0	$0
	Rural	$1,359,926	$1,677,162	$729,936
	Total	$1,359,926	$1,677,162	$729,936
	Other - Medicaid	$485,684	$370,310	$634,200
Total Waccamaw Region	**Urban**	**$1,462,882**	**$1,497,534**	**$1,492,174**
	Rural	**$2,165,817**	**$2,386,027**	**$1,732,119**
	Total	**$3,628,699**	**$3,883,561**	**$3,224,293**
	Other - Medicaid	**$1,520,984**	**$1,234,017**	**$1,362,072**

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

Agency	Area	2009	2010	2011
Coast RTA	Urban	0.43	0.49	0.65
	Rural	0.44	0.45	0.51
	Total	0.43	0.47	0.59
	Other - Medicaid	0.06	0.05	0.05
Williamsburg County Transit System	Urban			
	Rural	0.31	0.20	0.21
	Total	0.31	0.20	0.21
	Other - Medicaid	0.04	0.06	0.03
Total BCD Region	**Urban**	**0.43**	**0.49**	**0.65**
	Rural	**0.35**	**0.30**	**0.34**
	Total	**0.39**	**0.38**	**0.46**
	Other - Medicaid	**0.05**	**0.05**	**0.04**

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

Agency	Area	2009	2010	2011
Coast RTA	Urban	9.38	8.24	9.60
	Rural	9.73	7.66	9.89
	Total	9.50	8.03	9.70
	Other - Medicaid	1.24	1.05	0.97
Williamsburg County Transit System	Urban			
	Rural	4.15	2.58	3.45
	Total	4.15	2.58	3.45
	Other - Medicaid	0.72	1.04	0.56
Total Waccamaw Region	**Urban**	**9.38**	**8.24**	**9.60**
	Rural	**5.52**	**4.43**	**6.06**
	Total	**6.83**	**5.89**	**7.55**
	Other - Medicaid	**0.97**	**1.04**	**0.71**

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

Agency	Area	2009	2010	2011
Coast RTA	Urban	$5.49	$4.28	$3.30
	Rural	$6.10	$3.72	$3.83
	Total	$5.69	$4.09	$3.50
	Other - Medicaid	$37.64	$49.41	$68.50
Williamsburg County Transit System	Urban			
	Rural	$7.87	$14.91	$5.45
	Total	$7.87	$14.91	$5.45
	Other - Medicaid	$29.07	$16.59	$63.02
Total BCD Region	**Urban**	**$5.49**	**$4.28**	**$3.30**
	Rural	**$7.10**	**$7.88**	**$4.38**
	Total	**$6.35**	**$5.95**	**$3.81**
	Other - Medicaid	**$34.40**	**$31.01**	**$65.84**

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

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

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

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

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

Do you believe there is community/public and political support for public transit, bicycles, and pedestrian projects?
• *No; not enough.*

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

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

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

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

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

APPENDIX C: DETAILED AGENCY DATA FOR ENHANCED SERVICES

WACCAMAW

Transit Agency	Operating Needs					Capital Needs					2040 Expansion	
	Existing Description	Annual Cost	Expansion Description	Annual Cost		Existing Description	Cost	Expansion Description	Cost		Total Op Needs	Capital Needs
Coast RTA	Maintain existing	$2,631,269	Add Airport rt	$350,000	Yr 1-6			Replace 15 busses	$5,500,000	Yr 1-6	$9,450,000	
		Assume 10 % increase per year	Add Sandy Island Route	$100,000	Yr 1-6			New Busses	$1,750,000	Yr 1-6	$2,700,000	$1,750,000
			Increase frequ	$150,000	Yr 1-6			New Facility	$15,000,000	Yr 1-6	$3,900,000	$15,000,000
			Add NMB rt	$200,000	Yr 1-6			New hardware	$15,000	Yr 1-6	$5,200,000	$15,000
			Add Car For rt	$200,000	Yr 1-6			New software	$1,000,000	Yr 1-6	$5,000,000	$1,000,000
			Convert DR to FR	$250,000	Yr 1-6			Build P & R	$2,000,000	Yr 1-6	$6,250,000	$2,000,000
			Add Pass Rail	$500,000,000	Yr 7-20	move to Justin		New auto pass cnt	$500,000	Yr 1-6	$80,000,000	$500,000
	from 2006 study		Add Fix Guideway	$4,000,000	Yr 7-20			Signage	$500,000	Yr 1-6	$15,384,615	$500,000
			Future roadway includes transit	$769,231				fixed guideway	$50,000,000	Yr 7-20	$0	$50,000,000
								Add CNG Fuel Stat	$2,000,000	yr 7-20	$0	$2,000,000
								New CNG busses	$15,000,000	Yr 7-20	$0	$15,000,000
								GPS tracking	$1,000,000	Yr 7-20	$0	$1,000,000
Willamsburg	Maintain ex	$1,592,187	Exp Rt 5	$15,000	Yr 1			Replace comp hdwr	$20,000	Yr 1	$420,000	$20,000
	Maintain ex	$1,518,274			Yr 2			Replace 2 mv	$80,000	Yr 1-6	$0	
	Maintain ex	$1,671,797			Yr 3			Replace 12 caw	$780,000	Yr 1-6	$0	
		Assume in 5%/yr after yr3						Replace 8 bus	$2,000,000	Yr 1-6	$0	
			Exp Rt 2	$100,000	Yr 1			4 bus shelters	$6,000	Yr 1-6	$2,800,000	$6,000
			Hire operations man	$35,000	Yr 1-6			Facility upgrade	$175,000	Yr 1-6	$980,000	$175,000
			Expand DR	$168,000	Yr 7			Replace 2 ca	$260,000	Yr 7	$3,696,000	
								Replace 6 ca	$780,000	Yr 11	$0	
								Facility upgrade	$1,500,000	Yr 15	$0	$1,500,000
								Facility upgrade	$1,000,000	Yr 17	$0	$1,000,000
								Replace 4 40'	?	?	$0	
								Replace 12 caw	$840,000	Yr 18	$0	
								4 bus shelters	$8,000	Yr 7-20	$0	$8,000
Total Waccamaw											**$135,780,615**	**$91,474,000**

APPENDIX D: SOUTH CAROLINA LOCAL SALES AND USE TAXES

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

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

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.**

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[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 TAXES[13]

	SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES							
COUNTY	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
Abbeville	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	
Aiken	Capital Projects 1/1/2013	Yes	Yes	No	Yes	Yes	Yes	1, 12 & 27
Allendale	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
Anderson	No Local Sales and Use Tax is Imposed in this County							26
Bamberg	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
Barnwell	Local Option 5/1/99	Yes	Yes	Yes	Yes	No	Yes	
Beaufort	No Local Sales and Use Tax is Imposed in this County							1 & 6
Berkeley	Local Option 5/1/97	Yes	Yes	Yes	Yes	No	Yes	18
	Transportation 5/1/09	Yes	Yes	No	Yes	No	Yes	1 & 18
Calhoun	Local Option 5/1/05	Yes	Yes	Yes	Yes	No	Yes	
Charleston	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.

	SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES							
COUNTY	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
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

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	SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES							
COUNTY	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
Greenwood	No Local Sales and Use Tax is Imposed in this County							24
Hampton	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
Horry	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
Jasper	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
Kershaw	Local Option 5/1/97	Yes	Yes	Yes	Yes	No	Yes	
Lancaster	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
Laurens	Local Option 5/1/99	Yes	Yes	Yes	Yes	No	Yes	
Lee	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
Lexington	Lexington Schools 3/1/12	Yes	Yes	No	Yes	Yes	Yes	1 & 25
Marion	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
Marlboro	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
McCormick	Local Option 7/1/91	Yes	Yes	Yes	Yes	No	Yes	
Newberry	Capital Projects 4/1/12	Yes	Yes	No	Yes	No	Yes	1, 12 & 23

	SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES							
COUNTY	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
Oconee	No Local Sales and Use Tax is Imposed in this County							26
Orangeburg	Capital Projects 4/1/13	Yes	Yes	No	Yes	Yes	Yes	1, 12 & 32
Pickens	Local Option 5/1/95	Yes	Yes	Yes	Yes	No	Yes	
Richland	Local Option 5/1/05	Yes	Yes	Yes	Yes	No	Yes	31
	Transportation 5/1/13	Yes	Yes	No	Yes	No	Yes	1 & 31
Saluda	Local Option 5/1/92	Yes	Yes	Yes	Yes	No	Yes	
Spartanburg	No Local Sales and Use Tax is Imposed in this County							26
Sumter	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
Union	No Local Sales and Use Tax is Imposed in this County							26
Williamsburg	Local Option 5/1/97	Yes	Yes	Yes	Yes	No	Yes	
York	Capital Projects 1/1/12	Yes	Yes	No	Yes	Yes	Yes	1, 12 & 22

CHART 2: CATAWBA INDIAN RESERVATION TRIBAL TAX[14]

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

CHART 3: MUNICIPAL SALES AND USE TAXES[15]

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

[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.