



Charting a Course to 2040

SOUTH CAROLINA MULTIMODAL TRANSPORTATION PLAN

SOUTH CAROLINA STATEWIDE PUBLIC TRANSPORTATION AND COORDINATION PLAN

Prepared for:



Prepared by:



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1. INTRODUCTION

1.1 OVERVIEW

Transportation plays a key role in determining the environmental conditions and the quality of life in any community. This is particularly true in South Carolina, 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 and the popularity of the state as both a tourist destination and 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 and Coordination Plan Updates** – transit plans developed for each of the 10 Council of Government 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 South Carolina Statewide Public Transportation & Coordination Plan was prepared in coordination with the development of the 2040 MTP. The initial Statewide Transit Plan was completed in May 2008 and the following pages provide an update representing changes across the state for public transportation through 2011, the base year for the overall MTP.

The purpose of this update is to identify existing public transportation services, needs, and strategies through the planning horizon of 2040. This plan differs from the 2008 plan in that it incorporates an overview of human services transportation across the state, in addition to the needs and strategies for increased coordination in the future.

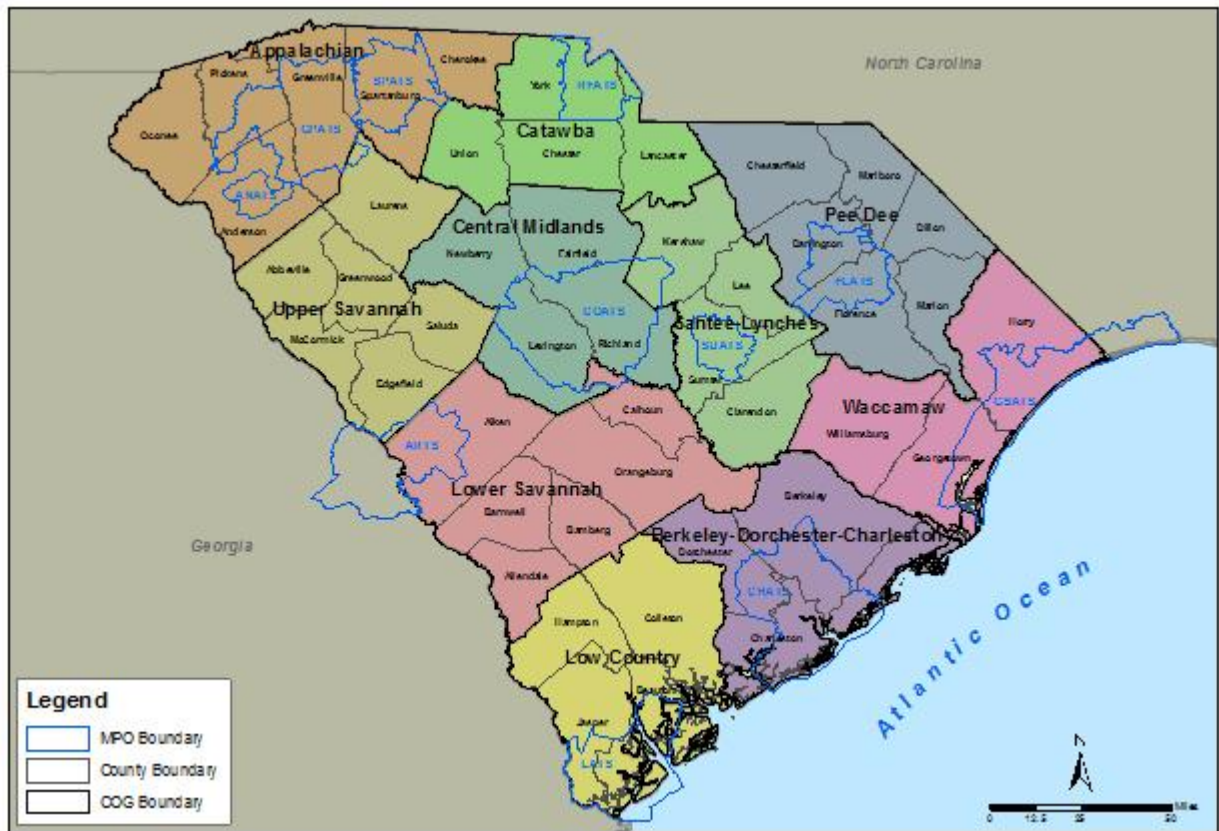
A key transportation strategy for the South Carolina Department of Transportation is to develop multimodal options for residents and visitors in all areas of the state, including public transportation. Many regions in the state have adopted policies that focus on addressing both existing transportation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



1.2 COMMUNITY SUMMARY

The State of South Carolina is bordered to the north by North Carolina and to the south and west by Georgia, and includes 46 counties. Transportation planning at the urban and regional levels is conducted by 11 Metropolitan Planning Organizations (MPOs) and 10 Councils of Governments (COGs), as shown in **Figure 1-1**. This strategic partnership creates a strong foundation to identify multimodal transportation needs and joint solutions that will improve the movement of people and goods throughout the entire state.

Figure 1-1: South Carolina MPOs and COGs



A brief review of South Carolina demographic and economic characteristics follows as a basis for evaluating future transit needs.

1.2.1 Population Trends

1.2.1.1 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 60 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.

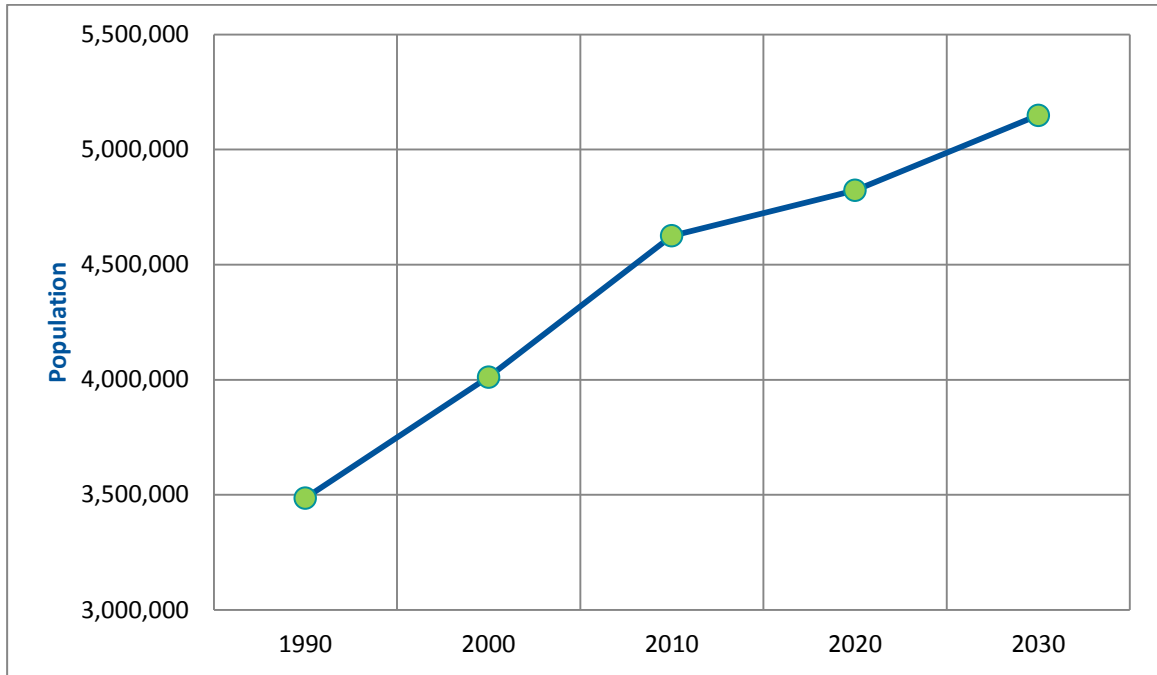
Table 1-2: Population Projections, 2010 – 2040

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

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

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

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



1.2.1.2 Regional Population Trends

The population growth in South Carolina over the last 20 years has not been evenly distributed throughout the state. The growth across the state by region is shown in **Table 1-3**. All Councils of Government (COG) regions experienced growth from 1990 to 2010, with the Lowcountry Region experiencing the highest growth during this time period at 3.03 percent per year from 1990 to 2000. Overall growth for the state during this time frame was 1.51 percent per year. The following decade growth for the state was slightly higher at 1.53 percent per year. The Catawba Region had the highest growth rate from 2000 to 2010 with 2.58 percent growth per year.

Table 1-3: Population Growth by Council of Government

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

Source: U.S. Census Bureau

As shown in the previous tables, South Carolina reported approximately 4.6 million persons in 2010, with the most populated areas being the Appalachian, Central Midlands, and Berkeley-Charleston-Dorchester regions. The Upper Savannah region had the lowest population among the 10 regions. From the urban centers of Columbia, Charleston, and Greenville, to the state's Atlantic shoreline, to the mountains and lakes, the cultural and recreational amenities are abundant. These amenities along with affordable housing, shopping centers, healthcare, and educational facilities draw people to the state.

1.2.2 Economic Summary

Prior to the 1900s, South Carolina had a strong history of agriculture, until the cotton and rapidly growing textile industry characterized the state's economy. The focus of textile production shifted to synthetic fiber production. The rapid decline of agriculture began in the 1960s. As late as 1960, more than half the state's cotton was picked by hand. Over the next twenty years, mechanization eliminated tens of thousands of jobs in rural counties. Cotton was no longer king, as cotton lands were converted into timberlands.

The end of the Cold War in 1990 brought the closing of military installations, such as the naval facilities in North Charleston. The quest for new jobs became a high state priority. Starting in 1975 the state used its attractive climate, lack of powerful labor unions, and low wage rates to attract foreign investment in factories, including Michelin, which located its U.S. headquarters in the state. The stretch of Interstate 85 from the North Carolina line to Greenville became home to many international companies.

Tourism became a major industry, especially in the Myrtle Beach area. With its semitropical climate, cheap land, and low construction costs (because of low wages), the state became very attractive to development. Barrier islands, such as Kiawah and Hilton Head, were developed as retirement communities. By the late 1980s, the state's economic growth rate flattened. South Carolina's development plan focused on offering low taxes and attracting low-wage industries, but the state's low levels of education were a challenge to attract high tech industries. However, in 1991, the state successfully recruited BMW's only U.S. auto factory to the Greer community, in Spartanburg County. Second-tier and third-tier auto parts suppliers to BMW likewise established assembly and distribution facilities near the factory, creating a significant shift in manufacturing from textiles to automotive. More recently, the state attracted direct-order fulfillment centers, distribution centers and a Boeing plant, located in North Charleston, attracting more high tech jobs.

Examples of companies such as these coming to the state have shifted jobs away from textiles to a more diverse and balanced manufacturing base. In addition to manufacturing, corporate headquarters, services, and tourism now play a major role in the state's economic viability. Annual employment projections from SC Works online website indicated a 1.3 percent growth in employment for the state, which is projected through 2020.



1.2.3 Employment

Unemployment throughout the state varies from county to county, with the highest rates (as of April 2013) being found in Marion County (15.0 percent), Allendale County (13.9 percent), and in Marlboro County (13.0 percent). The lowest rates are in Lexington County (5.7 percent), Greenville County (5.8 percent), and Charleston County (5.8 percent). The state's overall unemployment rate (8.0 percent) is similar to the national unemployment rate of (8.2 percent).¹

¹ Source: SC Department of Employment and Workforce and U.S. Bureau of Labor Statistics.



2. EXISTING TRANSIT IN SOUTH CAROLINA

2.1 OVERVIEW

This chapter describes existing transit services in the state of South Carolina and 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 Statewide Public Transportation & Coordination Plan was underway, it was not available in time to include in this report. A brief review of the recently released FY 2012 operations statistics in comparison to previous fiscal years is presented in Section 2.4. SCDOT updates the public transportation trends for the state annually. These data are available online at SCDOT's website: <http://www.scdot.org>.

SCDOT's Office of Public Transit plans, programs, and administers the provisions of rural and urban transit systems, and services for seniors and individuals with disabilities in partnership with the federal government and local communities.

The roles of the staff include the following: developing policies and programs that provide technical and financial assistance to local transit programs, developing initiatives and projects that increase the coordination of resources, developing and evaluating the performance of local transit systems, ensuring effective utilization of state and federal investment in public transportation, and monitoring compliance with all pertinent state and federal laws, rules, and regulations.

The SCDOT Office of Public Transit recognizes that public transportation empowers individuals to be independent, seek and retain employment, access medical care, and reach new opportunities, including education, commercial activity, and recreation. With the federal funding programs in place, SCDOT continues to work with local providers in meeting the state's goals and improving mobility alternatives to South Carolina residents.



Over the past decade, SCDOT has implemented an overall policy emphasis on coordination, which began by developing the locally-adopted Regional and Statewide Human Services Coordination Plans. In addition, SCDOT funds and supports planning efforts for the Councils of Governments for the 10 regions across the state. Stakeholders in this collaborative process are working on opportunities to better serve each region and effect public and human service transportation policies.

One example occurring in the state today includes the Lower Savannah Council of Governments' Aging Disability and Transportation Resource Center² providing general public service to local residents. The agency is able to use federal transit funding from multiple programs to support their transportation program. This process is one framework that could be used and applied in other areas of the state. These innovative steps will increase the overall efficiency and effectiveness of the agencies within each region.

2.2 EXISTING TRANSIT SERVICES

South Carolina public transportation agencies provided more than 11.8 million trips to South Carolina residents in the 2011 fiscal year, as shown in **Table 2-1**. Transit ridership across the state increased approximately six percent from 2008 to 2011. **Figure 2-1** illustrates the statewide ridership trends. Fiscal Year 2011 showed a two percent increase from 2010, with approximately 246,000 additional transit trips.

Table 2-1: Urban and Rural Transit Ridership in South Carolina - 2011

Program	Ridership	Annual Service Hours	Annual Service Miles	Operating and Admin Budget
Urban Transit Service	8,745,937	479,934	6,722,939	\$35,323,802
Rural Transit Service	3,128,557	185,483	3,289,967	\$26,522,032
Statewide Transit Ridership	11,874,494	665,417	10,012,906	\$61,845,834

Source: SCDOT FY 2011 Transit Statistics

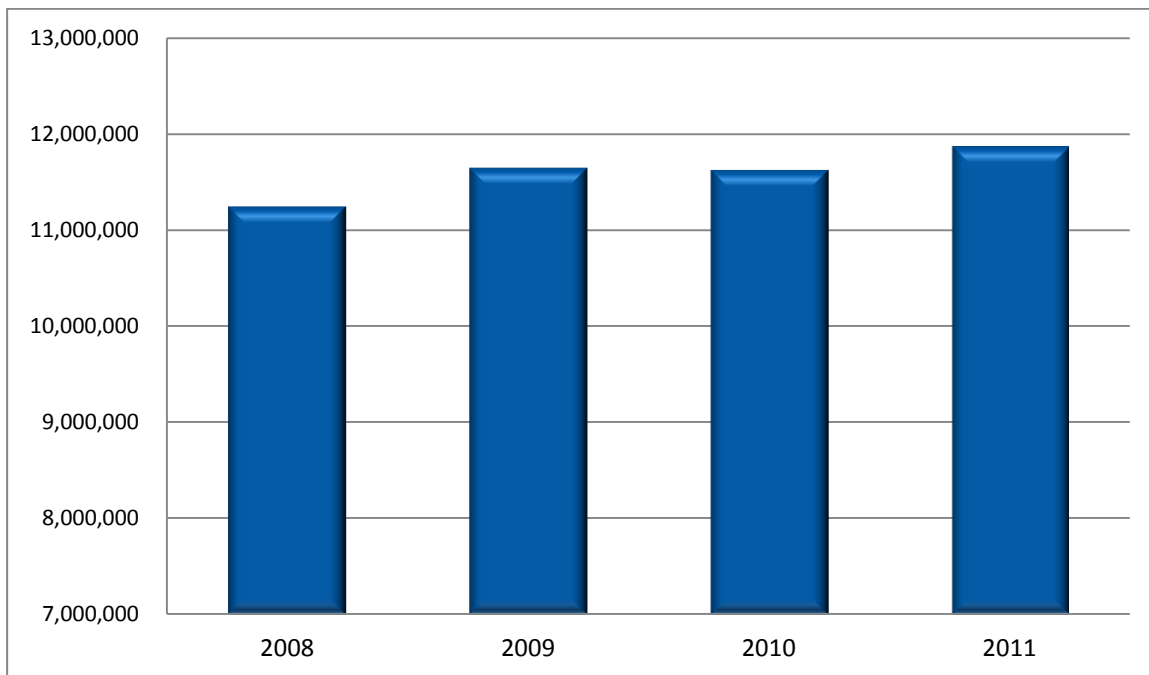
According to the 2010 U.S. Census, less than one percent of all trips to work in South Carolina are made by public transportation. The primary mode of travel in the state is the single occupant vehicle. However, for those residents who do use public transportation by choice or due to not having a vehicle available, there are several examples across the state that offer alternative transportation means for local residents.

These include the ongoing SmartRide commuter-focused transit services, the Sumter Commuter Vanpool that travels from Sumter, SC into the greater Columbia area, the CARTA Express and Tri-County Link Commuter Solutions in the greater Charleston region, and the 82X Commuter Express services from Rock Hill into the Charlotte, North Carolina business district. There are multiple examples of rural express and commuter options throughout the state, collectively increasing the availability of modal choices for South Carolinians.



² <http://www.adtrc.org/>

Figure 2-1: Transit Ridership in South Carolina FY 2008-2011

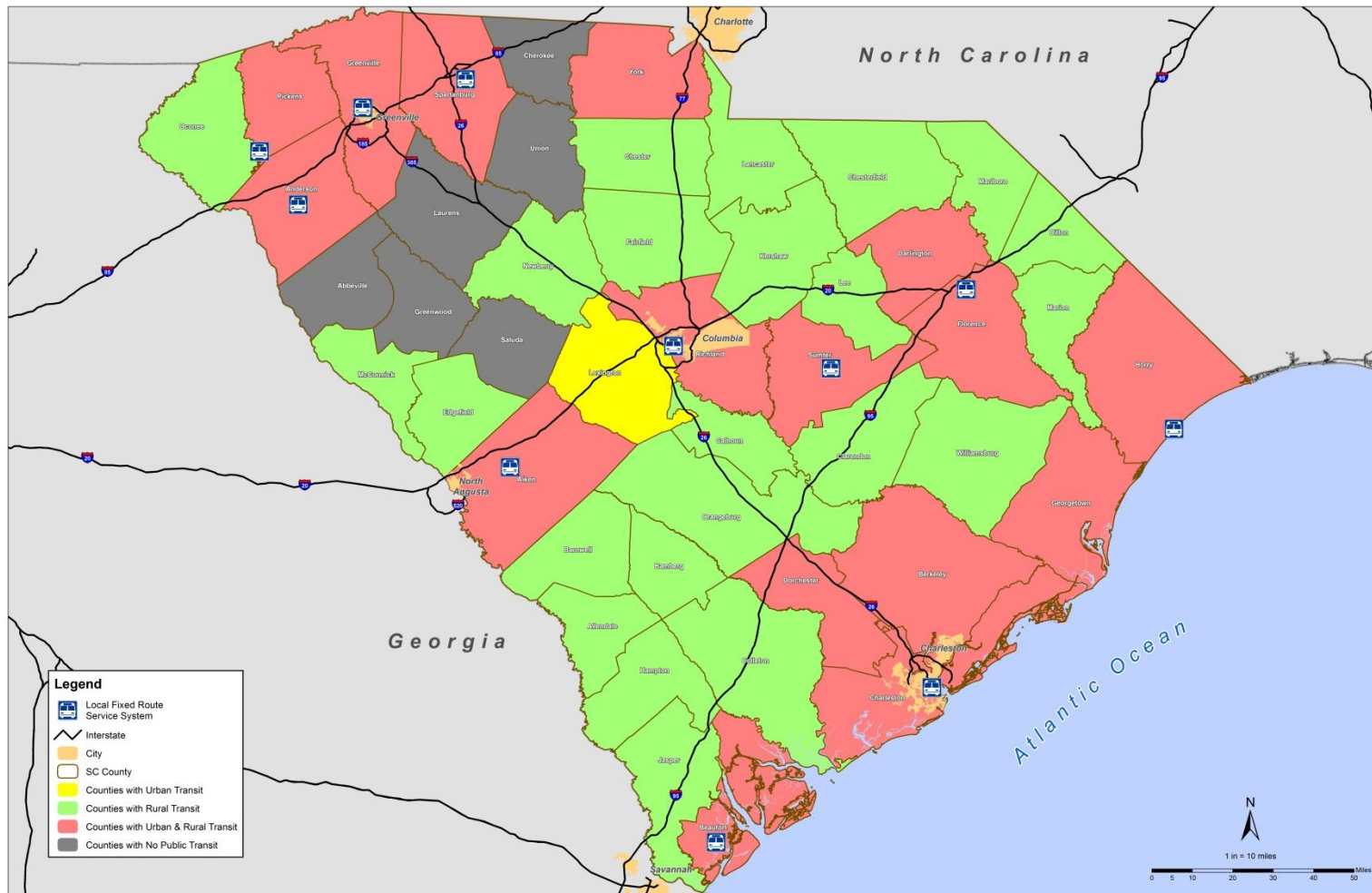


Through 2011, public transit was available to residents in 39 of the 46 counties in South Carolina. In 2011 the following seven counties were identified as not having public transit service supported by any of the funding programs administered by SCDOT.

- Abbeville, Greenwood, Laurens and Saluda counties, which are all situated in the Upper Savannah COG planning region;
- Cherokee County in the Appalachian COG planning region;
- Union county in the Catawba COG planning region. In 2011, Lancaster Area Ride Service operated a successful route in and around Lancaster County/Rock Hill area; however, general public transit was not available until 2012. **Figure 2-2** shows specific transit coverage across the state after the change in LARS began service.

At the time of this study (March 2013) SCDOT identified 28 publicly-supported transit agencies operating in 28 areas of the state. Of these, 7 are exclusively urbanized, 17 are exclusively rural or non-urbanized, and 4 offer both urbanized and rural services. These agencies provide a range of service options to residents, such as fixed-route, route deviation, ADA complementary paratransit service, commuter, and demand response. A brief description follows:

Figure 2-2: Public Transit Service





Charting a Course to 2040

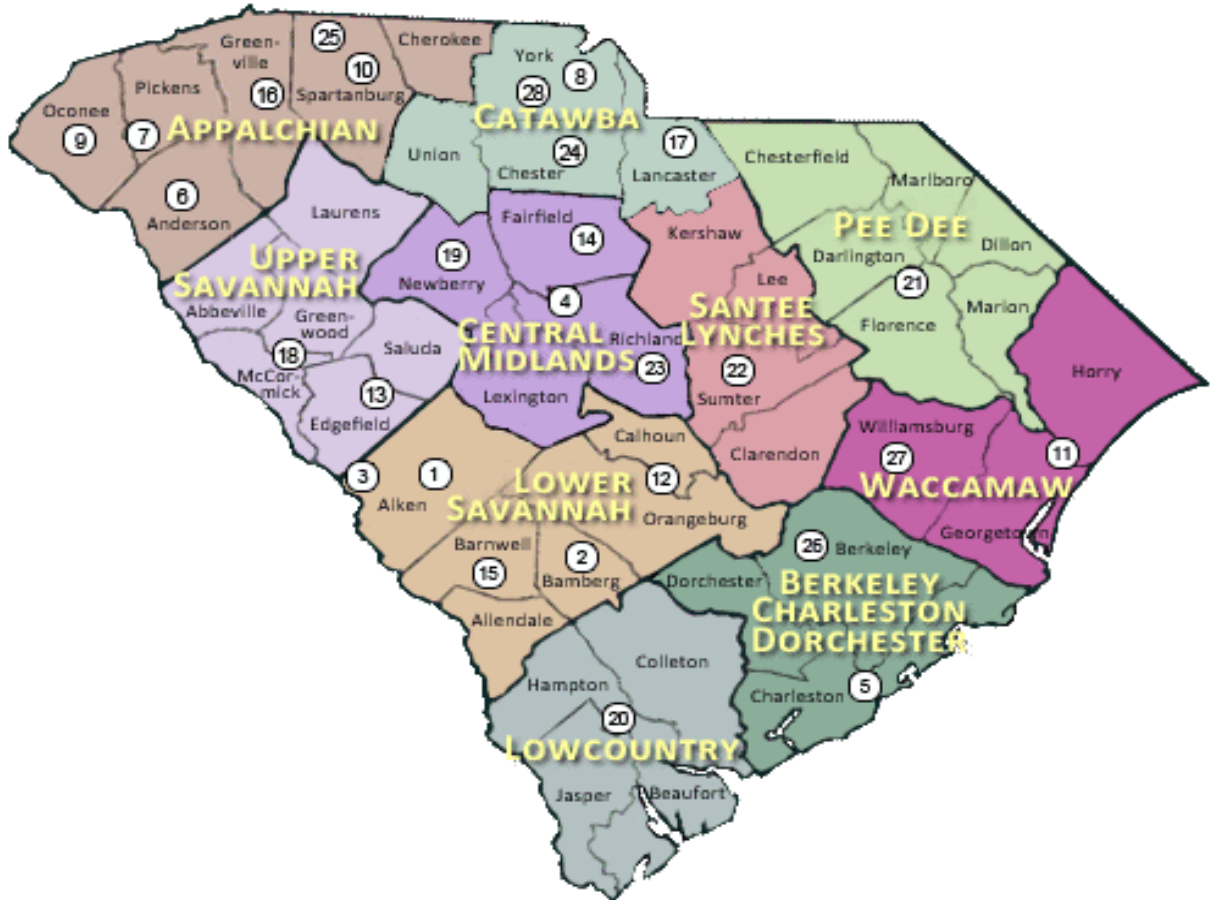
- **Fixed route transit service** – Transit service using rubber tired passenger vehicles operating on fixed routes and schedules. Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.
- **Route deviation service** – Transit service that operates as conventional fixed route bus service along a fixed alignment or path with scheduled time points at each terminal point and key intermediate locations. Route deviation service is different than conventional fixed route bus service in that the bus may deviate from the route alignment to serve destinations within a prescribed distance (e.g., ¼-mile) of the route. Following an off route deviation, the bus must return to the point on the route it left. Passengers may use the service in two ways:
 - If they want to be taken off route as part of a service deviation, they must tell the bus operator when boarding; or
 - If they want to be picked up at an off route location, they must call the transit system and request a pickup, and the dispatcher notifies the bus operator.
- **Demand response service** – A transit mode comprised of passenger cars, vans, or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. A demand response (DR) operation is characterized by the following:
 - The vehicles do not operate over a fixed route or on a fixed schedule except, perhaps, on a temporary basis to satisfy a special need; and
 - Typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers.
- **Complementary Paratransit Services** – Transportation service required by the Americans with Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. This service must be comparable to the level of service provided to individuals without disabilities who use the fixed route system and meet the requirements specified in Sections 37.123-137.133 of Transportation Services for Individuals with Disabilities (Part 37), Code of Federal Regulations, Title 49, Volume 1. The complementary services must be origin-to-destination service (demand response (DR)) or on-call demand response (DR) service to an accessible fixed route where such service enables the individual to use the fixed route bus system for his or her trip.
- **Commuter Bus** – Fixed route bus systems that primarily connect outlying areas with a central city through bus service that operates with at least five miles of continuous closed-door service. This service typically operates using motorcoaches (a.k.a. over-the-road buses), and



usually features peak scheduling, multiple-trip tickets, and multiple stops in outlying areas with limited stops in the central city.

Figure 2-3 identifies the current transit agencies in South Carolina.

Figure 2-3: Current Public Transit Providers in South Carolina



- | | |
|--|---|
| 1. Aiken Area COA, Inc./Pony Express | 15. Generations Unlimited/Local Motion |
| 2. Bamberg County Office on Aging/Handy Ride | 16. Greenlink/GTA |
| 3. Best Friend Express/Lower Savannah RTMA | 17. Lancaster Area Ride Service |
| 4. Central Midlands RTA/The COMET | 18. McCormick County Transit |
| 5. Charleston Area Regional Transit Authority | 19. Newberry County COA/Newberry Express |
| 6. City of Anderson/Electric City Transit | 20. Palmetto Breeze/Lowcountry RTA |
| 7. City of Clemson Transit/ Clemson Area Transit | 21. Pee Dee RTA |
| 8. City of Rock Hill | 22. Santee Wateree RTA |
| 9. City of Seneca Transit | 23. Santee Wateree at Lower Richland |
| 10. City of Spartanburg/SPARTA | 24. Senior Services of Chester Co./ Chester Connector |
| 11. Coast/Waccamaw RTA | 25. Spartanburg County Transportation Service Bureau |
| 12. Lower Savannah RTMA/Cross County Connector | 26. Tri-County Link/Berkeley-Charleston-Dorchester |
| 13. Edgefield County Senior Citizens Council/ECSCC | 27. Williamsburg County Transit System |
| 14. Fairfield County Transit System | 28. York County Access |



2.3 REGIONAL TRENDS AND SUMMARY

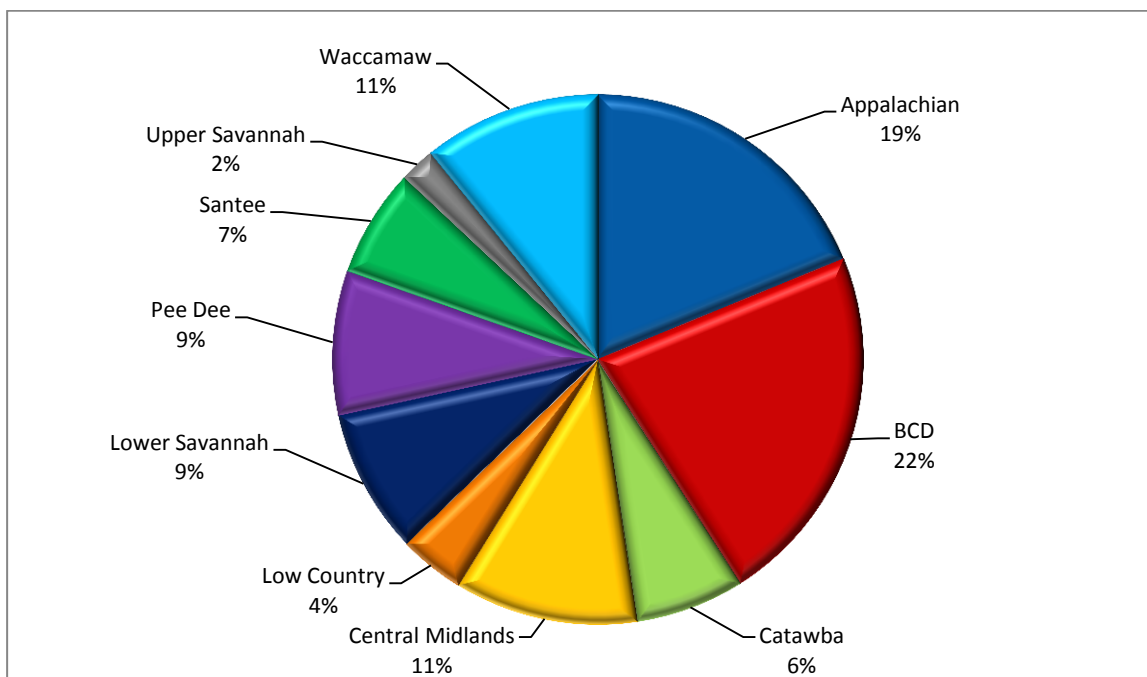
2.3.1 Vehicle Trends

Table 2-2 presents the number of peak vehicles by region for FY 2009-FY 2011. In 2011, the BCD Region had the highest number of peak vehicles with a total of 111, with the Appalachian Region following closely with 94 peak vehicles. A total of 500 peak vehicles are operated across the state each day for public transportation. (**Figure 2-4**). **Appendix A** provides detailed information for peak vehicles, broken out by urban versus rural areas.

Table 2-2: Peak Vehicles by Region, FY 2009 to FY 2011

	2009	2010	2011
Appalachian	88	91	94
BCD	104	115	111
Catawba	24	19	33
Central Midlands	65	62	56
Lowcountry	21	21	20
Lower Savannah	18	32	44
Pee Dee	52	38	44
Santee	34	36	33
Upper Savannah	15	16	11
Waccamaw	65	78	54
Statewide Total	486	508	500

Figure 2-4: 2011 Peak Vehicles by Region





2.3.2 Ridership and Service Trends

Table 2-3, Figure 2-5 and Figure 2-6 present the annual passenger trips by region and a summary for the state. In the past three years, ridership has slightly increased for fixed route service, but has decreased for demand responsive services. Detailed information for the breakout of urban versus rural data is shown in Appendix A. Both urban and rural regional ridership has increased slightly over the past three years.

Table 2-3: Annual Ridership by Region, FY 2009 to FY 2011

Region	2009	2010	2011
Appalachian	3,290,559	3,304,784	3,355,458
BCD	4,197,333	4,396,686	4,453,788
Catawba	124,270	87,883	79,807
Central Midlands	2,199,264	2,023,820	1,905,909
Lowcountry	188,449	151,264	151,056
Lower Savannah	113,865	100,996	114,824
Pee Dee	184,734	186,636	261,136
Santee	280,647	232,742	252,954
Upper Savannah	33,133	34,398	28,848
Waccamaw	571,356	652,303	847,172
Statewide Total	11,183,610	11,171,512	11,450,952

Figure 2-5: Ridership by Region

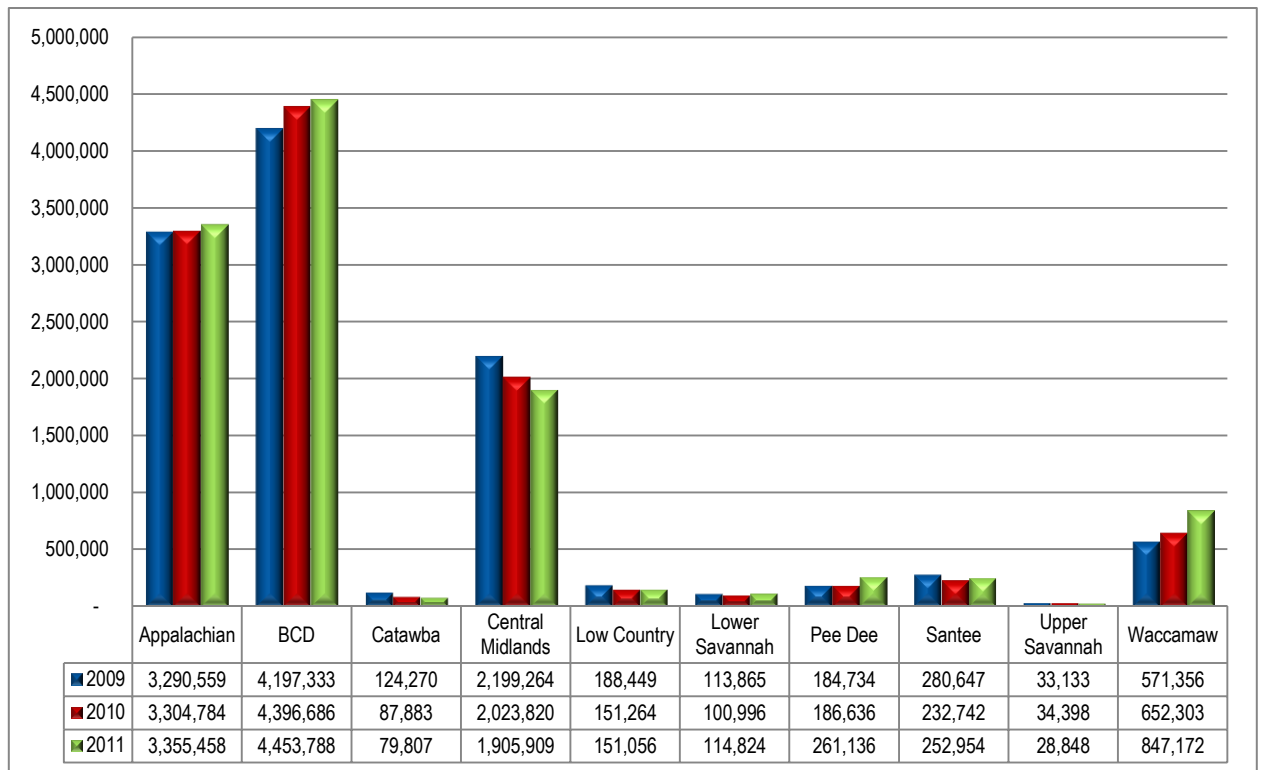


Figure 2-6: Ridership Trends

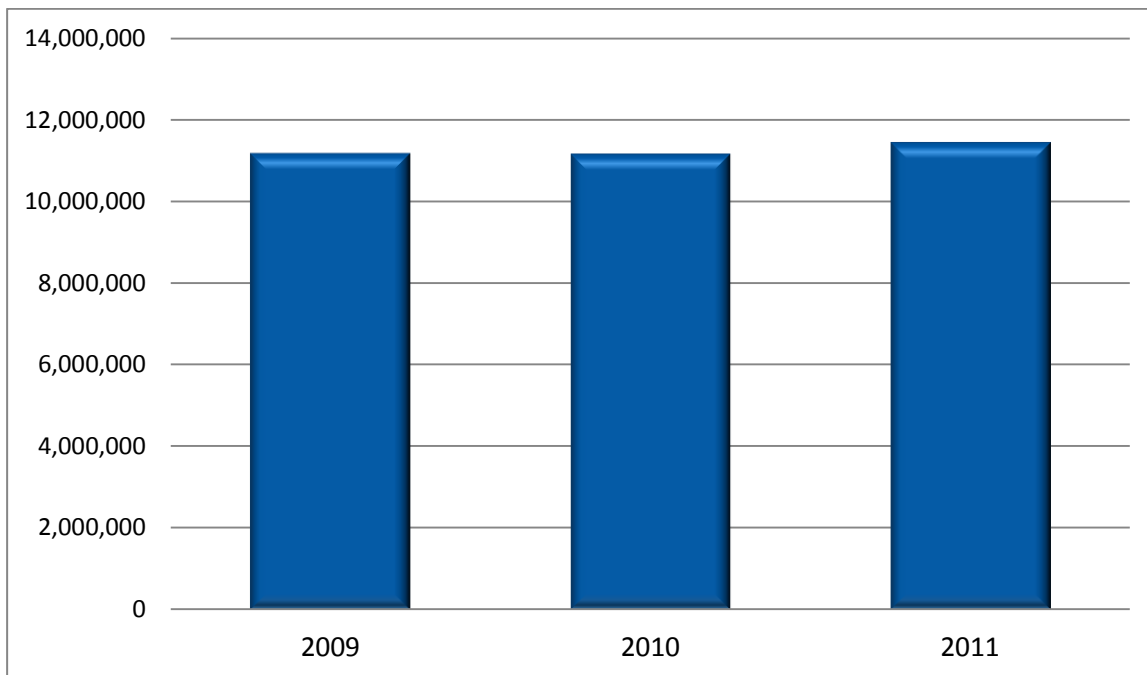


Table 2-4, Figure 2-7, and Figure 2-8 present the annual vehicle revenue miles, while Table 2-5, Figure 2-9, and Figure 2-10 show annual vehicle revenue hours. The amount of annual revenue service hours has increased slightly over the past three years, although the annual vehicle revenue miles slightly decreased.

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

Region	2009	2010	2011
Appalachian	2,809,998	2,882,793	3,060,343
BCD	4,554,543	4,772,162	4,578,962
Catawba	1,006,519	465,774	441,741
Central Midlands	2,709,206	2,524,670	2,288,661
Lowcountry	969,042	629,672	629,969
Lower Savannah	724,714	790,385	900,149
Pee Dee	1,176,934	1,314,726	1,499,638
Santee	1,036,497	968,036	1,090,263
Upper Savannah	590,677	617,550	518,748
Waccamaw	1,483,966	1,710,139	1,851,975
Statewide Total	17,062,096	16,675,907	16,860,449

Figure 2-7: Annual Revenue Vehicle Miles by Region

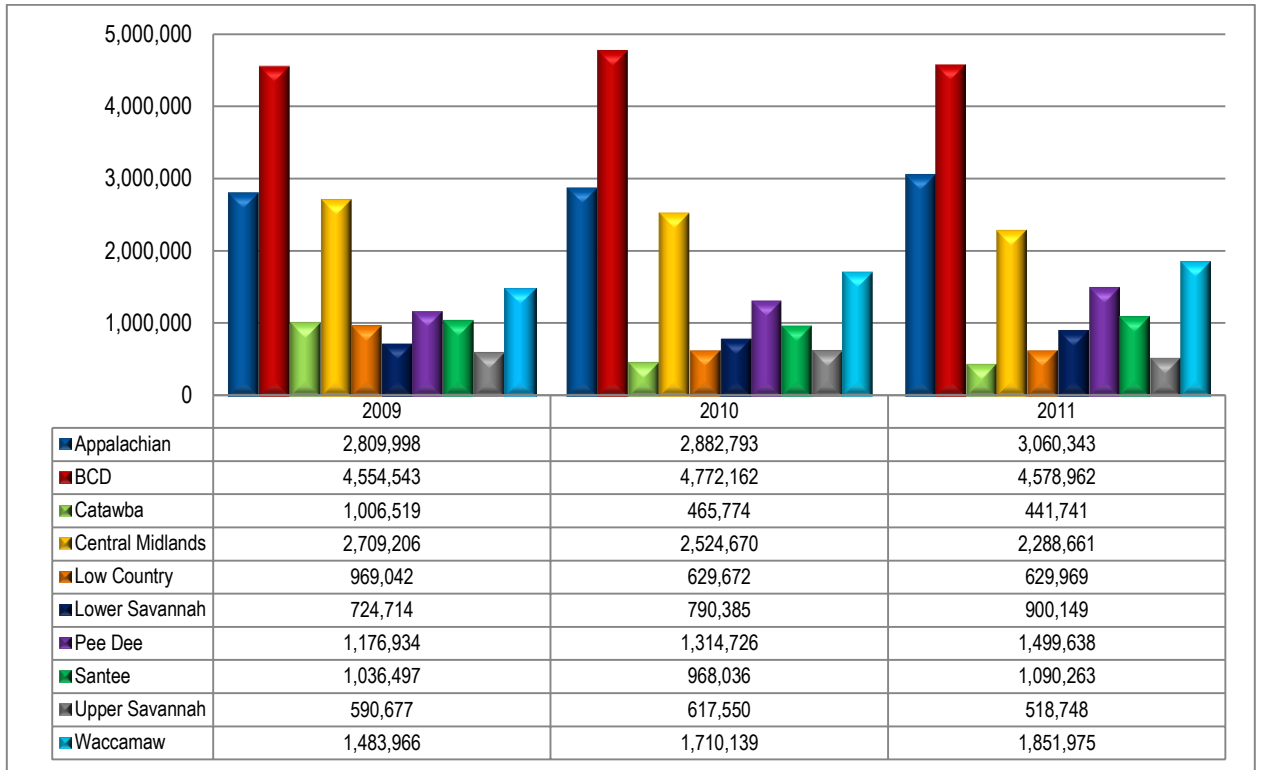


Figure 2-8: Annual Revenue Vehicle Miles Trends

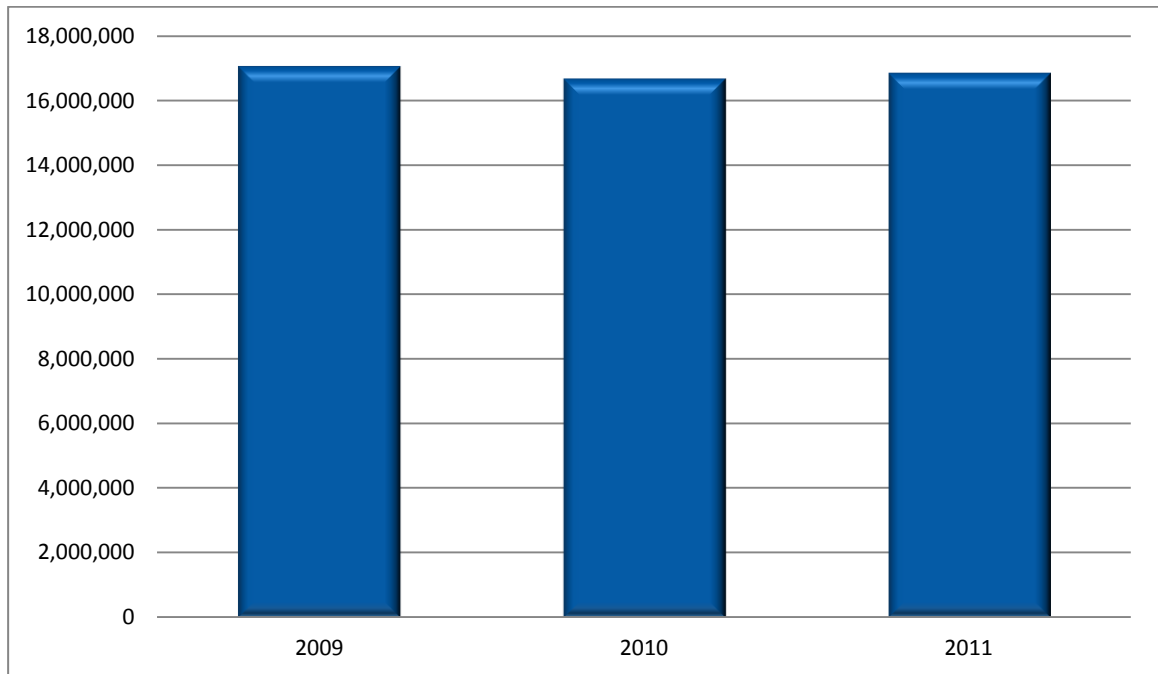


Table 2-5: Annual Revenue Vehicle Hours by Region, FY 2009 to FY 2011

Region	2009	2010	2011
Appalachian	193,927	198,785	207,611
BCD	316,614	318,100	298,360
Catawba	32,950	23,892	22,311
Central Midlands	169,165	167,535	162,123
Lowcountry	28,325	27,795	27,647
Lower Savannah	31,097	41,840	48,746
Pee Dee	50,318	60,979	68,622
Santee	50,364	50,162	53,747
Upper Savannah	25,051	28,912	17,265
Waccamaw	83,630	110,742	112,265
Statewide Total	981,441	1,028,742	1,018,698

Figure 2-9: Annual Vehicle Revenue Hours

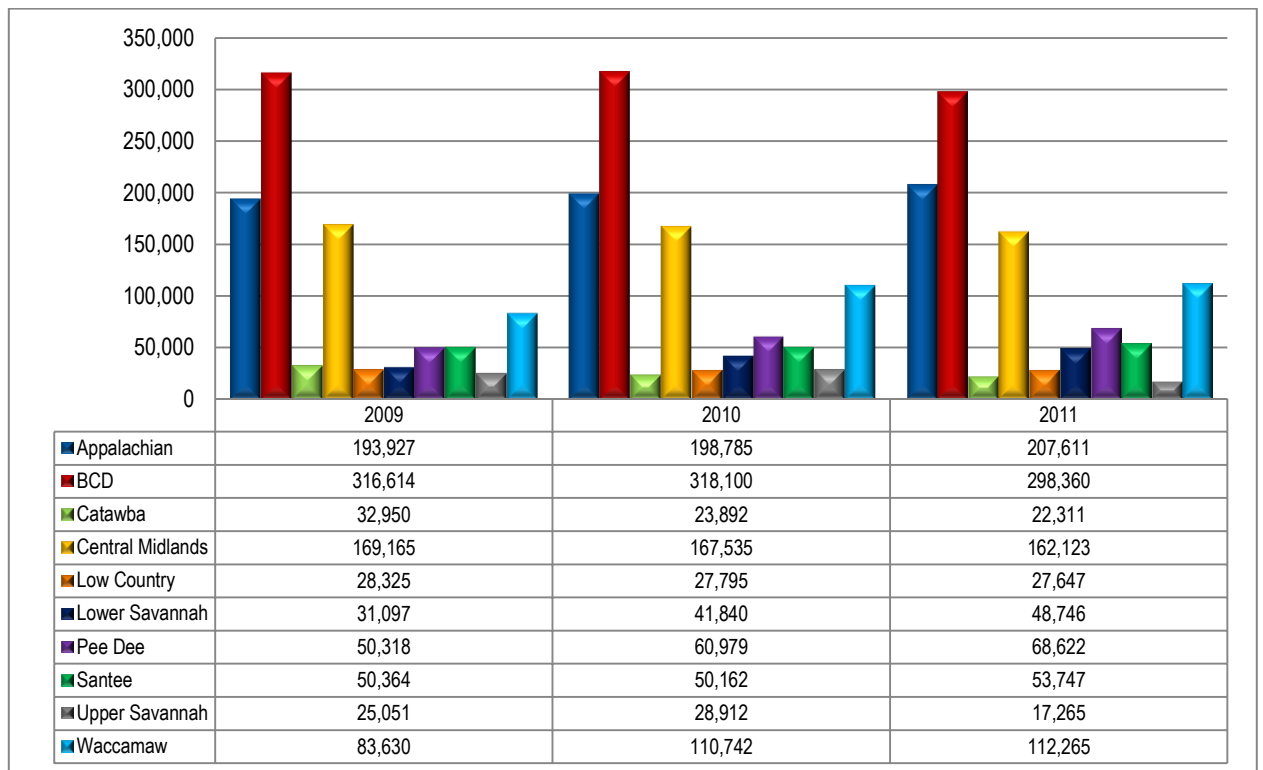
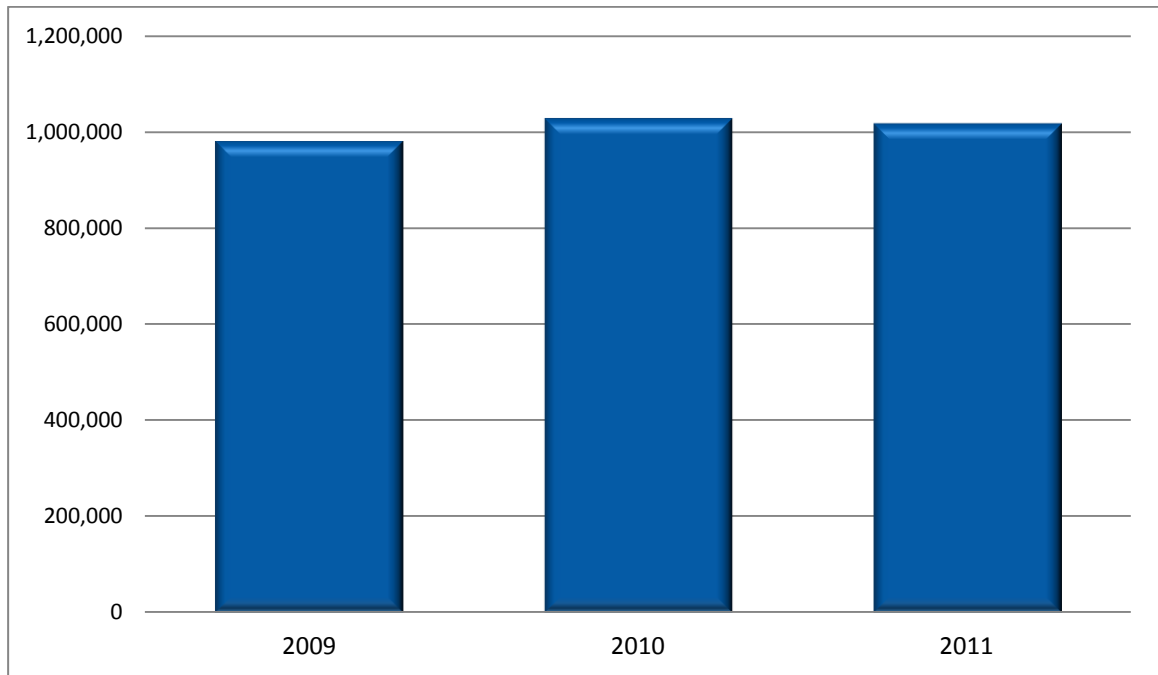


Figure 2-10: Annual Vehicle Revenue Hours Trends



2.3.3 Trends In Expenditures, Efficiency, and Effectiveness

Table 2-6, Figure 2-11 and Figure 2-12 present the operating/administration expenditures for each region and for the state for public transportation services. These figures within the chapter do not include Medicaid services. Both fixed route and demand response costs have increased over the past three years.

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

Region	2009	2010	2011
Appalachian	\$8,626,011	\$9,280,565	\$9,497,296
BCD	\$15,172,352	\$12,387,530	\$15,295,991
Catawba	\$1,130,196	\$970,271	\$1,216,956
Central Midlands	\$7,932,536	\$11,542,005	\$12,184,263
Lowcountry	\$2,166,843	\$2,384,881	\$2,143,890
Lower Savannah	\$921,710	\$1,223,296	\$1,640,613
Pee Dee	\$2,608,172	\$2,064,397	\$2,210,517
Santee	\$3,111,265	\$2,597,659	\$3,035,170
Upper Savannah	\$442,149	\$564,088	\$511,759
Waccamaw	\$3,628,699	\$3,883,561	\$3,224,293
Statewide Total	\$45,739,933	\$46,898,253	\$50,960,748

Figure 2-11: Annual Operating/Admin Costs by Region

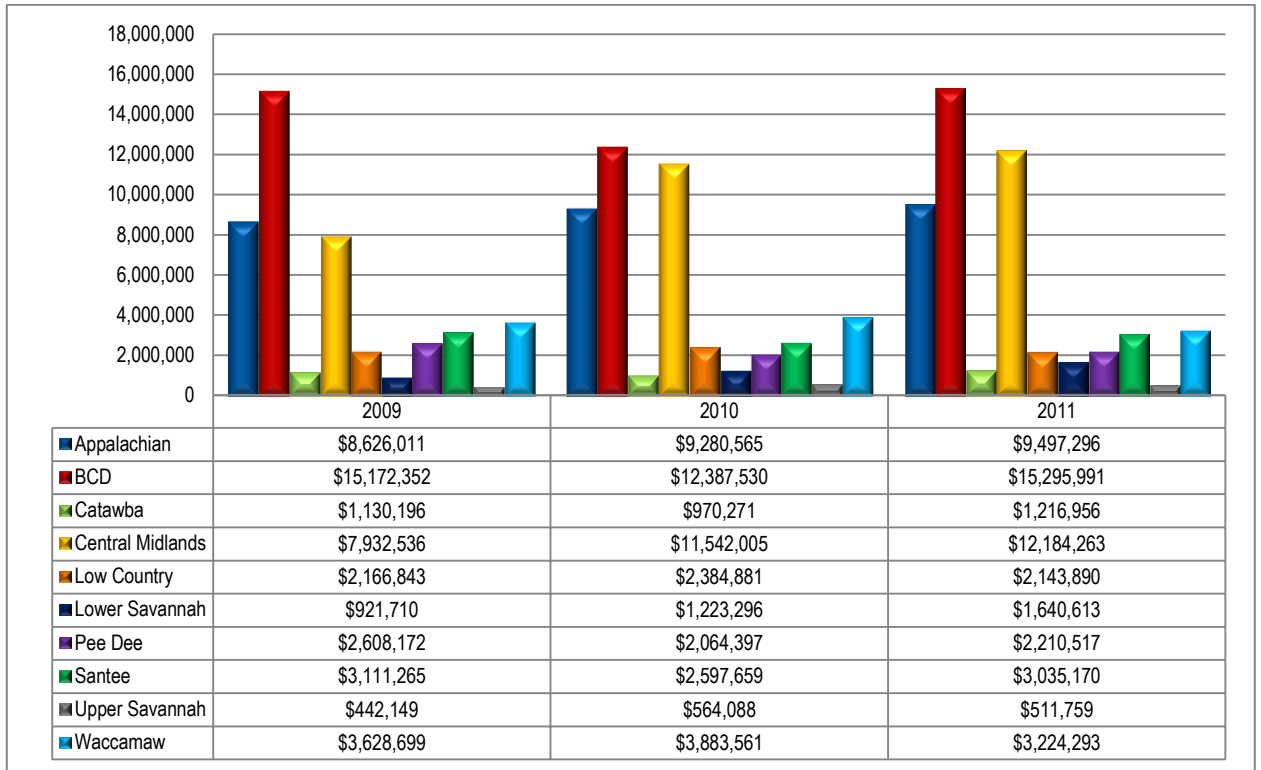
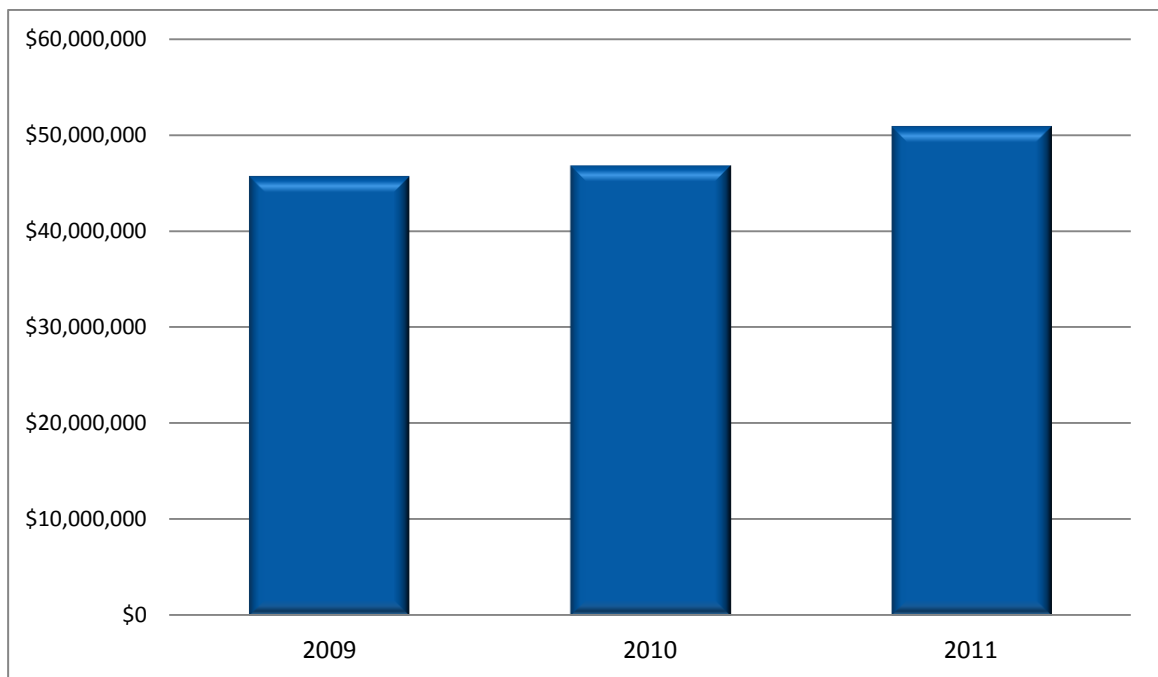


Figure 2-12: Annual Operating/Admin Expense Trends





As shown in **Table 2-7**, **Figure 2-13** and **Figure 2-14**, passengers per revenue vehicle mile have increased slightly over the past three years.

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

Region	2009	2010	2011
Appalachian	1.53	1.43	1.54
BCD	0.62	0.63	0.67
Catawba	0.19	0.17	0.15
Central Midlands	0.36	0.35	0.41
Lowcountry	0.19	0.24	0.24
Lower Savannah	0.16	0.13	0.12
Pee Dee	0.16	0.14	0.17
Santee	0.27	0.24	0.23
Upper Savannah	0.06	0.05	0.06
Waccamaw	0.37	0.34	0.40
Statewide	0.39	0.37	0.40

Figure 2-13: Average Annual Passenger per Revenue Vehicle Mile by Region

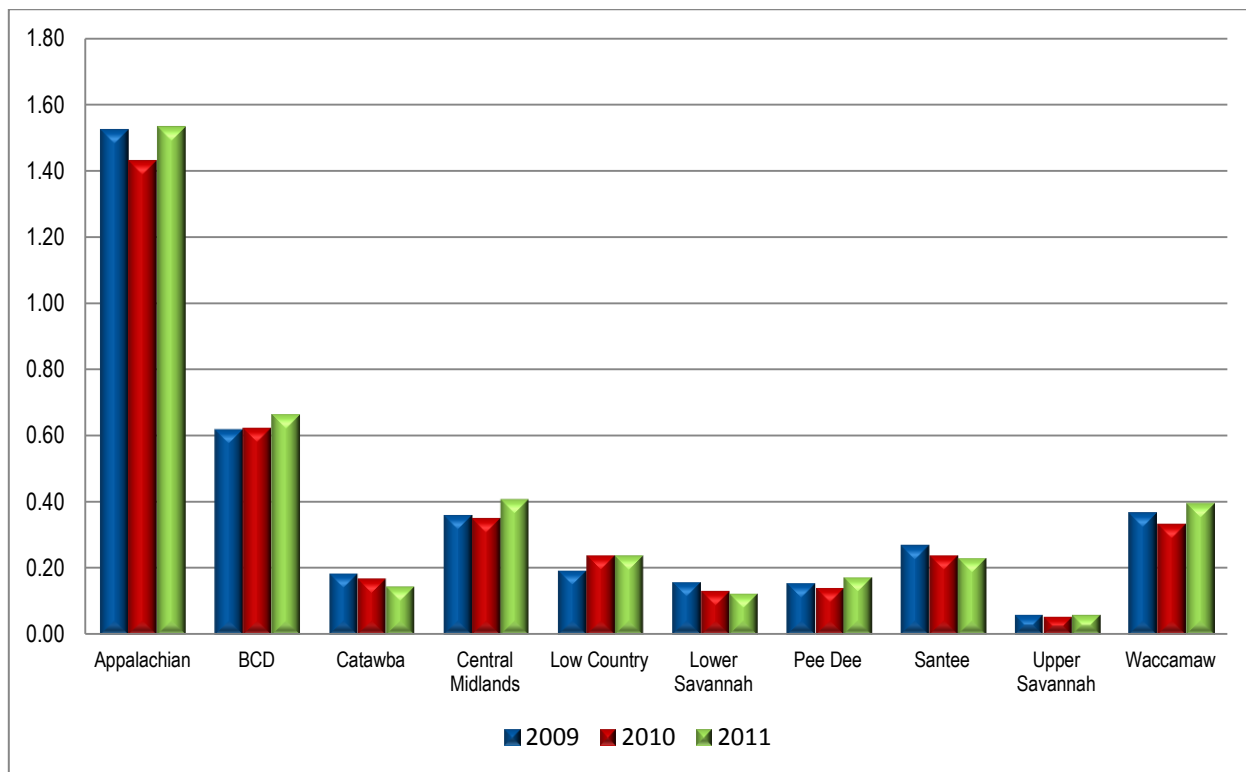


Figure 2-14: Average Annual Passenger per Revenue Vehicle Mile Trends

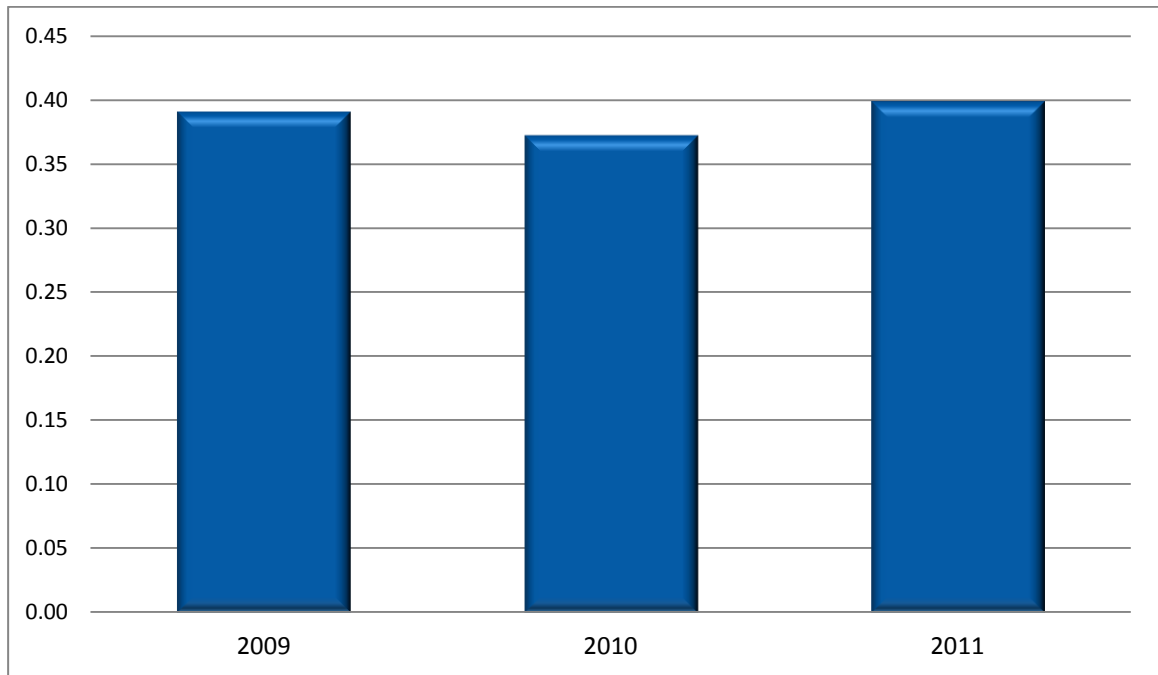


Table 2-8, Figure 2-15 and Figure 2-16 show passengers per revenue vehicle hour for 2009, 2010, and 2011, which have fallen slightly over the past three years. The regions have a range of approximately 20 passengers per hour in the Appalachian Region to approximately 2 passengers per hour in the Upper Savannah Region. This range of data points represents a typical pattern between urban and rural services.

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

Region	2009	2010	2011
Appalachian	21.01	20.03	20.89
BCD	8.93	9.22	10.01
Catawba	4.23	3.45	3.02
Central Midlands	7.03	6.06	6.00
Lowcountry	6.65	5.44	5.46
Lower Savannah	3.71	2.40	2.30
Pee Dee	3.67	3.06	3.81
Santee	5.57	4.64	4.71
Upper Savannah	1.49	1.19	2.01
Waccamaw	6.82	5.31	6.58
Statewide	6.91	6.08	6.48

Figure 2-15: Annual Passengers per Revenue Vehicle Hour by Region

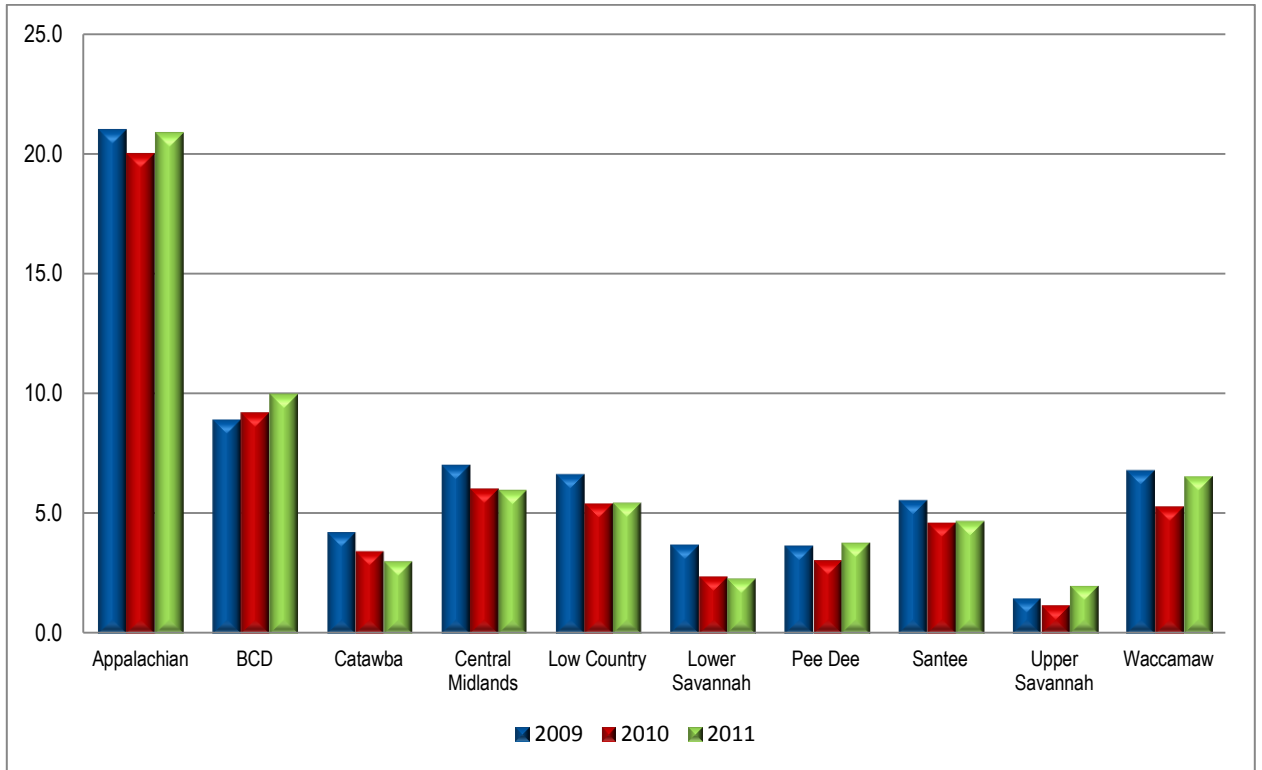


Figure 2-16: Average Annual Passengers per Revenue Hour Trends

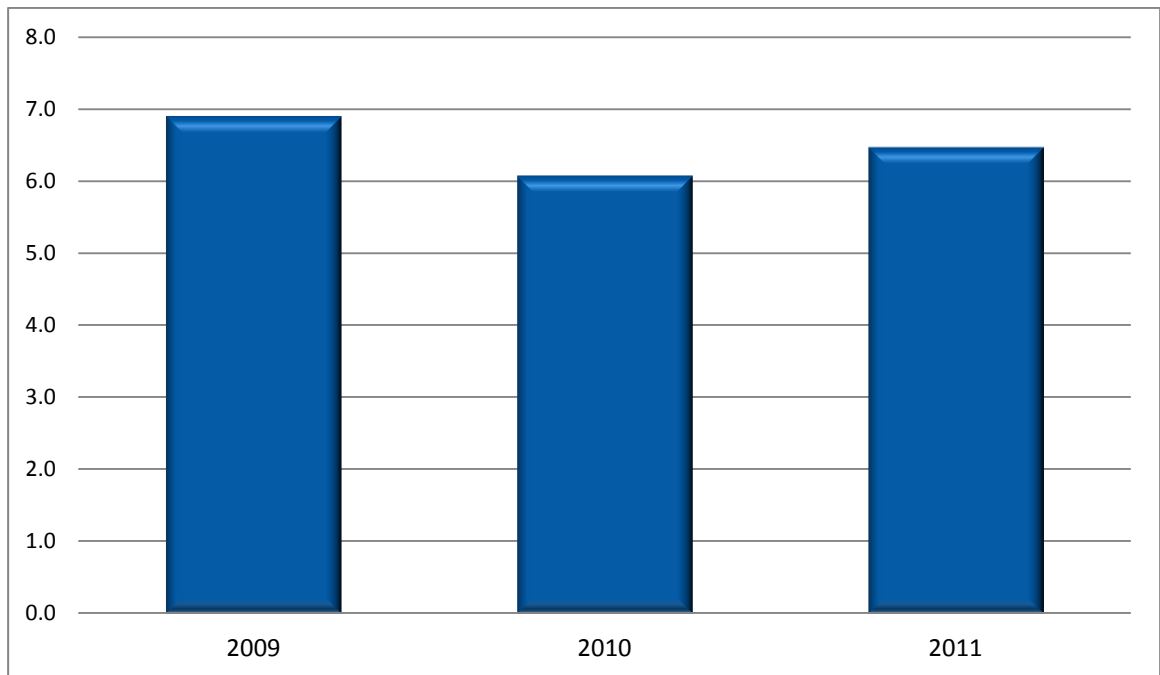




Table 2-9, Figure 2-17 and Figure 2-18 present the cost per passenger trip data for 2009, 2010, and 2011. The cost per passenger trip increased over the past three years, which is typically in response to escalating costs within the economy (such as fuel, employee benefits, etc.).

Table 2-9: Cost per Passenger Trip by Region, FY 2009 to FY 2011

Region	2009	2010	2011
Appalachian	\$4.39	\$4.44	\$4.18
BCD	\$15.40	\$15.93	\$16.81
Catawba	\$14.49	\$17.52	\$22.99
Central Midlands	\$22.47	\$21.03	\$19.73
Lowcountry	\$11.50	\$15.77	\$14.19
Lower Savannah	\$14.05	\$13.34	\$17.51
Pee Dee	\$14.12	\$11.06	\$8.47
Santee	\$11.09	\$11.16	\$12.00
Upper Savannah	\$13.40	\$20.44	\$20.45
Waccamaw	\$6.78	\$9.50	\$4.48
Statewide	\$12.77	\$14.02	\$14.08

Figure 2-17: Annual Cost per Passenger Trip by Region

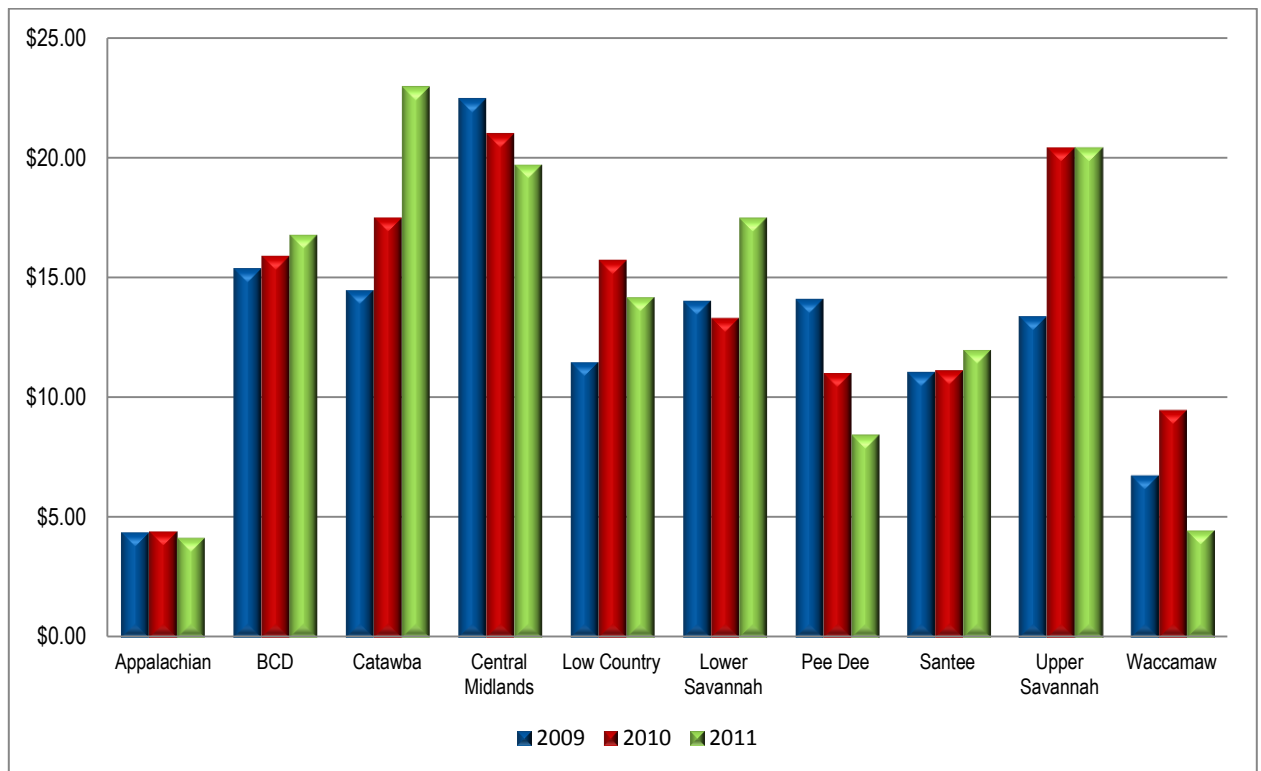
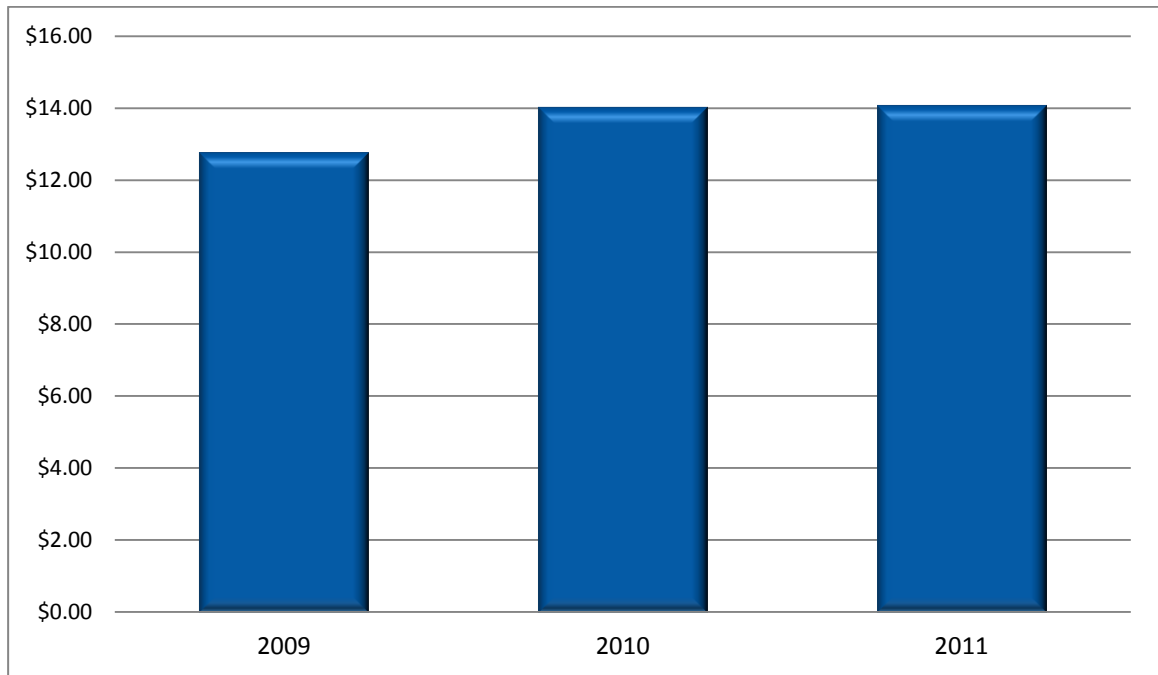


Figure 2-18: Annual Cost per Passenger Trip Trends



2.4 FY 2013 DISCUSSION

As discussed at the beginning of this chapter, the baseline data for this report is FY 2011. Although FY 2013 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 2013 operations statistics indicates that most transit statistics are within approximately 10 percent of the FY 2011 statistics. SCDOT updates public transportation statistics annually. The data are available at SCDOT’s website: <http://www.scdot.org>.

In FY 2013, general public transit agencies provided a total of 12,327,696 one-way passenger trips. This figure represents a 2.8% decrease in transit ridership from FY 2012, due in large part to a fiscally-focused effort to “right-size” transit operations statewide. The FY 2013 ridership figure represents a 3.82% increase over the passenger trip number from FY 2011. Transit ridership in the state’s urbanized areas increased 3.0 percent, while transit ridership in the rural communities increased by 6.0 percent over the same period.

Statewide operating expenses decreased 6.8% from FY 2011 to FY 2013, and the statewide average cost per passenger trip decreased 10.4% in this same timeframe, reversing the negative trend from FY 2009 to FY 2011. The statewide number of passenger trips per revenue vehicle mile increased 23.1% since FY 2011.

The majority of the 46 counties in South Carolina have some level of general public transit services available to their residents. As stated previously, the following counties are identified as not having public transit service supported by any of the funding programs administered by SCDOT:

- Abbeville County, Upper Savannah Region;
- Greenwood County, Upper Savannah Region;
- Laurens County, Upper Savannah Region;
- Saluda County, Upper Savannah Region;
- Cherokee County, Appalachian Region; and
- Union County, Catawba Region.

As a note, in FY2011, Lancaster County did not have general public transit service. However, in July 2012, a pilot program began.

2.5 INTERCITY SERVICES

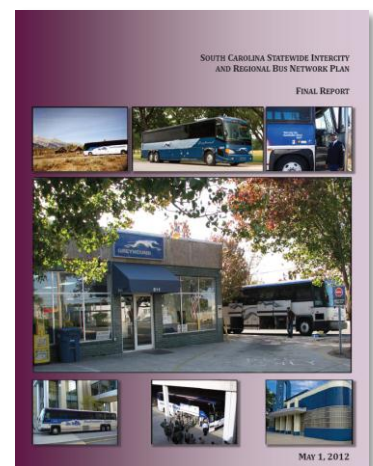
For residents and visitors who have limited travel options, intercity bus continues to provide an important mobility service. However, for intercity bus service to have an increased role in transportation in South Carolina, the service must be provided in a way to attract more people who could otherwise 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, which recently began service in/out Columbia,³ 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.

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 which addresses passenger rail options.

2.5.1 Statewide Intercity and Regional Bus Network Plan

In May 2012, the SCDOT completed a Statewide Intercity and Regional Bus Network Plan, which assessed intercity bus needs and developed a financially sustainable network of intercity and regional bus service for South Carolina.

The study substantiates that although South Carolina is reasonably well served by the intercity bus services, there are additional future needs that must be met. There are significant capital infrastructure needs that should be addressed to maintain an efficient and effective intercity bus network. Vehicles for the operation of both fixed route and feeder intercity bus services will continue to be needed. Vehicle-



³ <http://www.wltx.com/story/news/2014/02/17/1743984/>



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related equipment such as wheelchair lifts, security cameras, and Intelligent Transportation Systems (ITS) for coordinated information and scheduling are examples of equipment that could enhance the passenger's experience and perception of service reliability.

The study also recommends that SCDOT consider investing in an intercity bus station directional sign program. Such "trailblazer" programs have proven successful in other states across the country. The study also revealed that the condition of the state's intercity bus facilities is a concern of carriers and passengers. A feasibility study should be a prerequisite for major intercity facility projects. In some situations improvements to existing stations may be preferred to the construction of a new facility. The addition of passenger shelters, benches, or other amenities at selected sites should be supported.

The Intercity Bus study recommended that SCDOT utilize the following priority approach when considering intercity bus projects.

- Vehicles;
- Vehicle-related equipment;
- Facility construction/rehabilitation; and
- Operating assistance.

With capital assistance clearly the top funding priority, the plan provides several advantages in the provision of sustainable intercity bus service, particularly the reduction in operating maintenance costs resulting from the acquisition of new vehicles and the multi-year impact of capital having a useful life expectancy exceeding a decade. Consequently, in FY 2012, SCDOT announced available intercity bus funds for the purpose of vehicle capital investment and has awarded funds to Greyhound and Southeastern Stages (as a partner of Greyhound) bus lines.

The study identified operating assistance as the lowest priority for intercity bus financial assistance, primarily due to the difficulty in achieving intercity bus route sustainability, particularly those serving rural areas. Feeder/connector projects are considered a higher priority within the operating assistance category. Priority projects reported in the study are:

- Myrtle Beach – Florence Amtrak/bus station;
- Greenwood – Anderson/Greenville; and
- Greenwood – Columbia given priority consideration.

The report addresses "capital cost of contracting," which could assist local transit systems provide feeder services by enabling grantees to potentially charge some contract costs as capital, rather than an operating expense.

The following findings from the study are summarized below.

- Greyhound operates 15 northbound (or eastbound) routes and 12 southbound (or westbound) routes and Southeastern Stages has seven northbound (or eastbound) routes, seven southbound (or westbound) routes, and three routes that are multi-directional.
- Intercity bus service that crosses state lines is subject to Federal Motor Carrier Safety Administration (FMCSA) regulations, primarily regarding safety and maintenance of insurance levels, and public transit providers operating intercity bus feeder service also must adhere to FMCSA regulations.
- Nearly 74 percent of stakeholder respondents indicated that intercity bus needs in their areas are not being met.
- There are significant intercity bus facility needs across the state, including intermodal facilities and improvements to existing facilities.
- Feeder service can play a significant role in providing connections to intercity bus stations. Passengers can make connections to mainline intercity carriers from areas that are void of intercity bus service.
- None of the state's 11 Amtrak stations are served by intercity bus, and there is no scheduled intercity bus service to the State's six commercial airports.
- The north central region, including the communities of Chester, Greenwood and Lancaster, is the major area of the state without intercity bus coverage.



The study recommendations include:

- SCDOT should delay submitting a Governor's Certification, either full or partial, signifying that intercity bus needs are being met in the State and should commit to the full utilization of its Section 5311(f) allocation to support the intercity bus network. The FTA requires that states spend a minimum of 15 percent of their annual Section 5311 apportionment to implement and fund intercity bus transportation. The Section 5311(f) Intercity Bus Program is designed to address the intercity travel needs of residents in non-urbanized areas of the state by funding services that provide them access to the intercity bus and transportation networks in the state. Both public and private transportation providers are eligible to compete for funding. Capital and operating assistance projects are eligible.
- Vehicles should be made available to intercity bus carriers for fixed schedule service and to local public transportation providers for feeder services, with SCDOT retaining financial interest in all funded vehicles.



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- Facility construction and improvements should only be made to publicly-owned facilities and in accordance with all FTA and NEPA requirements.
- SCDOT should adopt a policy that priority funding consideration will be given to intermodal transportation facilities that include public and private transportation providers serving the State's rural areas.
- SCDOT should utilize the network of regional public transportation systems across the State to provide feeder service to existing intercity bus routes and stations, while encouraging partnerships between private and public transportation providers to ensure improved network connections.
- In the event that SCDOT decides to support operating assistance, the projects should be initiated as demonstrations, allowing a minimum two-year operating period to determine the route's performance level utilizing the recommended performance measures.
- The announcement by SCDOT of the availability of Section 5311(f) assistance should be made separate from the remainder of the Section 5311 program, with all applications evaluated by a review committee utilizing weighted, point-based criteria.
- SCDOT should utilize the recommended structured reporting procedures to ensure that the use of Section 5311(f) funds complies with Federal and State requirements.
- SCDOT should annually conduct an outreach and consultation process with intercity bus industry representatives to ensure the State's intercity bus policies are reiterated and industry officials can advise state officials as to industry trends and updates.
- At least every four years SCDOT should conduct a detailed analysis of unmet intercity bus needs across the State, with a less involved needs assessment in the interim years.
- The SCDOT State Management Plan should be revised to include the recommended procedures regarding the management and distribution of Section 5311(f) funds and the on-going annual outreach and consultation process.

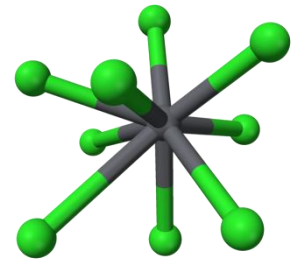


3. HUMAN SERVICES COORDINATION

In 2008, SCDOT completed 10 Human Services Transportation Coordination Plans for the 10 regions within the state. That planning effort included extensive public outreach within each of the 10 regions from local and regional stakeholders. The plans included:

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

This Chapter of the Statewide Public Transportation & Coordination Plan provides a summary update to the previous 2007/2008 planning effort by updating the state of coordination across the state, identifying needs and barriers, and identifying strategies to meet those needs. Additionally, the inclusion of social service transportation within this report alongside public transportation provides a useful opportunity to see various needs and available resources within the state in one document.



3.1 FEDERAL REQUIREMENTS

3.1.1 Background

In 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU legislation authorized the provision of \$286.4 billion in funding for federal surface transportation programs over six years through FY 2009, including \$52.6 billion for federal transit programs. SAFETEA-LU was extended multiple times in anticipation of a new surface transportation act. SAFETEA-LU was the most recent surface transportation act authorizing federal spending on highway, transit, and transportation-related projects, until the passage of Moving Ahead for the 21st Century (MAP-21) was signed into law on July 6, 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 each region met all federal requirements by focusing on the transportation needs of disadvantaged persons.

3.1.2 Present

In July 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 were eliminated as stand-alone programs. The former Section 5317 New Freedom program is now consolidated with the Section 5310 program, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and



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operating funding for projects and is the only funding program with a coordinated planning requirements under MAP-21. JARC is now consolidated with the Section 5311 program, Formula Grants for Rural Areas and no longer requires that projects be derived through a coordinated planning process.

3.1.2.1 MAP-21 Planning Requirements: Enhanced 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.

The new consolidated Section 5310 Program 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.

Making the
MOST
of MAP-21

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 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 sub recipients including a state or local governmental authority, a private nonprofit organization, or an operator of public transportation for:

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

Private operators of “shared-ride” public transportation are also eligible subrecipients.

Section 5310 funds are utilized to reimburse subrecipients for up to 50 percent of operating costs, 90 percent for ADA-related equipment, 85 percent for ADA vehicle acquisition, and 80 percent for other non-ADA capital expenses. 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 “traditional” Section 5310 projects such as ADA accessible vehicle acquisition or capitalized purchase of service. The remaining 45 percent of Section 5310 funds may be utilized for support additional public transportation projects that support various ADA requirements or access. Pending final 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 chapter summarizes the state of coordination 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 2008 Human Services Transportation Coordination Plans for each of the regions did not include specific coordination goals within the reports. In order to evaluate the needs and strategies identified below, the following coordinated transportation goals are presented. These goals also support the overall South Carolina MTP goals, which are presented in Chapter 4.

The goals are:

- Provide an accessible public transportation network in each 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 across the state during the original 2007-2008 Human Services Coordinated Plans and ongoing coordination meetings within the regions, SCDOT approached overall outreach, specific to the update of this Statewide Public Transportation & 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 the 2008 Human Services Coordinated Plan for each of the 10 regions, locally adopted transit plans, the Long Range Planning efforts within the regions, 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 in each of the 10 regions 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 within each region, the gaps and needs in the regions, and strategies to meet future needs.

One recent example of moving coordination forward occurred in the BCD region. The COG sponsored a Coordination of Human Service Transportation Workshop on June 22, 2012 in Charleston, South Carolina. The purpose of the Workshop was to identify ways to plan and implement effective transportation strategies in order to offer transportation choices and services for improved access to employment, healthcare, and other activities of daily living for the citizens in the area.



3.4 STATE OF COORDINATION IN SOUTH CAROLINA

As part of this plan update process, local and regional plans completed since 2008 were reviewed. In the initial 2008 Human Services Transportation Coordination Plans, some regions had extensive coordination in place, which are still in place today, while other regions reported more informal coordination efforts in place. A summary of the state of coordination for each region is discussed below.

3.4.1 Appalachian Region

- Limited purchasing of services from other agencies.
- Some agencies sharing of drivers.
- Occasional joint training of personnel.
- Degree of informal coordination taking place.



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3.4.2 BCD Region

- Since the previous BCD Regional Human Service Coordination Plan, the region has had changes initiated by the COG, CARTA and BCD-RTMA (dba as TriCounty Link) to facilitate human service coordination. These include the implementation of a Mobility Management Program, a voucher program for those needing transportation for training or to seek job employment, and Google Transit for CARTA riders.

3.4.3 Catawba Region

Existing coordination efforts in the Catawba Region include:

- Sharing of vehicles—Department of Disabilities and Special Needs does this in Lancaster County.
- Sharing information (Catawba Coalition and Lancaster Coalition—transportation comes up at these group meetings).
- United Way’s Needs Assessment work.
- Some referral of services.
- Catawba Regional Council of Governments Board of Directors passed a resolution recognizing Catawba Regional Council of Governments as the Regional Transportation Management Association (RTMA) in the Catawba Region.
- Led an effort in Chester County resulting in publication of the Chester County Public Transportation Feasibility Study and subsequent provision of a county-wide demand response service in Chester County named the “Chester County Connector.”
- Worked with York County to establish a demand response service in the rural areas of York County. System name is “York County Access.”
- Helped facilitate the City of Rock Hill’s planning efforts to initiate a demand response service in the urbanized areas of York County. System is named “York County Access.”
- New startup of Lancaster Area Ride Share (LARS) through the Lancaster Council on Aging, which now includes general public service into the York County/Rock Hill/Charlotte area.
- Involved in various activities within the region to promote and inform the community about issues associated with public transportation.



3.4.4 Central Midlands Region

A number of agencies in the Central Midlands Region provide human service transportation, although most of the providers concentrate their services in the urban area. The evolution of human service



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transportation in the Central Midlands has resulted in a number of agencies providing services with in-house resources or contracting with private providers. Many of these agencies have not been compelled to coordinate services simply because they have a critical mass of trips within their own parameters, which affords them the economies of scale necessary to operate efficient service. Many agencies in the Central Midlands region continue to express willingness to explore and increase coordination opportunities. Commencing in FY2015, the Central Midlands RTA (dba The COMET) will begin to assume a greater role in the delivery of rural general public services within the region.

3.4.5 Lowcountry Region

Since the previous Lowcountry Regional Human Service Coordination Plan, there have been many changes initiated in the region. These include the implementation of a Mobility Manager and champion for coordination in the region. The Mobility Manager is tasked with involving all potential partner organizations, agencies, governments, businesses, and transportation providers. The Mobility Manager also explores all potential coordination options that would improve mobility in Beaufort, Colleton, Hampton, and Jasper counties. The Mobility Manager continuously works toward facilitating coordinated transportation agreements among the human service agencies, Palmetto Breeze, private transportation systems, transportation for veterans, and nonprofit organizations.

3.4.6 Lower Savannah Region

Since the development of the one-stop call center and the Lower Savannah Regional Human Service Coordination Plan was completed in 2008, there have been many changes initiated in the region.

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

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

3.4.7 Pee Dee Region

Since the previous Pee Dee Regional Human Service Coordination Plan, the primary change in the region is that PDRTA discontinued providing Medicaid trips in 2013. Within the region, coordination exists, especially within the same type of agencies. The DSN Boards and Community Action Agencies operate their respective system based upon the consolidation of





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their in-house services, essentially by grouping counties. In addition, the Head Start Programs coordinated purchase of fuel, vehicles, and insurance programs.

3.4.8 Santee-Lynches Region

In 2004, the Santee-Lynches Regional Council of Governments initiated a coordination coalition – Regional Transit Council. The theme of the Council is bridging the transportation gaps by “providing the freedom of mobility to the General Public that is safe, affordable, dependable, and accessible.” The Council meets on a regular monthly basis. Since inception, the Council members have been active, pursuing various coordinated accessible transportation alternatives for Clarendon, Kershaw, Lee, and Sumter Counties.

The efforts of the Council have generated national assistance within the region, as well as garnered national attention on how the Council has addressed and implemented coordination of transportation services for a predominately rural region. Nationally, the Council was highlighted in the Joint Federal Highway Administration and Federal Transit Administration Transportation Planning Capacity Building Program Peer Roundtable on “Effective Practices in Human Services Transportation Coordination.”

Additionally, the Council addressed the 33rd annual National Association of Area Agencies on Aging conference on how to establish “Coalition Building Initiatives.” Locally, the Council has been instrumental in jumpstarting a volunteer transportation program that has been adopted by the Lieutenant Governor’s Office on Aging, as well as helping find ways to bring public transportation into rural areas. The Council continuously strives to search for innovative ways to bridge transportation gaps through a cooperative method of regional and state partners.

3.4.9 Upper Savannah Region

Since the previous Upper Savannah Regional Human Service Coordination Plan was completed, there has been slow, but steady progress in the region. The following activities describe past and existing coordination efforts for the Upper Savannah Council of Governments.

- Through the Information Referral and Assistance Program (IR&A) of the Area Agency on Aging (AAA), Upper Savannah has an on-going effort to assist Senior Citizens in finding transit alternatives within and out of the region.
- Transportation is discussed regularly at meetings of the AAA at the Upper Savannah COG office. In the region, two public transit providers are presented to county Senior Citizens Centers.





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- Public administrators and economic developers meet several times a year at Upper Savannah COG to discuss regional issues. Transit access is a topic of conversation at least annually. Public administrators in areas without public transit access do not currently see access to public transit as a high priority due to cost and limited ridership. Upper Savannah COG Board of Directors is regularly updated on activities related to transit and transportation planning around the region. Annually review grant applications for transit funds and submit a ranked priority funding recommendation to SCDOT Office of Public Transit. The Upper Savannah COG is a regular participant on the boards and committees of the United Way of Greenwood and Abbeville Counties, where they hear transit concerns and provide assistance where possible. The Upper Savannah COG participated in the latest version of a regional transit coordination feasibility study completed in April 2010. No coordination has occurred based on these recommendations to date.

3.4.10 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 SOUTH CAROLINA

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 throughout the regions, data were collected regarding transportation gaps and barriers faced in the 10 regions today. The results of the needs assessment are summarized in **Table 3-1**.



Table 3-1: Needs Assessment Summary

Rural areas – lack of coordinated/scheduled services and coverage presents challenge for residents.
Need for more options for Veterans.
Liability and cost of providing transportation.
Price people are willing to pay for transportation services limits expansion of services.
Loss of Medicaid contractual revenue due to DHHS’ implementation of brokered system through private management firm
Limited scheduled public transit routes outside urban areas.
Access needed to wider range of transit options for persons seeking training at technical colleges/job training venues and employment services.
Increase in fuel costs have increased need for transit services and raised the costs of transit providers.
Increase in low income households that seek transit services due to down economy.
Overcoming the protectionist attitude of agencies that hinders working together and promoting coordination.
Human Service agencies having trouble maintaining existing services due to decline in funding from federal, state, and local funding sources.
Needs for services to serve 2nd and 3rd shift workers through public transportation.
Identifying new/supplemental funding opportunities as federal resources have declined.
Reductions in funding have led to reduction in staff and services with many providers.
Not enough funds to satisfy the transportation need.
Increase in aging population increases demand for service.
Increasing competition for grant funds as services expand to meet increasing demand.
Aging fleets and increased repair costs create barrier to adding vehicles to expand services.
Lack of coordinated transportation services across agencies and geographic areas.
Lack of understanding of the transportation needs in the region by elected officials.
Age of fleet.
Difficult to retain qualified drivers. The issue of pay differences came up with general public transit drivers and human service transit drivers, and the higher pay rate a CDL driver could earn as a truck driver.
Communications issues with non-English speaking persons.
Seasonal service demands.
Need regional fare structure.

3.6 COORDINATION STRATEGIES AND ACTIONS

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

A range of potential coordination strategies was identified primarily through collaboration with the COGs, with direct outreach to key stakeholders in each region involved in providing service and planning of human service transportation. These stakeholders were asked to review and update the strategies identified in the previous Regional Human Services Transportation Plan and identify other successful coordination efforts that are needed today. A statewide summary of the updated strategies are shown in **Table 3-2**.

Table 3-2: Updated Strategies

Strategy
Establishing reliable, coordinated information resources (i.e. call center, website, information and resource referral service)
Developing coordinated mobility management strategies for each region.
Referring potential riders to public transit and or other providers of transportation services.
Promote the need for and benefits of public transit to residents and public officials to gain support for funding services.
Utilizing software applications to assist with trip scheduling and system planning.
GIS mapping (routes / customers / type of needs, etc.)
Seek additional funding sources from local officials and community organizations to supplement current funding.
Develop Volunteer Assisted Rides programs to assist persons who don't have access to or ability to pay for existing services.
Identify opportunities for pooling costs for fuel, insurance, and other common expenses.
Develop transportation voucher program that can be used across agencies to allow riders more flexibility in finding services.
Sharing of staff, facilities, and administrative services (i.e. vehicle repair, driver training, trip scheduling, vehicle storage etc.)
Sharing of rides for customers across human service/community organizations
Develop employment shuttles from fixed transit route services to outlying employment centers. Accommodate 2nd and 3rd shift workers needs for transit as part of this program.
Seek new funding sources for facility and equipment upgrades (i.e. local fees, sales tax, statewide fees).
Build relationships between human service agency services and Metropolitan Planning Organizations that have expanded their boundaries and now must work together.
Continue to work on policies that promote joint use of vehicles, staff, facilities, and equipment.
Deploy more fuel efficient vehicles.
More common performance standards across programs.



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The above coordination information summarizes the gaps, barriers, and proposed strategies for the state. 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.

3.7 SOUTH CAROLINA INTERAGENCY TRANSPORTATION COORDINATION COUNCIL

In addition to the regional coordination discussed above, the state of South Carolina began statewide efforts over five years ago. The Governor established the South Carolina Interagency Transportation Coordination Council (SCITCC) to plan and develop mechanisms for increasing coordination of funding streams and resources at both the state and local levels and enhance coordination between resource agencies in order to maximize the efficient use of public transportation.

The Executive Order specifically identifies 19 representative agencies and appointments made by the Directors of the representative agencies. The Council held its first meeting in December 2009 and typically holds quarterly meetings to pursue increased coordination across the state. The Council is responsible for providing to the Governor, General Assembly of South Carolina, Senate Transportation Committee, House Education and Public Works Committee, and all member agencies:

- Quarterly progress reports (minutes)
- Five year plan detailing future goals and needs for the State as it relates to coordinated statewide transportation
- Annual report

A current study is underway with participation from the SCITCC – A State Human Services Infrastructure Review. The study focus is the review of the existing transportation infrastructure for human service agencies, with specific attention on the state’s Non-Emergency Medical Transportation (NEMT) infrastructure.



4. VISION AND OUTREACH

4.1 MTP VISION AND GOALS

The Statewide Public Transportation & 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, 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 2040 MTP. 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. This Statewide Public Transportation & Coordination Plan includes 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 an 'X' in the 'T' column under Plan Coordination.

4.2.1 Mobility and System Reliability Goal

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

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

	OP	I	SC	F	T	R	Performance Measures
Guiding Principle							
Encourage availability of both rail and truck modes to major freight hubs (for example ports, airports and intermodal facilities)	X	X	X	X		X	
Objectives							
Reduce the number of system miles at unacceptable congestion levels	X	X	X	X			Annual hours of delay on NHS and state Strategic Corridor system
Utilize the existing transportation system to facilitate enhanced modal options for a growing and diverse population and economy					X		% of transit needs met
Improve travel time reliability (on priority corridors or congested corridors)	X	X	X	X	X		Interstate travel time is based on freeway density, measured by the number of passenger cars per mile per lane. Strategic Corridor Network travel time is based on vehicle hours lost per mile.
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

***Legend:** OP – Overall Plan; I – Interstate; SC – Strategic Corridors; F – Freight; T – Transit; R – Rail



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.

	OP	I	SC	F	T	R	Performance Measures
Guiding Principles							
Improve safety data collection, access, and analysis	X	X	X	X	X	X	
Improve substandard roadway.	X	X	X				
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		
Reduce preventable transit crashes					X		
Work with partners to encourage safe driving behavior.	X				X		
Objectives							
Reduce highway fatalities and serious injuries.	X	X	X		X		Number or rate of fatalities and serious injuries (MAP-21 measure)
Reduce bicycle and pedestrian and other vulnerable roadway users’ fatalities and serious injuries.	X		X				Number or rate of bike/pedestrian fatalities and serious injuries
Reduce roadway departure related fatality and serious injury crashes.	X	X	X				Number of roadway departure crashes involving fatality or serious injury
Reduce fatal and serious injury crashes within work zones.	X	X	X				Number of work zone fatal and serious injury crashes
Reduce highway - rail grade crossing crashes involving fatality or serious injury.						X	% of crossings with active safety warning devices installed
Reduce fatal and serious injury crashes at intersections	X	X	X				# of crashes at intersections involving fatality or serious injury
Reduce fatal and serious injury crashes involving commercial motor vehicle	X	X	X	X			% of commercial motor vehicle crashes involving fatality or serious injury



Specific public transportation guiding principles:

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

4.2.3 Infrastructure Condition Goal

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

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

	OP	I	SC	F	T	R	Performance Measures
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 Palmetto 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				



	OP	I	SC	F	T	R	Performance Measures
Objectives							
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 ³
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 rated “good” condition
Improve the condition of the state highway system bridges	X	X	X	X			Percent of deficient bridge deck area (MAP-21 requirement)
Improve the state transit infrastructure in a state of good repair.					X		% of active duty transit vehicles past designated useful life

³ MAP-21 and the South Carolina Strategic Plan both include a pavement condition goal. For consistency with this plan and MAP-21 requirements the pavement condition for this plan is divided 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:

- 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.

	OP	I	SC	F	T	R	Performance Measures
Guiding Principles							
Improve access and interconnectivity of the state highway system to major freight hubs (road, rail, marine, and air).	X		X	X			
Determine economic impacts of potential projects and include quantitative results in the Act 114 project prioritization process.	X	X	X	X		X	
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						



	OP	I	SC	F	T	R	Performance Measures
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		
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	
Objective							
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 Annual hours of truck delay, Freight Reliability

Specific public transportation measures:

- 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.



	OP	I	SC	F	T	R	Performance Measures
Guiding Principles							
Plan, design, construct, and maintain projects to avoid, minimize, and mitigate impact on the state’s natural and cultural resources.		X	X	X	X	X	
Improve travel time delay on the Interstate and Strategic Corridor Network to reduce Greenhouse Gas emissions	X	X	X	X	X		
Work with state and public transit agencies to purchase clean or alternative fueled transit vehicles to reduce Greenhouse Gas emissions	X	X	X		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						
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.							

Specific public transportation guiding principles:

- Work with state and public transit agencies to purchase clean or alternative fueled transit vehicles to reduce Greenhouse Gas emissions

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.



	OP	I	SC	F	T	R	Performance Measures
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	

Specific public transportation guiding principles:

- Ensure planning and project selection processes adequately consider rural accessibility and the unique mobility needs of specific groups.
- Partner with local and state agencies to encourage the provision of an appropriate level of public transit in all 46 South Carolina counties.

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 Public Transportation 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 transportation⁴ 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 SCDOT Regional Transit Plans, 2008.

4.3.1 South Carolina Public Transportation Vision:

*Public Transit –
Connecting Our Communities*

Public transit will contribute to the state's continued economic growth through a dedicated and sound investment approach as a viable mobility option accessible to all South Carolina residents and visitors.

4.3.2 South Carolina Public Transportation Goals

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

4.3.2.1 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.

4.3.2.2 Sound Investment Approach

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



4.3.2.3 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.



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- Utilize different modes of public transit including bus, rail, vanpool / carpool, ferry, and other appropriate technologies, corresponding to the level of demand.

4.3.2.4 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 Chapter 3, the public outreach for the 2008 statewide plan was extensive. The 2040 MTP planning process continued 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

4.4.1.1 July 2012 MTP Kickoff Meeting – Transit, Bicycle and 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 executive leadership from SCDOT, Department of Commerce, South Carolina Ports Authority, and FHWA - South Carolina Division. After an overview presentation describing the Multimodal Transportation Plan process and primary products, the stakeholders participated in the following three modal break-out sessions to provide input on the transportation system needs and SCDOT priorities:

- Transit and Bicycle and Pedestrian
- Interstate and Strategic Corridors
- Freight and Rail

The discussions at each session provided valuable stakeholder expectations and perspectives on the goals that should be considered in the 2040 MTP. **Appendix B** provides a summary of discussion questions and responses from the transit, bicycle, and pedestrian session.

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

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

Metropolitan Planning Organizations
<ul style="list-style-type: none"> ▪ ANATS – Anderson Area Transportation Study ▪ ARTS – Augusta/Aiken Area Transportation Study ▪ CHATS – Charleston Area Transportation Study ▪ COATS – Columbia Area Transportation Study ▪ FLATS – Florence Area Transportation Study ▪ GPATS – 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
<ul style="list-style-type: none"> ▪ Appalachian Council of Governments (Anderson, Cherokee, Greenville, Oconee, Pickens, Spartanburg) ▪ Berkeley-Charleston-Dorchester Council of Governments (Berkeley, Charleston, Dorchester) ▪ Catawba Regional Planning Council (Chester, Lancaster, Union, York) ▪ Central Midlands Council of Governments (Fairfield, Lexington, Newberry, Richland) ▪ Lowcountry Council of Governments (Beaufort, Colleton, Hampton, Jasper) ▪ Lower Savannah Council of Governments (Aiken, Allendale, Bamberg, Barnwell, Calhoun, Orangeburg) ▪ Pee Dee Regional Council of Governments (Chesterfield, Darlington, Dillon, Florence, Marion, Marlboro) ▪ Santee-Lynches Regional Council of Governments (Clarendon, Kershaw, Lee, Sumter) ▪ Upper Savannah Council of Governments (Abbeville, Edgefield, Greenwood, Laurens, McCormick, Saluda) ▪ Waccamaw Regional Planning and Development Council (Georgetown, Horry, Williamsburg)

Existing transit service data, future needs, and strategies are presented in this plan. 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 the 10 Regional Transit & Coordination Plans, and are summarized in this statewide plan. The 2040 MTP planning process included scheduled public meetings in mid-2014. In addition, the project website provided 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.

4.4.1.3 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 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.

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

Figure 4-1: Survey Summary, Need

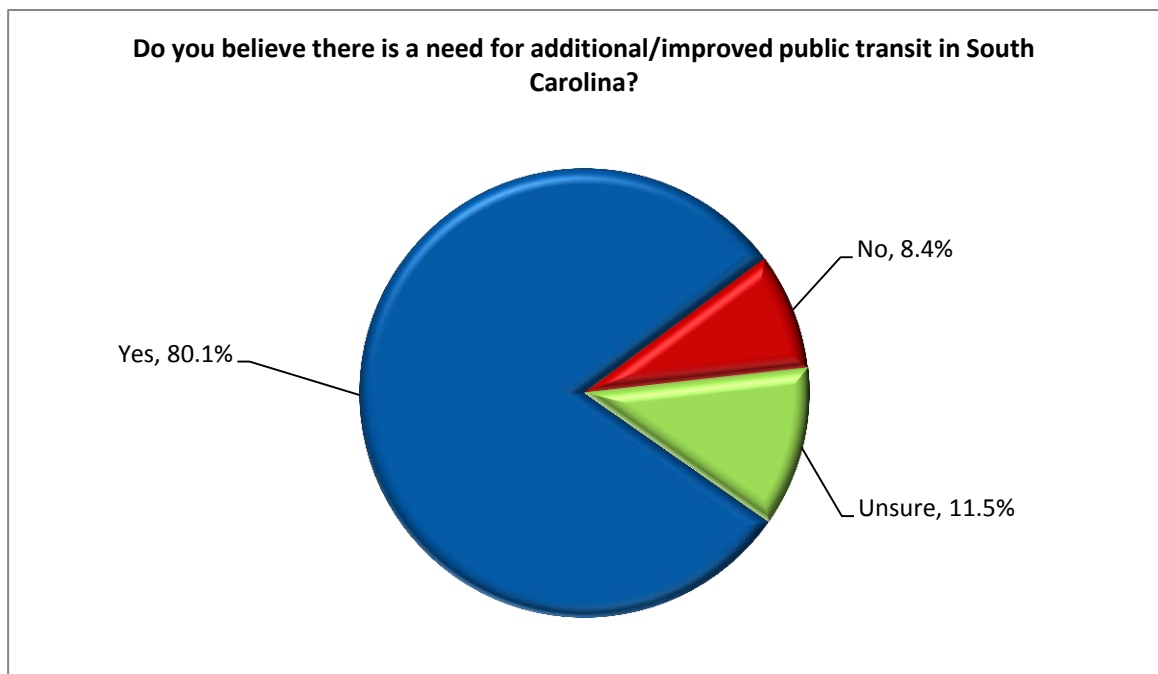


Figure 4-2: Survey Summary, Importance

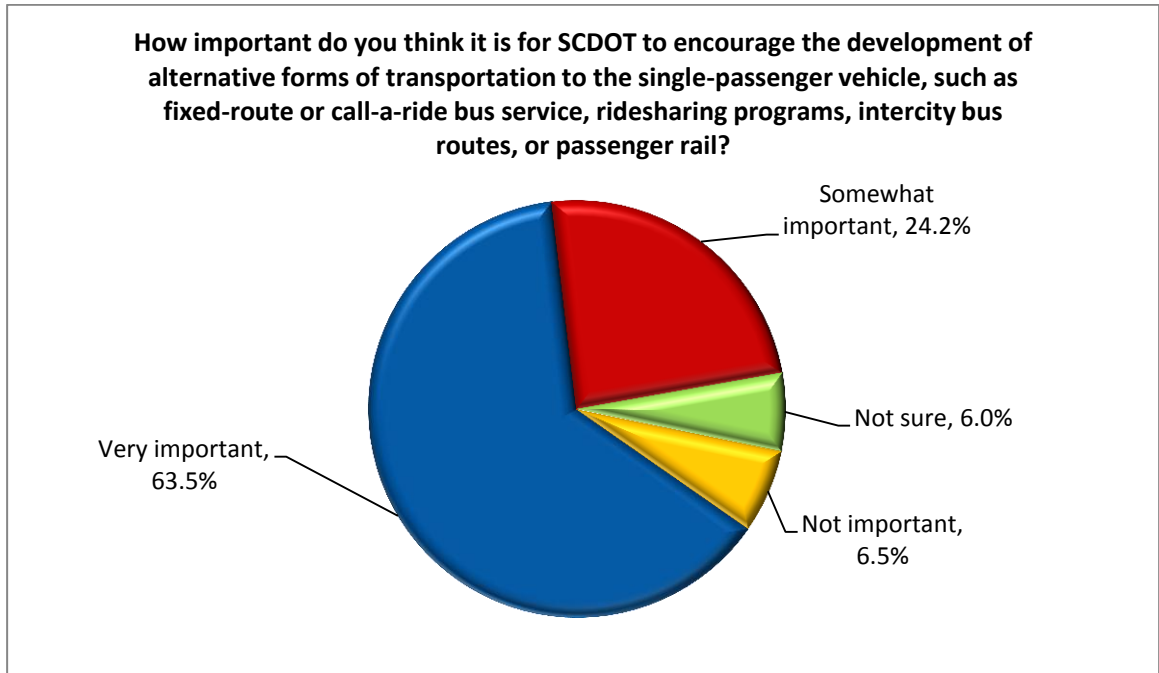
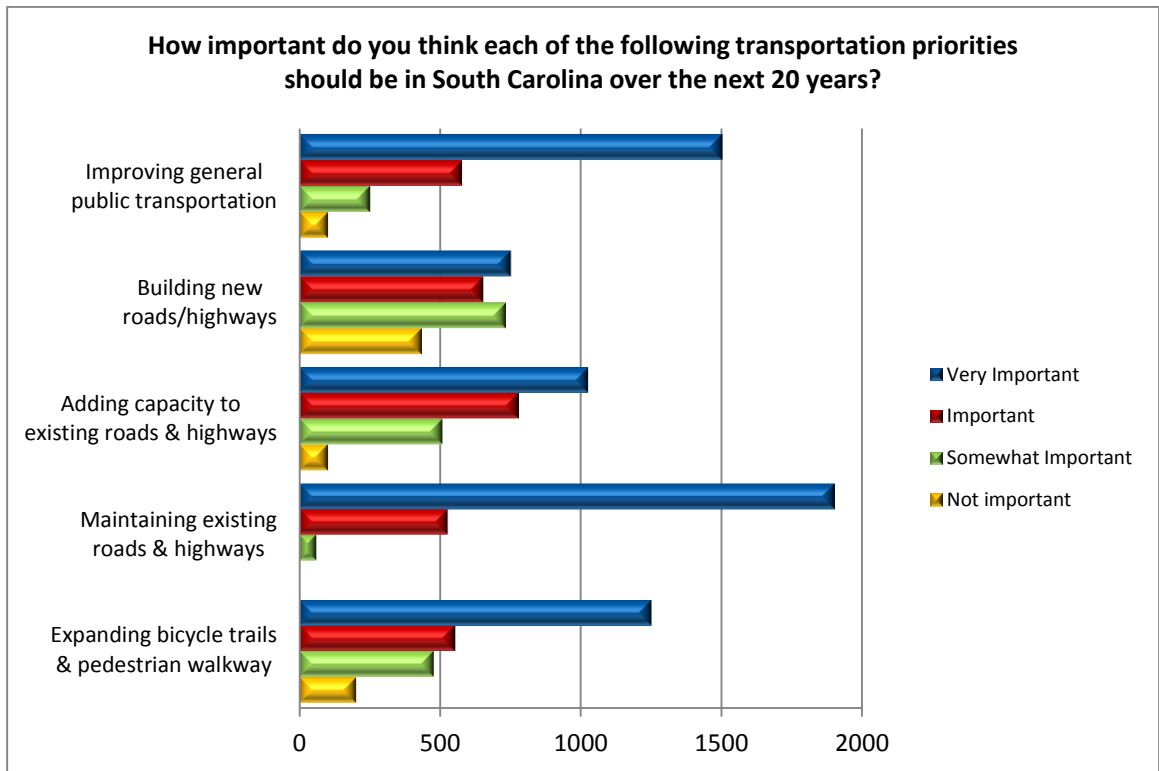


Figure 4-3: Survey Summary, Priorities





5. REGIONAL TRANSIT NEEDS

Chapter 5 provides the public transportation needs and deficiencies for the state of South Carolina. The analysis includes general public transit needs based on existing services and future needs identified by public input, feedback from individual transit agencies, needs identified in existing plans, and feedback from the local COG, transit agencies, and SCDOT staff.

5.1 FUTURE NEEDS

Future needs for public transportation for the state were prepared and aggregated by transit agency and summarized for each of the 10 COG regions. Information sources used to calculate the overall transit needs to maintain existing public transportation services and to enhance public transit services in the future are provided below.

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 Chapter 2 of this plan. The following list includes the primary sources of data.

- SCDOT Transit Trends Report, FY 2007-2011
- 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 plans and this statewide plan included calculating the public transportation future needs. The needs were summarized separately for:

1. Maintaining existing services; and
2. Providing 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 transit agencies for the life of this plan, which extends to 2040. The costs were then aggregated by region and for the statewide total.
- **Capital Costs:** To calculate the capital costs for maintaining existing services, two separate categories were used:
 - Cost for replacing the existing vehicle fleet, and
 - Non-fleet capital cost.

Fleet data and non-fleet capital data are reported to SCDOT annually. The non-fleet capital costs may include facility maintenance, bus stop improvements, stations, administration buildings, fare equipment, computer hardware, etc. A four-year average from FY 2008-2011 data reported by each agency were used to calculate the fleet and non-fleet capital costs for maintaining existing services for the next 29 years. Other data used 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 existing agency fleet.

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

Table 5-1: Maintain Existing Services Cost Summary by Region

SC Statewide	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
Appalachian	\$10,608,025	\$307,632,725	\$4,217,917	\$122,319,593	\$429,952,318
BCD	\$16,908,724	\$490,352,996	\$7,558,248	\$219,189,192	\$709,542,188
Catawba	\$1,578,484	\$45,776,036	\$298,134	\$8,645,886	\$54,421,922
Central Midlands	\$12,908,826	\$374,355,954	\$4,942,766	\$143,340,214	\$517,696,168
Lowcountry	\$2,143,890	\$62,172,810	\$191,556	\$5,555,124	\$67,727,934
Lower Savannah	\$2,487,061	\$72,124,769	\$433,041	\$12,558,189	\$84,682,958
Pee Dee	\$5,384,403	\$156,147,687	\$768,939	\$22,299,231	\$178,446,918
Santee	\$4,139,575	\$120,047,675	\$1,679,659	\$48,710,111	\$168,757,786
Upper Savannah	\$1,100,481	\$31,913,949	\$250,236	\$7,256,844	\$39,170,793
Waccamaw	\$4,586,365	\$133,004,585	\$1,242,992	\$36,046,768	\$169,051,353
Total Statewide	\$61,845,834	\$1,793,529,186	\$21,583,488	\$625,921,152	\$2,419,450,338



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 state than exists today. The data sources for obtaining future transit needs were:

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

The aforementioned planning documents were the primary resources used to identify future transit needs for each of the 10 COG regions. 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.

Table 5-2: Enhanced Services Cost Summary by Region

SC Statewide	Enhance Services		Enhance 2040 Total (29 yrs)
	Oper/Admin	Capital	Oper/Admin/Cap
Appalachian	\$164,701,357	\$75,617,500	\$240,318,857
BCD	\$135,904,357	\$42,961,429	\$178,865,786
Catawba	\$55,302,766	\$3,290,982	\$58,593,748
Central Midlands	\$180,096,214	\$144,529,268	\$324,625,482
Lowcountry	\$6,732,143	\$14,789,482	\$21,521,625
Lower Savannah	\$40,281,725	\$15,858,546	\$56,140,271
Pee Dee	\$17,974,821	\$15,665,179	\$33,640,000
Santee	\$24,049,120	\$1,268,750	\$25,317,870
Upper Savannah	\$15,507,336	\$3,666,429	\$19,173,764
Waccamaw	\$140,629,923	\$94,740,929	\$235,370,851
Total Statewide	\$781,179,762	\$412,388,493	\$1,193,568,255

5.4 NEEDS SUMMARY

To summarize, the total public transportation needs to maintain existing transit services and for enhanced transit services for each of the 10 COG Regions and for the state total **\$3.6** billion, as shown in

Table 5-3. The public transit needs for this plan were identified from:

- SCDOT Provider Needs Survey, December 2012;
- SCDOT Regional Transit Plans, 10 Regions, 2008;
- MPO Long Range Transportation Plans;
- Transit Development Plans, where applicable; and
- 2040 MTP public comments from website, statewide public transportation survey, and other public outreach.

In the previous 2008 Statewide Multimodal Transportation Plan, public transit needs were reported at \$3.9 billion, which included cost projections of urban, rural and new system services.⁵ That plan developed costs based upon future transit demand estimates from the Arkansas Public Transportation Needs Assessment and the Mobility Gap demand methodologies, which are described in Section 5.5.

This Statewide Public Transportation & Coordination Plan includes projects and future service projections from the local and regional agencies. The primary reason why the public transit needs number decreased since the last plan is due to the previous plan assumptions and projections of vehicle, facility, and operational costs, based upon the transit demand, verses using local and regional adopted plans.

5.5 TRANSIT DEMAND VS. NEED

In the previous sections (Section 5.2 and 5.3) this plan identified the service needs (maintaining and expanding services and the consequent capital and operating costs) for each of the 10 COG regions and for the state. Feedback from the transit agencies, the general public and the local project teams identified many needs including the expansion of daily hours of service, extending the geographic reach of service, broadening coordination activities within the family of service providers, and finding better ways of addressing commuter needs. The major urban areas, through their detailed service planning efforts, also continue to identify additional fixed-route and paratransit service expansion needs including more frequent service, greater overall capacity, expanding beyond the current borders of the service areas, and better handling of commuter needs.

Gauging the need for transit is different from estimating demand for transit services (number of potential passengers). As discussed earlier, this study is an update to the 2008 plan that included an analysis of transit demand and used that estimate of transit demand to calculate the cost of future transit needs (capital and operating costs). Demand will always exist whether or not public transit is available. The 2008 planning effort included quantifying the transit demand by using two different methodologies:

⁵ Statewide Transit Plan, 2008.

Table 5-3: Public Transportation Needs Summary by Region

SC Statewide	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain 2040 Total (29 yrs)	Enhance Services		Enhance 2040 Total (29 yrs)	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
Appalachian	\$10,608,025	\$307,632,725	\$4,217,917	\$122,319,593	\$429,952,318	\$164,701,357	\$75,617,500	\$240,318,857	\$670,271,175
BCD	\$16,908,724	\$490,352,996	\$7,558,248	\$219,189,192	\$709,542,188	\$135,904,357	\$42,961,429	\$178,865,786	\$888,407,974
Catawba	\$1,578,484	\$45,776,036	\$298,134	\$8,645,886	\$54,421,922	\$55,302,766	\$3,290,982	\$58,593,748	\$113,015,670
Central Midlands	\$12,908,826	\$374,355,954	\$4,942,766	\$143,340,214	\$517,696,168	\$180,096,214	\$144,529,268	\$324,625,482	\$842,321,650
Lowcountry	\$2,143,890	\$62,172,810	\$191,556	\$5,555,124	\$67,727,934	\$6,732,143	\$14,789,482	\$21,521,625	\$89,249,559
Lower Savannah	\$2,487,061	\$72,124,769	\$433,041	\$12,558,189	\$84,682,958	\$40,281,725	\$15,858,546	\$56,140,271	\$140,823,229
Pee Dee	\$5,384,403	\$156,147,687	\$768,939	\$22,299,231	\$178,446,918	\$17,974,821	\$15,665,179	\$33,640,000	\$212,086,918
Santee	\$4,139,575	\$120,047,675	\$1,679,659	\$48,710,111	\$168,757,786	\$24,049,120	\$1,268,750	\$25,317,870	\$194,075,656
Upper Savannah	\$1,100,481	\$31,913,949	\$250,236	\$7,256,844	\$39,170,793	\$15,507,336	\$3,666,429	\$19,173,764	\$58,344,557
Waccamaw	\$4,586,365	\$133,004,585	\$1,242,992	\$36,046,768	\$169,051,353	\$140,629,923	\$94,740,929	\$235,370,851	\$404,422,204
Statewide Total	\$61,845,834	\$1,793,529,186	\$21,583,488	\$625,921,152	\$2,419,450,338	\$781,179,762	\$412,388,493	\$1,193,568,255	\$3,613,018,593



Charting a Course to 2040

- **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.

The remainder of Section 5.5 compares these methodologies and updates their calculations using data from the 2010 U.S. Census.

5.5.1 Arkansas Public Transportation Needs Assessment (APTNA) Method

The APTNA method⁶ 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.

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:⁷

- 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:

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

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

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

P_{65+} = population of individuals 65 years old and older,

$P_{\text{DIS}<65}$ = population of individuals with disabilities under age 65, and

⁶ Arkansas Public Transportation Needs Assessment and Action Plan, prepared for the Arkansas State Highway and Transportation Department by SG Associates, 1992. 10 COG Regional Transit Plans, 2008.

⁷ 10 COG Regional Transit Plans, 2008, NHTS.



P_{POV} = population of individuals under age 65 living in poverty.

Table 5-4 shows the daily and annual ridership projections for each of the 10 COG regions and for the state. The daily transit trips across the state are 41,250 for the year 2010 and 53,072 for 2040. The annual transit trips for the state are projected to be approximately 19 million for 2040.

Table 5-4: Ridership Projections using APTNA Method

Region	Annual Transit Demand				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Appalachian	3,781,778	4,060,075	4,414,856	4,870,696	10,361	11,123	12,095	13,344
BCD	1,884,018	2,078,180	2,271,727	2,512,760	5,162	5,694	6,224	6,884
Catawba	1,132,049	1,285,438	1,443,906	1,578,681	3,102	3,522	3,956	4,325
Central Midlands	1,935,842	2,122,249	2,321,216	2,561,596	5,304	5,814	6,359	7,018
Lowcountry	775,284	857,813	932,625	1,027,772	2,124	2,350	2,555	2,816
Lower Savannah	1,022,032	1,041,588	1,064,527	1,175,654	3,378	3,472	3,575	3,987
Pee Dee	1,410,386	1,443,337	1,484,991	1,637,806	3,864	3,954	4,068	4,487
Santee	855,133	883,403	914,595	999,572	2,343	2,420	2,506	2,739
Upper Savannah	679,703	726,540	772,399	838,155	1,862	1,991	2,116	2,296
Waccamaw	1,368,978	1,545,613	1,733,655	1,889,017	3,751	4,235	4,750	5,175
Statewide Total	14,845,203	16,044,236	17,354,497	19,091,709	41,250	44,575	48,205	53,072

5.5.2 Mobility Gap Methodology⁸

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, obtained from the 2010 U.S. Census. 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

⁸ 10 Regional Transit Plans, 2008.



one or more vehicles. The assumption of this method is that people without vehicles will travel as much as people who have vehicles, which is the transit demand.

The equation used in the Mobility Gap method is:

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

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

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

Table 5-5 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.⁹

Table 5-5: Mobility Gap Rates

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

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

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

Using the updated U.S. Census 2010 household data and the appropriate Mobility Gap trip rate, the estimated demand was calculated for each of the 10 COG Regions and for the state. **Table 5-6** presents the annual and daily demand for 2010, 2020, 2030, and 2040.

The Mobility Gap approach yields high estimates of travel need for all regions across the state. 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.

⁹ 2001 NHTS.



Charting a Course to 2040

The state’s 2010 daily demand is approximately 593,000 person-trips per day. The Mobility Gap method estimates the state transit demand (based upon 365 days of service) at approximately 216 million person-trips per year for 2010, and approximately 264 million per year for 2040.

Table 5-6: Travel Demand using Mobility Gap Method by Region

Region	Annual Trip Demand - Mobility Gap				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Appalachian	47,922,357	51,523,339	51,523,339	51,523,339	131,294	141,160	141,160	141,160
BCD	29,803,586	32,667,273	35,574,833	37,779,430	81,654	89,499	97,465	103,505
Catawba	14,785,238	16,653,693	18,588,131	20,243,177	40,508	45,627	50,926	55,461
Central Midlands	28,542,595	31,235,857	33,977,744	37,535,422	78,199	85,578	93,090	102,837
Lowcountry	11,482,338	12,573,510	13,569,130	14,924,733	31,458	34,448	37,176	40,890
Lower Savannah	17,578,834	18,036,560	18,543,925	20,535,003	48,161	49,415	50,805	56,260
Pee Dee	24,511,695	25,080,282	25,791,884	28,428,192	67,155	68,713	70,663	77,885
Santee	12,577,068	12,967,029	13,399,026	14,586,206	34,458	35,526	36,710	39,962
Upper Savannah	11,531,794	12,601,595	13,587,519	14,758,289	31,594	34,525	37,255	40,479
Waccamaw	17,826,961	19,825,913	21,999,570	23,900,000	48,841	54,318	60,273	65,479
Total Statewide	216,562,467	233,165,051	246,555,101	264,213,791	593,322	638,808	675,522	723,919



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 each of the 10 COG Regions. The APTNA method estimates annual transit demand for the state at 14.8 million person-trips per year for 2010, while the Mobility Gap method estimates annual transit demand at 216.6 million person-trips per year. **Table 5-7** compares results for the two methods by region and for the state.

Both methods indicate that the current level of reported transit service provided in the state (11.8 million annual trips) falls short of the estimated transit demand.

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

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

The APTNA method's estimate for urban transit need is not realistic, and the Mobility Gap method for estimating urban transit need is too overstated. In each of the 10 COG previous 2008 plans, the methodology calculations were modified by the local study teams to produce a more realistic estimate. This updated plan continues to use the 2008 Plan estimates for 2010, 2020, and 2030. For 2040, an updated demand was calculated using an average of the percent of increase for the modified projections. **Table 5-8** shows the results of the adjustments made to each of the 10 Region's transit needs. A comparison with the current level of transit service for the state (11.8 million trips per year) suggests the adjusted transit demand method is realistic, while the estimate provided by the APTNA method is a low-end goal and the Mobility Gap method is a "high-end" goal for each region.

Based on the adjusted transit demand forecast, the total transit demand in 2010 was estimated at 26.8 million one-way trips. In FY 2011, 11.77 million trips were provided. The percent of demand met is 44 percent. To meet the current transit need, approximately 15 million additional trips are needed among the existing transit systems. The demand forecast shows that by 2040, the estimated transit demand will exceed 34.8 million trips (

Figure 5-1).



Table 5-7: Transit Demand Comparison for Two Methods by Region

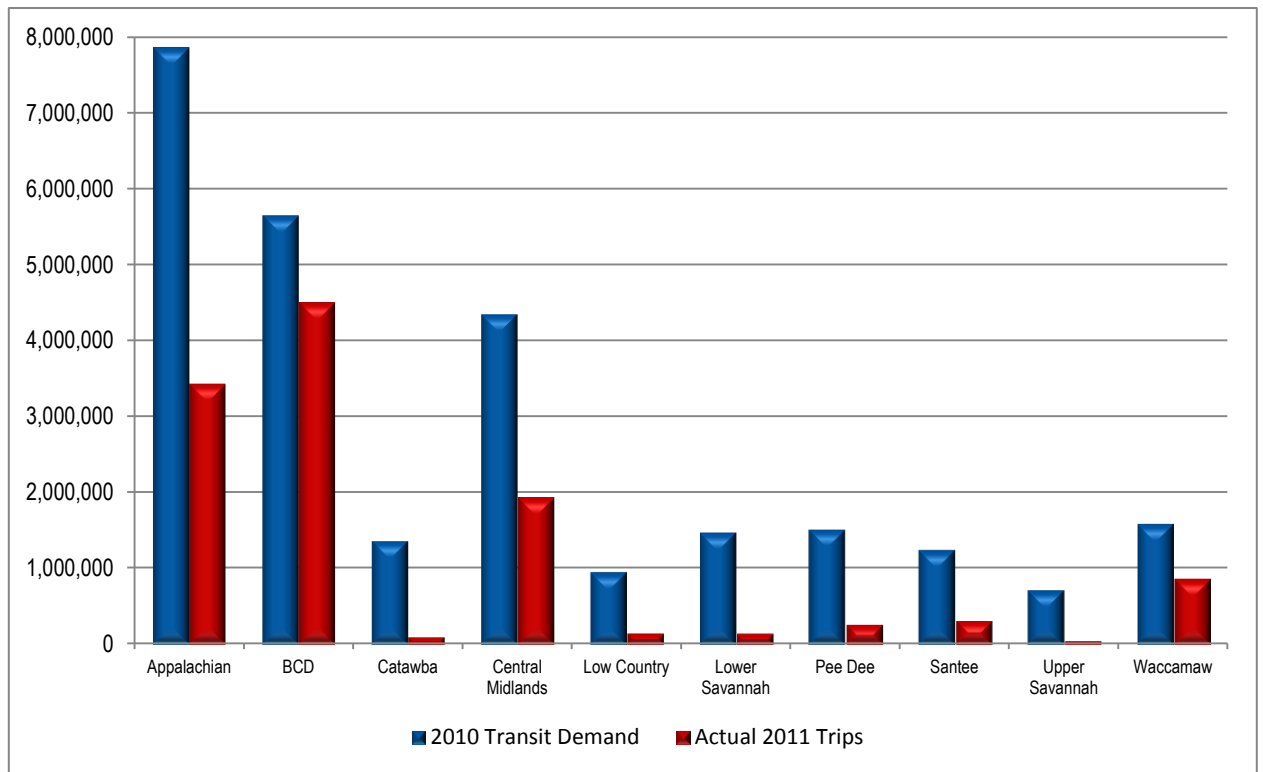
Demand	2010	2020	2030	2040
Appalachian				
APTNA	3,781,778	4,060,075	4,414,856	4,870,696
Mobility Gap	47,922,357	51,523,339	51,523,339	51,523,339
Actual Trips 2011	3,434,157			
BCD				
APTNA	1,884,018	2,078,180	2,271,727	2,512,760
Mobility Gap	29,803,586	32,667,273	35,574,833	37,779,430
Actual Trips 2011	4,506,242			
Catawba				
APTNA	1,132,049	1,285,438	1,443,906	1,578,681
Mobility Gap	14,785,238	16,653,693	18,588,131	20,243,177
Actual Trips 2011	100,957			
Central Midlands				
APTNA	1,935,842	2,122,249	2,321,216	2,561,596
Mobility Gap	28,542,595	31,235,857	33,977,744	37,535,422
Actual Trips 2011	1,938,771			
Low Country				
APTNA	775,284	857,813	932,625	1,027,772
Mobility Gap	11,482,338	12,573,510	13,569,130	14,924,733
Actual Trips 2011	151,056			
Lower Savannah				
APTNA	1,022,032	1,041,588	1,064,527	1,175,654
Mobility Gap	17,578,834	18,036,560	18,543,925	20,535,003
Actual Trips 2011	143,080			
Pee Dee				
APTNA	1,410,386	1,443,337	1,484,991	1,637,806
Mobility Gap	24,511,695	25,080,282	25,791,884	28,428,192
Actual Trips 2011	261,136			
Santee				
APTNA	855,133	883,403	914,595	999,572
Mobility Gap	12,577,068	12,967,029	13,399,026	14,586,206
Actual Trips 2011	318,112			
Upper Savannah				
APTNA	679,703	726,540	772,399	838,155
Mobility Gap	11,531,794	12,601,595	13,587,519	14,758,289
Actual Trips 2011	50,776			
Waccamaw				
APTNA	1,368,978	1,545,613	1,733,655	1,889,017
Mobility Gap	17,826,961	19,825,913	21,999,570	23,900,000
Actual Trips 2011	867,861			
Total Statewide				
APTNA	14,845,203	16,044,236	17,354,497	19,091,709
Mobility Gap	216,562,467	233,165,051	246,555,101	264,213,791
Actual Trips 2011	11,772,148			



Table 5-8: Adjusted Transit Demand by Region

Region	2010 Transit Demand	2020	2030	2040	Actual 2011 Trips	FY 2011 Needs Met
Appalachian	7,864,159	8,708,182	9,542,810	10,421,703	3,434,157	44%
BCD	5,654,008	6,041,304	6,460,806	6,905,956	4,506,242	80%
Catawba	1,368,635	1,535,790	1,706,398	1,905,364	100,957	7%
Central Midlands	4,354,936	4,770,192	5,188,296	5,663,025	1,938,771	45%
Lowcountry	955,379	1,104,288	1,254,700	1,437,886	151,056	16%
Lower Savannah	1,478,044	1,612,291	1,739,061	1,886,359	143,080	10%
Pee Dee	1,522,607	1,587,970	1,650,960	1,719,128	261,136	17%
Santee	1,245,596	1,341,299	1,435,853	1,541,618	318,112	26%
Upper Savannah	717,987	785,464	847,435	920,686	50,776	7%
Waccamaw	1,591,218	1,848,275	2,101,570	2,415,324	867,861	55%
Total Statewide	26,752,569	29,335,055	31,927,889	34,817,049	11,772,148	44%

Figure 5-1: FY 2010 Estimated Transit Demand by Region vs. Actual FY 2011 Trips





Charting a Course to 2040

In the previous 2008 Statewide Transit Plan, the overall percentage of demand met was estimated to be approximately 37 percent (9.4 million actual trips/25.5 million demand)¹⁰ for the state. In FY 2011, 44 percent of the 2010 transit demand was met based on the newly adjusted transit demand projections (11.8 million actual trips/26.8 million demand), which represents an improvement for the state and the transit agencies across the state providing service.

5.6 PREMIUM TRANSIT AND PASSENGER RAIL NEEDS

Premium transit includes transportation alternatives such as commuter rail, light rail, and bus rapid transit (BRT). The 2040 premium transit and passenger rail needs, based on local and multi-state feasibility studies, total \$1.65 billion and are broken down as follows:

- \$516 million for Rock Hill – York County – Charlotte Bus Rapid Transit (BRT).
- \$50 million for Greenville Bus Rapid Transit.
- \$46 million for Charleston Commuter Corridor.
- \$1.038 billion for the South Carolina segment of the Atlanta to Charlotte High Speed Rail.

The 2040 MTP estimate of \$1.038 billion for the South Carolina segment of a high speed rail corridor from Charlotte, North Carolina to Atlanta, Georgia was provided by the 2008 Volpe study for USDOT. The ongoing Passenger Rail Corridor Investment Plan (PRCIP) study, led by the Georgia Department of Transportation in partnership with SCDOT and the North Carolina Department of Transportation, is expected to identify a preferred alignment and an updated planning-level cost estimate when completed in 2015.

5.7 BENEFITS OF EXPANSION IN PUBLIC TRANSPORTATION

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

- **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. Additionally, viable public transportation can provide costs savings to the state through reduced health and social services expenditures.

¹⁰ 2008 Statewide Transit Plan.



Charting a Course to 2040

- **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.



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.
- 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; and
- 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.

Given the continued growth in population and employment projected for South Carolina and for some of the COG Regions, public transportation will become increasingly important as a viable transportation option. However, for transit agencies to provide continuous, reliable and expanding transit services, a stable funding mechanism will be imperative.

Transit funding revenues for each of the 10 COG Regions are shown in **The state** as a whole has a farebox return ratio of approximately 12 percent based on data reported by public transit providers. This ratio differs from the figure presented in SCDOT’s annual Transit Trends Report, which also included contract revenue in the calculation.

Figure 6-1 and **Table 6-1**. Approximately 26 percent of total funding for transit operations in the state is from local funds. Approximately 35 percent of the operating revenues are from Federal programs. These include FTA programs for 5307, 5310, 5311, 5316, 5317, and Federal ARRA funding dollars, as reported in SFY2011 operating statistics data. Federal dollars funded approximately 92 percent of the capital expenditures across the state. State funding represents approximately 8 percent for operations and 1 percent of capital projects across the state. The state as a whole has a farebox return ratio of approximately 12 percent based on data reported by public transit providers. This ratio differs from the figure presented in SCDOT’s annual Transit Trends Report, which also included contract revenue in the calculation.

Figure 6-1: SFY2011 Statewide Operating Revenues

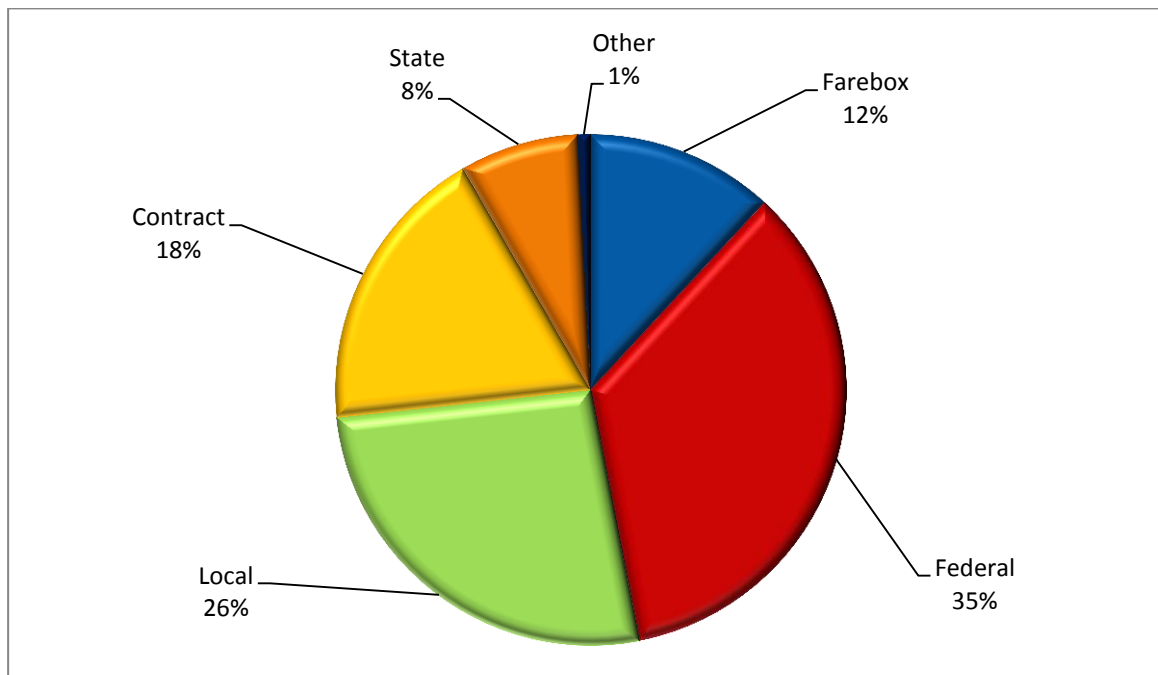


Table 6-1: SFY 2011 Transit Funding Revenues by Region

Statewide	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	
Appalachian	\$870,875	\$3,450,679	\$1,624,098	\$3,504,561	\$1,241,993	\$275,010	\$10,967,215	\$4,419,412	\$23,241	\$39,187	\$102,058	\$4,583,898	\$15,551,113
BCD	\$3,091,106	\$6,721,457	\$8,623,820	\$2,112,040	\$897,017	\$159,206	\$21,604,645	\$12,791,578	\$209,958	\$11,250	\$0	\$13,012,786	\$34,617,431
Catawba	\$206,567	\$1,292,637	\$138,439	\$418,774	\$234,767	\$0	\$2,291,183	\$199,100	\$17,151	\$2,241	\$0	\$218,492	\$2,509,675
Central Midlands	\$1,776,153	\$4,559,412	\$5,654,623	\$639,725	\$704,434	\$524	\$13,334,870	\$1,230,908	\$33,837	\$15,141	\$463,831	\$1,743,717	\$15,078,587
Lowcountry	\$261,647	\$1,109,153	\$559,597	\$222,968	\$233,102	\$0	\$2,386,468	\$256,141	\$0	\$52,463	\$0	\$308,604	\$2,695,072
Lower Savannah	\$161,211	\$670,720	\$345,444	\$755,183	\$283,535	\$5,716	\$2,221,809	\$345,783	\$5,374	\$23,091	\$0	\$374,248	\$2,596,057
Pee Dee	\$431,794	\$1,524,512	\$80,865	\$2,194,419	\$531,109	\$0	\$4,762,699	\$1,327,889	\$0	\$44,685	\$77,827	\$1,450,401	\$6,213,100
Santee	\$198,656	\$1,598,452	\$53,963	\$1,414,502	\$546,356	\$0	\$3,811,929	\$385,061	\$0	\$33,105	\$151,084	\$569,250	\$4,381,179
Upper Savannah	\$19,462	\$365,187	\$6,983	\$638,012	\$48,314	\$36,607	\$1,114,565	\$50,601	\$116,630	\$0	\$0	\$167,231	\$1,281,796
Waccamaw	\$1,134,288	\$2,748,705	\$963,631	\$716,819	\$447,878	\$65,499	\$6,076,820	\$1,559,063	\$386,901	\$120,268	\$0	\$2,066,233	\$8,143,053
Total Statewide	\$8,151,758	\$24,040,913	\$18,051,462	\$12,617,003	\$5,168,505	\$542,562	\$68,572,203	\$22,565,536	\$793,092	\$341,431	\$794,800	\$24,494,859	\$93,067,062
	12%	35%	26%	18%	8%	1%		92%	3%	1%	3%		

6.1 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 sources, 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 (ARTA) 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 program support the Central Midlands Regional Transit Authority (CMRTA) system. **Appendix C** presents a summary chart of 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.

6.2 FEDERAL FUNDING SOURCES

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

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

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

(a) Such sums as are necessary.

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

Source: APTA 2013.



7. FINANCIAL PLAN

The transit needs and projects identified in this Statewide Public Transportation & Coordination Plan were outlined based primarily upon improved transit coverage, higher service levels, and stakeholder and public comments in locally adopted plans. The following financial plan considers fiscal constraints and other trade-offs in the planning process. The identified transit needs require funding above and beyond what is spent today. The existing transit agencies across the state provide approximately 11 million trips in 2011, which meets 44 percent of the overall transit needs for the state. The unmet needs, given the prospect of continued population and employment growth, will include more connectivity, opportunities for improved efficiencies, greater emphasis on commuter transportation and a substantial need for increases in the overall funding for transit.

The state of South Carolina has a cross-section of the rural networks, human service transportation programs and urban service. The public perception of transit is good within the state, but it is deemed a public service rather than a viable commute option in many areas. However, traffic issues, mobility problems, and/or the need to continue stimulating growth and economic development will continue to heighten the benefits that can be realized through the implementation of transit.



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

7.1 INCREASE TO 50 PERCENT OF DEMAND MET

The existing transit demand for 2010 has been estimated at 26.8 million trips, with approximately 44 percent (11.7 million trips) of that demand being met with existing services. The 2020 projected demand increases to 29.3 million trips. One goal for the state of South Carolina may be to increase the demand met to 50 percent by 2020, which equates to providing 14.7 million trips or an increase of 2.9 million one-way trips. With an existing statewide average of 11.6 passengers per hour, transit agencies across the state would need to increase revenue service hours by 250,550 annually (2,895,380/11.6). The average cost per hour for the state is \$50.03. To meet approximately 50 percent of the demand in 2020, operating and administrative budgets would need to increase by approximately \$12.5M (250,550 x \$50.03) annually.

Table 7-1: Maintain Existing Services Plan by Region

Region	Financial Plan Operating/Admin Expenses	Operating Costs (to 2020)	Operating Costs 2040 Total (29 yrs)
	Annual		
Appalachian	\$10,608,025	\$95,472,225	\$307,632,725
BCD	\$16,908,724	\$152,178,516	\$490,352,996
Catawba	\$1,578,484	\$14,206,356	\$45,776,036
Central Midlands	\$12,908,826	\$116,179,434	\$374,355,954
Lowcountry	\$2,143,890	\$19,295,010	\$62,172,810
Lower Savannah	\$2,487,061	\$22,383,549	\$72,124,769
Pee Dee	\$5,384,403	\$48,459,627	\$156,147,687
Santee	\$4,139,575	\$37,256,175	\$120,047,675
Upper Savannah	\$1,100,481	\$9,904,329	\$31,913,949
Waccamaw	\$4,586,365	\$41,277,285	\$133,004,585
Total Statewide	\$61,845,834	\$556,612,506	\$1,793,529,186

The above scenario with the goal of meeting 50 percent of the public transportation demand across the state is one example of increasing public transportation services for residents and visitors to the state. Citizens of the state must work with local officials to determine priorities for their community. The actions listed below support increasing the levels of public transportation.¹¹

1. Transit’s role in economic development and supporting tourism is on the rise and transit providers and the state transit association have taken a more visible approach to engaging chambers and economic development agencies in the planning process. Critical to the expansion of transit, as well as the introduction of premium service transit, like bus rapid transit and rail service, will be how well the transit community engages the tourism and development communities into the design of service and ultimately the funding of new service.
2. With an array of technology-oriented industries and major regional activity centers, transit providers should focus their efforts on approaching the business community and tourism industry for their support of transit.



¹¹ 10 COG Regional Transit Plans, 2008.



Charting a Course to 2040

3. 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 many 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 to grow.
4. 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.
5. 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.
6. Access management techniques can help increase public safety, extend the life of major facilities, reduce congestion, support alternative transportation modes, and improve the appearance and quality of the built environment while ensuring appropriate access to adjacent businesses and other land uses. Managing access to transportation facilities and services is one way to preserve the operational integrity of the transportation system while ensuring its compatibility with adjacent land uses.



7.2 CONCLUSION

This 2040 Statewide Public Transportation & Coordination Plan Update provides information relative to transit services throughout the state. The plan identifies existing transit services, public outreach with cooperative partners - SCDOT, the MPOs, COGs, and regional stakeholders to move toward effective multimodal transportation options for the state. The need for collaborative efforts at all levels is pertinent as identified earlier in this plan. 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 10 COG Regions across the state. 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



Charting a Course to 2040

Table A-1: Statewide Peak Vehicles –Urban vs. Rural - FY 2009 to FY 2011

Region	Area	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Appalachian Region	Urban	47	66	51	80	53	75
	Rural	41	44	40	50	41	47
	Total	88	110	91	130	94	122
	Other - Medicaid	10	20	10	14	11	14
	Other - Van Pool	0	0	0	0	0	0
BCD Region	Urban	83	102	83	102	83	102
	Rural	21	24	32	32	28	30
	Total	104	126	115	134	111	132
	Other - Medicaid	20	26	28	28	28	30
	Other - Van Pool	0	0	0	0	0	0
Catawba Region	Urban	6	9	6	9	14	14
	Rural	18	20	13	14	19	20
	Total	24	29	19	23	33	34
	Other - Medicaid	5	6	7	8	6	7
	Other - Van Pool	0	0	0	0	0	0
Central Midlands Region	Urban	46	65	46	65	42	66
	Rural	19	19	16	19	14	16
	Total	65	84	62	84	56	82
	Other - Medicaid	13	13	13	13	13	13
	Other - Van Pool	0	0	0	0	0	0
Lowcountry Region	Urban	0	0	0	0	0	0
	Rural	21	24	21	23	20	27
	Total	21	24	21	23	20	27
	Other - Medicaid	0	0	0	0	0	0
	Other - Van Pool	0	0	0	0	0	0
Lower Savannah Region	Urban	3	3	6	6	9	17
	Rural	15	25	26	31	35	48
	Total	18	28	32	37	44	65
	Other - Medicaid	1	3	2	3	14	21
	Other - Van Pool	0	0	0	0	0	0
Pee Dee Region	Urban	20	28	22	28	22	28
	Rural	32	38	16	31	22	31
	Total	52	66	38	59	44	59
	Other - Medicaid	35	43	35	55	41	47
	Other - Van Pool	0	0	0	0	0	0
Santee Region	Urban	10	13	11	15	10	16
	Rural	24	34	25	30	23	37
	Total	34	47	36	45	33	53
	Other - Medicaid	21	29	21	25	12	22
	Other - Van Pool	0	0	1	1	1	2
Upper Savannah Region	Urban	0	0	0	0	0	0
	Rural	15	17	16	19	11	13
	Total	15	17	16	19	11	13
	Other - Medicaid	14	14	14	13	11	11
	Other - Van Pool	0	0	0	0	0	0
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
	Other - Van Pool	0	0	0	0	0	0
TOTAL STATEWIDE	Urban	235	313	251	336	248	341
	Rural	251	300	257	309	252	320
	Total	486	613	508	645	500	661
	Other - Medicaid	162	201	177	206	150	199
	Other - Van Pool	0	0	1	1	1	2



Table A-1: Statewide Ridership by Urban vs. Rural - FY 2009 to FY 2011

Region	Area	2009	2010	2011
Appalachian Region	Urban	1,615,510	1,631,703	1,657,098
	Rural	1,675,049	1,673,081	1,698,360
	Total	3,290,559	3,304,784	3,355,458
	Other - Medicaid	78,879	86,248	78,699
	Other - Van Pool	0	0	0
BCD Region	Urban	4,072,461	4,270,478	4,321,293
	Rural	124,872	126,208	132,495
	Total	4,197,333	4,396,686	4,453,788
	Other - Medicaid	41,242	46,245	52,454
	Other - Van Pool	0	0	0
Catawba Region	Urban	60,771	51,969	57,966
	Rural	63,499	35,914	21,841
	Total	124,270	87,883	79,807
	Other - Medicaid	16,864	18,062	21,150
	Other - Van Pool	0	0	0
Central Midlands Region	Urban	2,147,054	1,981,561	1,862,403
	Rural	52,210	42,259	43,506
	Total	2,199,264	2,023,820	1,905,909
	Other - Medicaid	31,673	32,792	32,862
	Other - Van Pool	0	0	0
Lowcountry Region	Urban	0	0	0
	Rural	188,449	151,264	151,056
	Total	188,449	151,264	151,056
	Other - Medicaid	0	0	0
	Other - Van Pool	0	0	0
Lower Savannah Region	Urban	48,320	26,431	24,588
	Rural	65,545	74,565	90,236
	Total	113,865	100,996	114,824
	Other - Medicaid	6,083	7,577	28,256
	Other - Van Pool	0	0	0
Pee Dee Region	Urban	64,748	90,052	135,048
	Rural	119,986	96,584	126,088
	Total	184,734	186,636	261,136
	Other - Medicaid	139,037	120,280	102,346
	Other - Van Pool	0	14	0
Santee Region	Urban	125,821	123,113	143,296
	Rural	154,826	109,629	109,658
	Total	280,647	232,742	252,954
	Other - Medicaid	86,136	72,648	57,742
	Other - Van Pool	0	6,971	7,416
Upper Savannah Region	Urban	0	0	0
	Rural	33,133	34,398	28,848
	Total	33,133	34,398	28,848
	Other - Medicaid	25,637	26,001	21,928
	Other - Van Pool	0	0	0
Waccamaw Region	Urban	266,442	349,530	452,029
	Rural	304,914	302,773	395,143
	Total	571,356	652,303	847,172
	Other - Medicaid	44,213	39,800	20,689
	Other - Van Pool	0	0	0
TOTAL STATEWIDE	Urban	8,401,127	8,524,837	8,653,721
	Rural	2,782,483	2,646,675	2,797,231
	Total	11,183,610	11,171,512	11,450,952
	Other - Medicaid	469,764	449,653	416,126
	Other - Van Pool	0	6,985	7,416



Table A-2: Statewide Annual Vehicle Revenue Miles - Urban vs Rural - FY 2009 to FY 2011

Region	Area	2009	2010	2011
Appalachian Region	Urban	1,652,020	1,718,076	1,870,522
	Rural	1,157,978	1,164,717	1,189,821
	Total	2,809,998	2,882,793	3,060,343
	Other - Medicaid	571,020	628,498	820,800
	Other - Van Pool	0	0	0
BCD Region	Urban	3,729,054	3,820,900	3,600,465
	Rural	825,489	951,262	978,497
	Total	4,554,543	4,772,162	4,578,962
	Other - Medicaid	702,181	824,233	990,841
	Other - Van Pool	0	0	0
Catawba Region	Urban	144,002	167,074	217,557
	Rural	862,517	298,700	224,184
	Total	1,006,519	465,774	441,741
	Other - Medicaid	227,012	229,758	275,968
	Other - Van Pool	0	0	0
Central Midlands Region	Urban	2,262,873	2,139,185	1,910,122
	Rural	446,333	385,485	378,539
	Total	2,709,206	2,524,670	2,288,661
	Other - Medicaid	509,802	508,351	503,252
	Other - Van Pool	0	0	0
Lowcountry Region	Urban	0	0	0
	Rural	969,042	629,672	629,969
	Total	969,042	629,672	629,969
	Other - Medicaid	0	0	0
	Other - Van Pool	0	0	0
Lower Savannah Region	Urban	199,585	135,632	130,014
	Rural	525,129	654,753	770,135
	Total	724,714	790,385	900,149
	Other - Medicaid	65,937	117,459	450,288
	Other - Van Pool	0	0	0
Pee Dee Region	Urban	259,128	362,036	435,479
	Rural	917,806	952,690	1,064,159
	Total	1,176,934	1,314,726	1,499,638
	Other - Medicaid	1,466,413	1,071,448	1,216,504
	Other - Van Pool	0	751	0
Santee Region	Urban	317,439	313,475	324,861
	Rural	719,058	654,561	765,402
	Total	1,036,497	968,036	1,090,263
	Other - Medicaid	596,431	552,477	461,737
	Other - Van Pool	0	26,754	41,929
Upper Savannah Region	Urban	0	0	0
	Rural	590,677	617,550	518,748
	Total	590,677	617,550	518,748
	Other - Medicaid	527,552	583,024	453,860
	Other - Van Pool	0	0	0
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
	Other - Van Pool	0	0	0
TOTAL STATEWIDE	Urban	9,189,030	9,370,629	9,187,292
	Rural	7,873,066	7,305,278	7,673,157
	Total	17,062,096	16,675,907	16,860,449
	Other - Medicaid	5,587,589	5,239,120	5,732,554
	Other - Van Pool	0	27,505	41,929



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

Region	Area	2009	2010	2011
Appalachian Region	Urban	112,464	115,319	128,071
	Rural	81,463	83,466	79,540
	Total	193,927	198,785	207,611
	Other - Medicaid	30,835	33,918	44,350
	Other - Van Pool	0	0	0
BCD Region	Urban	276,990	270,855	250,756
	Rural	39,624	47,245	47,604
	Total	316,614	318,100	298,360
	Other - Medicaid	72,713	67,097	54,023
	Other - Van Pool	0	0	0
Catawba Region	Urban	6,688	7,596	9,651
	Rural	26,262	16,296	12,660
	Total	32,950	23,892	22,311
	Other - Medicaid	9,812	11,302	13,537
	Other - Van Pool	0	0	0
Central Midlands Region	Urban	148,979	148,549	143,584
	Rural	20,186	18,986	18,539
	Total	169,165	167,535	162,123
	Other - Medicaid	23,373	23,720	23,204
	Other - Van Pool	0	0	0
Lowcountry Region	Urban	0	0	0
	Rural	28,325	27,795	27,647
	Total	28,325	27,795	27,647
	Other - Medicaid	0	0	0
	Other - Van Pool	0	0	0
Lower Savannah Region	Urban	7,091	7,239	6,757
	Rural	24,006	34,601	41,989
	Total	31,097	41,840	48,746
	Other - Medicaid	2,818	5,220	22,124
	Other - Van Pool	0	0	0
Pee Dee Region	Urban	11,132	16,632	17,736
	Rural	39,186	44,347	50,886
	Total	50,318	60,979	68,622
	Other - Medicaid	62,124	51,697	56,955
	Other - Van Pool	0	2	0
Santee Region	Urban	19,248	20,058	20,382
	Rural	31,116	30,104	33,365
	Total	50,364	50,162	53,747
	Other - Medicaid	25,533	24,641	20,171
	Other - Van Pool	0	1,084	1,580
Upper Savannah Region	Urban	0	0	0
	Rural	25,051	28,912	17,265
	Total	25,051	28,912	17,265
	Other - Medicaid	26,923	29,230	15,716
	Other - Van Pool	0	0	0
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
	Other - Van Pool	0	0	0
TOTAL STATEWIDE	Urban	610,990	628,642	624,043
	Rural	370,451	400,101	394,655
	Total	981,441	1,028,742	1,018,698
	Other - Medicaid	299,586	284,931	279,149
	Other - Van Pool	0	1,086	1,580



Charting a Course to 2040

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

Region	Area	2009	2010	2011
Appalachian Region	Urban	\$5,421,833	\$5,371,832	\$5,624,601
	Rural	\$3,204,178	\$3,908,733	\$3,872,695
	Total	\$8,626,011	\$9,280,565	\$9,497,296
	Other - Medicaid	\$958,951	\$1,383,717	\$1,110,729
	Other - Van Pool	\$0	\$0	\$0
BCD Region	Urban	\$12,812,213	\$9,884,294	\$12,393,501
	Rural	\$2,360,139	\$2,503,236	\$2,902,490
	Total	\$15,172,352	\$12,387,530	\$15,295,991
	Other - Medicaid	\$1,140,113	\$1,366,572	\$1,612,732
	Other - Van Pool	\$0	\$0	\$0
Catawba Region	Urban	\$371,105	\$346,723	\$592,933
	Rural	\$759,091	\$623,548	\$624,023
	Total	\$1,130,196	\$970,271	\$1,216,956
	Other - Medicaid	\$245,631	\$249,370	\$361,528
	Other - Van Pool	\$0	\$0	\$0
Central Midlands Region	Urban	\$6,997,721	\$10,688,570	\$11,311,310
	Rural	\$934,815	\$853,435	\$872,953
	Total	\$7,932,536	\$11,542,005	\$12,184,263
	Other - Medicaid	\$610,838	\$617,854	\$724,563
	Other - Van Pool	\$0	\$0	\$0
Lowcountry Region	Urban	\$0	\$0	\$0
	Rural	\$2,166,843	\$2,384,881	\$2,143,890
	Total	\$2,166,843	\$2,384,881	\$2,143,890
	Other - Medicaid	\$0	\$0	\$0
	Other - Van Pool	\$0	\$0	\$0
Lower Savannah Region	Urban	\$341,154	\$308,722	\$328,333
	Rural	\$580,556	\$914,574	\$1,312,280
	Total	\$921,710	\$1,223,296	\$1,640,613
	Other - Medicaid	\$220,220	\$231,260	\$846,448
	Other - Van Pool	\$0	\$0	\$0
Pee Dee Region	Urban	\$577,004	\$755,767	\$891,962
	Rural	\$2,031,168	\$1,308,630	\$1,318,555
	Total	\$2,608,172	\$2,064,397	\$2,210,517
	Other - Medicaid	\$3,220,142	\$4,190,706	\$3,173,886
	Other - Van Pool	\$0	\$719	\$0
Santee Region	Urban	\$854,456	\$988,850	\$1,048,347
	Rural	\$2,256,809	\$1,608,809	\$1,986,823
	Total	\$3,111,265	\$2,597,659	\$3,035,170
	Other - Medicaid	\$1,492,317	\$1,212,037	\$841,823
	Other - Van Pool	\$0	\$209,267	\$262,583
Upper Savannah Region	Urban	\$0	\$0	\$0
	Rural	\$442,149	\$564,088	\$511,759
	Total	\$442,149	\$564,088	\$511,759
	Other - Medicaid	\$473,621	\$606,886	\$588,722
	Other - Van Pool	\$0	\$0	\$0
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
	Other - Van Pool	\$0	\$0	\$0
TOTAL STATEWIDE	Urban	\$28,838,368	\$29,842,292	\$33,683,161
	Rural	\$16,901,565	\$17,055,961	\$17,277,587
	Total	\$45,739,933	\$46,898,253	\$50,960,748
	Other - Medicaid	\$9,882,817	\$11,092,419	\$10,622,503
	Other - Van Pool	\$0	\$209,986	\$262,583



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*



Charting a Course to 2040

<ul style="list-style-type: none"> ▪ Are there specific projects/services in your community or in South Carolina that are successful examples of public transit, bicycle, or pedestrian coordination?
<ul style="list-style-type: none"> • <i>Lexington-Irmo trail system</i> <ul style="list-style-type: none"> ○ <i>long continuous system</i> ○ <i>good connection</i> • <i>1% sales tax – Beaufort – great projects</i> • <i>East Coast greenway</i> • <i>Palmetto Trail</i> <ul style="list-style-type: none"> ○ <i>Ecotourism</i> • <i>Swamp Rabbit - Greenville</i> <ul style="list-style-type: none"> ○ <i>TR</i> ○ <i>high use</i> ○ <i>economic development</i> ○ <i>public-private partnership</i> ○ <i>restrooms/parking</i> ○ <i>economic benefits</i> • <i>Charleston</i> <ul style="list-style-type: none"> ○ <i>Cruise ship impact mitigation</i> ○ <i>300K riders on trolley</i> ○ <i>IM</i> ○ <i>CVB, Ports/Chas/CARTA</i> • <i>Multiuse paths in Hilton Head</i> <ul style="list-style-type: none"> ○ <i>spend tourist on infrastructure</i> • <i>NCDOT document economic benefits of bikes</i> • <i>Local ordinance allowing bikes on sidewalk</i> • <i>CAT connections to other cities</i>

<ul style="list-style-type: none"> ▪ Do you believe there is community/public and political support for public transit, bicycles, and pedestrian projects?
<ul style="list-style-type: none"> • <i>No; not enough.</i>

<p>How do we build community and political support for public transit, bicycles, and pedestrian projects?</p>
<ul style="list-style-type: none"> • <i>Local grass roots organizations to support projects</i> • <i>Advocacy</i> • <i>Success stories – promote successful projects across the state to show where coordination has worked and is a great example for all levels of government</i> • <i>DOT sponsored PDAs</i> • <i>Use communication methods</i> <ul style="list-style-type: none"> ○ <i>Internet</i> • <i>Realize new ways of thinking – outside the box</i> <ul style="list-style-type: none"> ○ <i>Communication</i> ○ <i>young people</i> • <i>“Communities for cycling” brings together various – BMP</i> • <i>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</i>



Charting a Course to 2040

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: SOUTH CAROLINA LOCAL SALES AND USE TAXES

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

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

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

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

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

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

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

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

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



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

CHART 1: COUNTY SALES AND USE TAXES¹³

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

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



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



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



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



CHART 2: CATAWBA INDIAN RESERVATION TRIBAL TAX¹⁴

SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES								
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 TAXES¹⁵

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.