



Charting a Course to 2040

SOUTH CAROLINA MULTIMODAL TRANSPORTATION PLAN

Regional Transit & Coordination Plan

CENTRAL MIDLANDS REGION

Prepared for:



Prepared by:



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1 INTRODUCTION

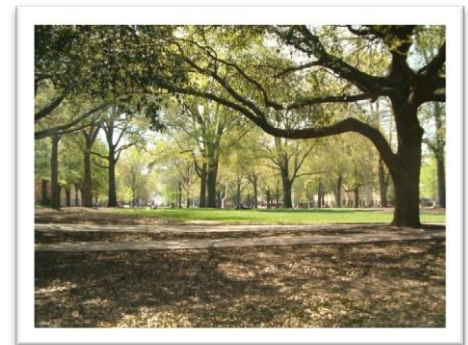
1.1 Overview

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

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

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

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

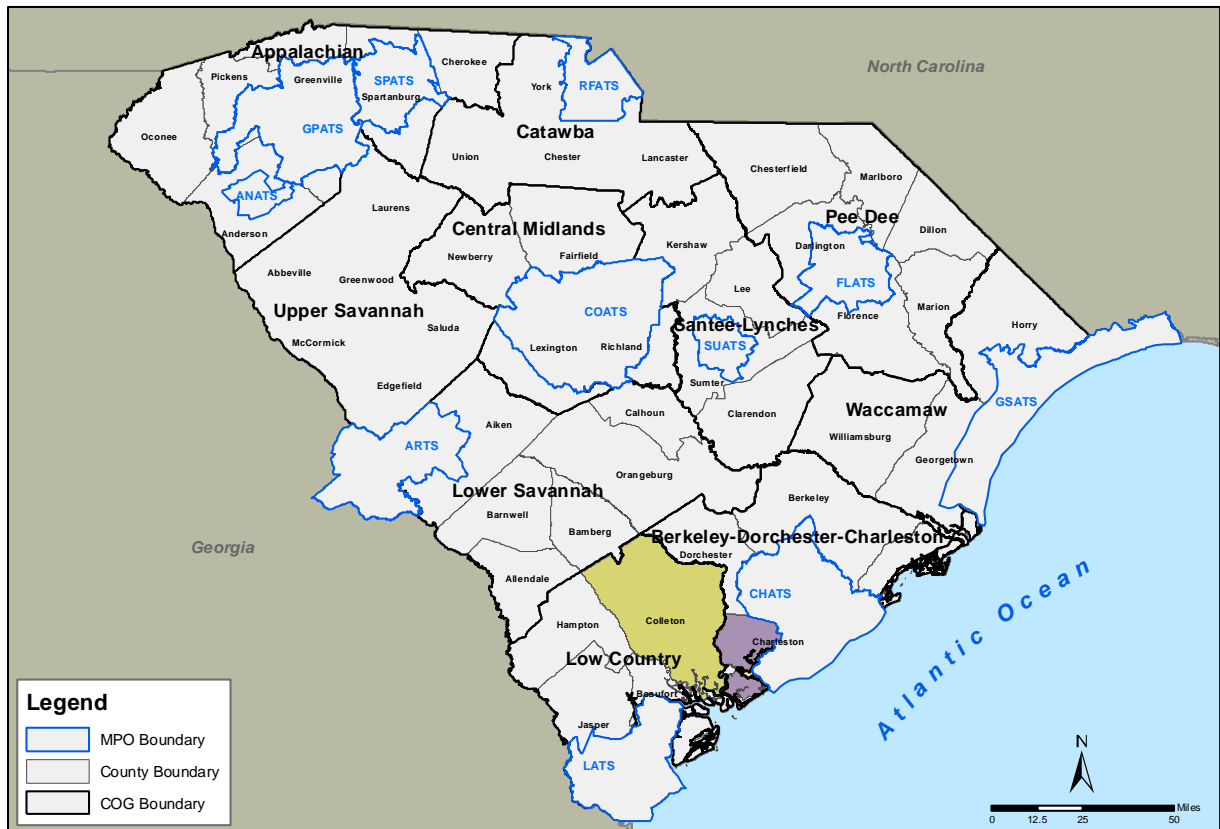


A key transportation strategy for the South Carolina Department of Transportation (SCDOT) is to develop multimodal options for residents and visitors in all areas of the state, including public transportation. Many regions in the state have adopted policies that focus on addressing both existing transportation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

1.2 Community Summary

The Central Midlands Regional Transit & Coordination Plan includes the following counties in the center of South Carolina: Fairfield, Lexington, Newberry, and Richland. **Figure 1-1** illustrates the 10 COG areas across the state of South Carolina.

Figure 1-1: South Carolina MPOs and COGs



The demographic characteristics of the Central Midlands region include the large urban area of Columbia and its surrounding suburban areas, which dominate this region in terms of population, with Richland and Lexington Counties having much higher populations than Fairfield and Newberry Counties. Residents from throughout the region (and from outside the region as well) travel to Richland County for job opportunities.

A brief review of demographic and economic characteristics of the study area is presented as a basis for evaluating the Central Midlands Region’s 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 70 percent greater than the nation’s, but comparable to nearby states. Population totals and growth rates in the past two decades are shown in **Table 1-1** for South Carolina, nearby states, and the country as a whole.

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

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

Source: U.S. Census Bureau

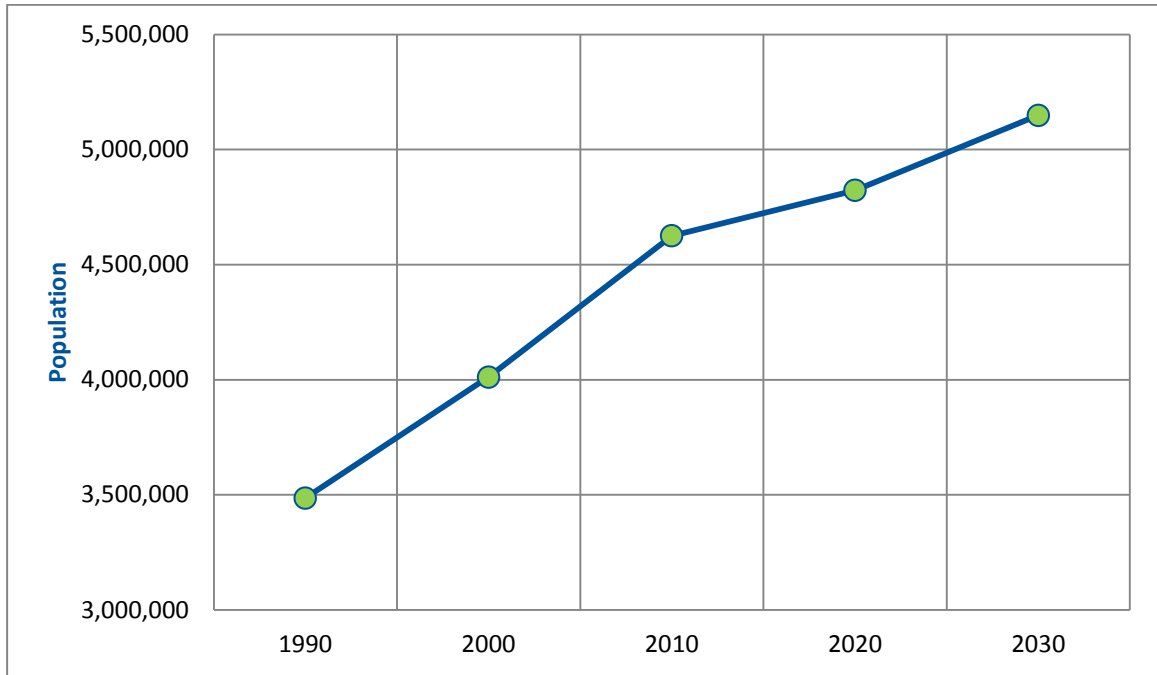
The future population of South Carolina is projected to increase over the next two decades, but at a slower rate than adjacent states and slower than the United States, as shown in **Table 1-2** and **Figure 1-2**. This projection reverses the trend seen from 1990 to 2010, as South Carolina population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

Table 1-2: Population Projections, 2010 – 2030

State	Population ⁽¹⁾		Total Percent Growth 2010-2030
	2020	2030	
South Carolina	4,822,577	5,148,569	11.1%
North Carolina	10,709,289	12,227,739	
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 2010-2030
	2010-2020	2020-2030	
South Carolina	0.4%	0.7%	11.1%
North Carolina	1.2%	1.4%	
Tennessee	0.7%	0.9%	15.7%
Georgia	1.2%	1.1%	
Alabama	-0.1%	0.3%	2.0%
United States	1.1%	0.9%	

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 growth in population in South Carolina over the last 20 years has not been evenly distributed throughout the state. The growth in the Central Midlands Region and the nine other regions is shown in **Table 1-3**. All COG regions experienced growth from 1990 to 2010, with the Central Midlands Region experiencing a 1.72 percent growth from 1990 to 2000. The following decade had significantly higher growth at 1.88 percent. Population projections by county are shown in **Table 1-4**.

Table 1-3: Population Growth by Council of Government

Council of Government Areas	Population			Annual Growth	
	1990	2000	2010	90-00	00-10
Central Midlands COG	508,798	596,253	708,359	1.72%	1.88%
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%
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

Table 1-4: Central Midlands Region Population Growth by County

Central Midlands COG	Population			
	2000	2010	2030	2040
Fairfield County	23,454	23,956	24,500	29,400
Lexington County	216,014	262,391	333,200	365,300
Newberry County	36,108	37,508	39,800	45,600
Richland County	320,677	384,504	456,000	499,900
Total	596,253	708,359	853,500	940,200

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

As shown in the above tables, the Central Midlands region reported approximately 708,400 persons in 2010, with the most populated county being Richland with 54 percent and Lexington with 37 percent of the population. The remaining counties tend to be rural in nature. Quality of life is an important factor in the Central Midlands region. From the urban core of Columbia to the region’s hills and lakes, the historical, cultural and recreational amenities are abundant. These amenities along with affordable housing, shopping centers, healthcare, and educational facilities draw people to the region.

Although the Central Midlands Region has experienced significant population growth in the past decade, the distribution of that growth has been uneven within the region. Richland and Lexington counties experienced accelerated growth, while Fairfield and Newberry counties experienced small population increases. For the foreseeable future Richland and Lexington counties are expected to have strong growth, while Fairfield and Newberry will also increase, but not as quickly as the more urban counties.

1.2.2 Economic Summary

The first few years of the 20th century saw Columbia emerge as a regional textile manufacturing center. Today, the central midlands region includes a diverse economy spanning two rural and two urban counties. The region contains economic clusters that range from insurance technology to nuclear power and hydrogen fuel cell technology. Over the last three decades there was a period of sustained economic growth throughout the region. Economic and employment growth emerged from the addition of new service-providing firms and expansion of existing industries. While the region’s competitive strengths and location of new industries have supported the growth of the 1980s, 1990s, and the early part of the 2000s, growth has slowed and even declined in some counties during the past five years. The manufacturing sector has been especially hard hit, with a number of major plant shutdowns in the region.¹

While manufacturing continues to be a major industry in the region, the impact of a global economy is reshaping the future. The days of low-skilled, labor intensive manufacturing are largely over, as that type of industry has moved to the international markets. What remains is a growing manufacturing base that is greatly automated and requires a technically trained, highly skilled workforce.

¹ http://www.centralmidlands.org/pdf/CEDS_DRAFT_4-20-12.pdf.

In addition to manufacturing, corporate headquarters, services, and tourism now play a major role in the region’s economic viability. The majority of jobs in the region are in service-producing industries, which has increased by approximately three percent since 2000. Over 70 percent of the region’s jobs are in this sector, followed by Goods Producing (17%) and Government (8%).² Both the Goods Producing and Government Sectors have decreased in jobs since 2000. These data highlight the shift from manufacturing to service industries that has occurred in the past several years.

Just as population trends varied county by county within the region, likewise employment sectors vary as well. This is primarily due to the same factors that impacted population trends within the region, coupled with the more rural nature of Fairfield and Newberry counties. Annual employment projections from SC Works online website indicated a 1.3 percent growth in employment for the state, which is projected through 2020. **Table 1-5** presents the largest employers with over 2,000 employees in the Central Midlands region.

Table 1-5: Central Midlands 10 Largest Employers³

Central Midlands COG	Product/Service	Employees
Palmetto Health Alliance	Health Care	9,300
Blue Cross & Blue Shield of SC	Insurance	6,900
Lexington Medical Center	Health Care	4,794
University of South Carolina	State	4,500
Wal-Mart	Retail	4,500
Fort Jackson (civilian personnel)	Military Base	3,842
UPS	Distribution	3,788
Dept. of Mental Health	State	3,179
Bell South	Utility	2,852
Dept. of Corrections	State	2,819
Dept. of Health & Environ. Control	State	2,228
SCANA & SCE&G	Utility	2,210
Humana/TriCare	Insurance	2,100

1.2.3 Income

In 2010, the average salary for all industries in the Central Midlands Region was \$39,125, approximately 81 percent of the US average salary of \$48,040. The highest paying industries in the region were Information (average salary of \$55,267), Wholesale Trade (\$46,875), and Manufacturing (\$46,493). At the county level, Fairfield County had the highest average salary within the Central Midlands Region at \$44,857. Richland County was second with \$42,710. At \$32,614, Newberry County had the lowest average in the region.

² Stet.

³ <http://www.centralmidlands.org/largestemployers.asp>.

The 2010 per capita income for the United States reported \$39,937 and the Central Midlands Region reported \$31,979. At the county level, all counties trail the US median household income, but Fairfield and Newberry are below the state average of \$31,646.⁴

During the 1990s to 2000, the Central Midlands Region had unemployment rates similar to the US national rate of less than eight percent. Beginning in 2001, however, as the remainder of the major textile industry locations within the region began to shut down, the gap began to widen with unemployment rates remaining approximately double that of the US between 2003 and 2008. With the added impact of the recession being fully realized in the area by 2008 and the collapse in population and housing growth in the region, unemployment rates rose in line with the US between 2009 and 2011, but the gap between the regional rate and the US rate widened greatly compared to that of the nation. In 2010, the regional unemployment rate averaged 10.5 percent, which is significantly higher than the average unemployment rate of the prior decade.⁵

While the Central Midlands region escaped the worst of the housing downturn and ensuing financial crisis, the recession did impact the local economy in important ways. The days of low-skilled, labor intensive manufacturing are largely over as that type of industry has moved offshore. What remains is a growing manufacturing base that is greatly automated and requires a technically trained, highly skilled workforce. While large scale manufacturing operations continue to locate nationally, much of the new manufacturing is anticipated to be smaller entrepreneurial firms that will require a computer literate, technically trained workforce, along with access to capital. Other sectors that will drive where future economic expansion takes place include major distribution facilities, information-based support technologies and marketing services, and research and development facilities.

⁴ http://www.centralmidlands.org/pdf/CEDS_DRAFT_4-20-12.pdf.

⁵ Stet.



2 EXISTING TRANSIT IN THE CENTRAL MIDLANDS REGION

2.1 Overview

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

Four public transit providers operate in the Central Midlands region:

- **Central Midlands Regional Transit Authority (CMRTA)**, now known as the Comet, provides fixed route and complementary paratransit service in the Columbia urbanized area, including portions of Richland and Lexington Counties.
- **Fairfield County Transit System (FCTS)** offers deviated fixed route service and demand response service to residents of Fairfield County.
- **Newberry County Council on Aging (NCCOA)** offers general public demand response transit services to residents of Newberry County on a space-available basis.
- **Santee Wateree Regional Transit Authority at Lower Richland (SWRTA at LR)** provides peak hour commuter service between the Eastover area of Richland County and destinations in Columbia.

Some level of general public transit service is available in each of the region's four counties, although the vast majority of service is based in Richland County. Most of the regular fixed route service is concentrated in and around Columbia. The services offered by the Newberry County Council on Aging were not included in the last statewide plan. A recent local options sales tax passed in Richland County will provide additional funding to the CMRTA, who implement service cuts in recent years.

The total number of vehicles in the region has increased notably since 2005, and part of that increase is due to the addition of service by Newberry COA.



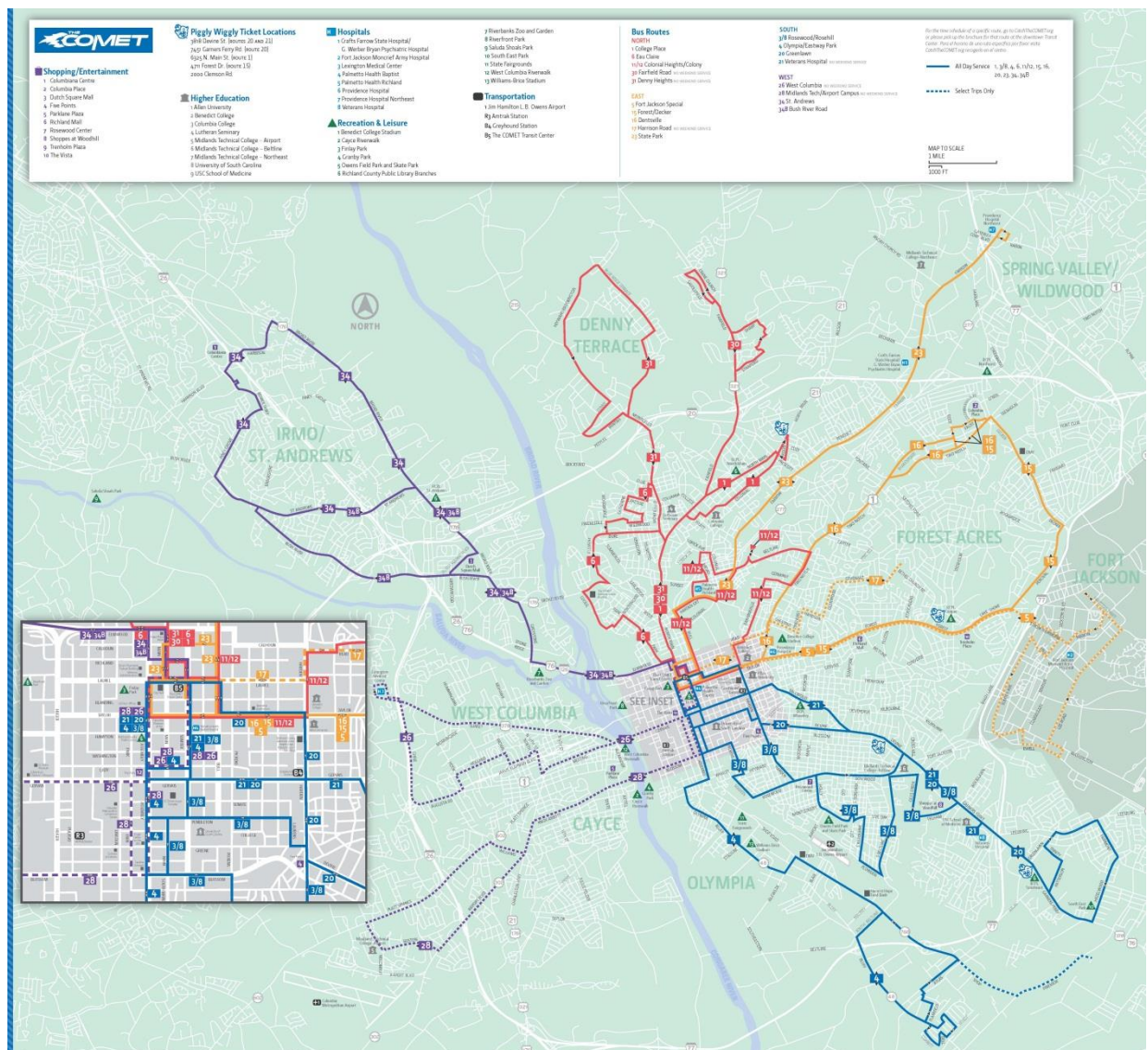
The numbers of passengers and revenue vehicle miles in the region have decreased recently, primarily due to decreases for CMRTA. The revenue vehicle hours have remained mostly constant. Since the last statewide plan, ridership, revenue vehicle miles, and revenue vehicle hours have decreased.

2.2 Existing Transit Services

2.2.1 Central Midlands Regional Transportation Authority (CMRTA – aka the Comet)

The CMRTA provides fixed route service within Richland County and portions of Lexington County. Much of this service is provided within the City of Columbia with operations reaching into the communities of Cayce, West Columbia, Forest Acres, Arcadia Lakes, Springdale, St. Andrews area, and Harbison area. CMRTA current routes are shown in **Figure 2-1**. Service is provided from 6:30 am - 6:30 pm, Monday through Friday, and 7:30 am – 5:30 pm on Saturdays with 60-minute headways.

Figure 2-1: CMRTA Fixed Route Services





CMRTA also provides complementary paratransit service known as DART. The service is a curbside-to-curb, advance reservation, shared-ride transportation service. There are no restrictions on the purpose or frequency of reservations. Riders going in the same general direction are grouped together to share rides. The DART base fare is \$3.00 per one-way trip. A fleet of small buses provides DART service. Each bus is equipped with wheelchair lifts and can accommodate four wheelchairs.



To qualify for DART service, applicants must be unable to independently access and/or use CMRTA fixed route systems. Those who wish to use the DART system can be certified as eligible by completing an application and following the short eligibility review process.

Base fare is \$1.50, with a \$0.25 charge for transfers. Bike racks are available on all busses. In FY 2011, the CMRTA provided 1,862,403 passenger trips, with 143,584 revenue vehicle hours. CMRTA recorded approximately 1,910,122 revenue vehicle miles. A recent local options sales tax passed in Richland County will provide additional funding to the Central Midlands RTA which has had to implement cuts in recent years.

2.2.2 Fairfield County Transit System

The Fairfield County Transit System, under the auspices of Fairfield County, operates a deviated fixed route transportation service. The system is managed from Winnsboro. Six routes serve Columbia, Greenbrier-Rion, Monticello, Salem Cross Road/Blair, Mitford/Great Falls, Ridgeway, and Winnsboro. Some routes operate every weekday, and the balance operates on selected weekdays.

Service times vary by route with system operation spanning from 4:30 am – 6:30 pm. The base fare is \$1.50, with route deviation service available to the general public for an extra charge of \$0.50. In fiscal year (FY) 2011, ridership was reported at 7,110 annual trips with 1,052 revenue vehicle hours, and over 14,942 revenue vehicle miles. Fairfield County Transit also recorded 16,103 Medicaid passenger trips in FY 2011.

2.2.3 Santee Wateree Regional Transportation Authority at Lower Richland

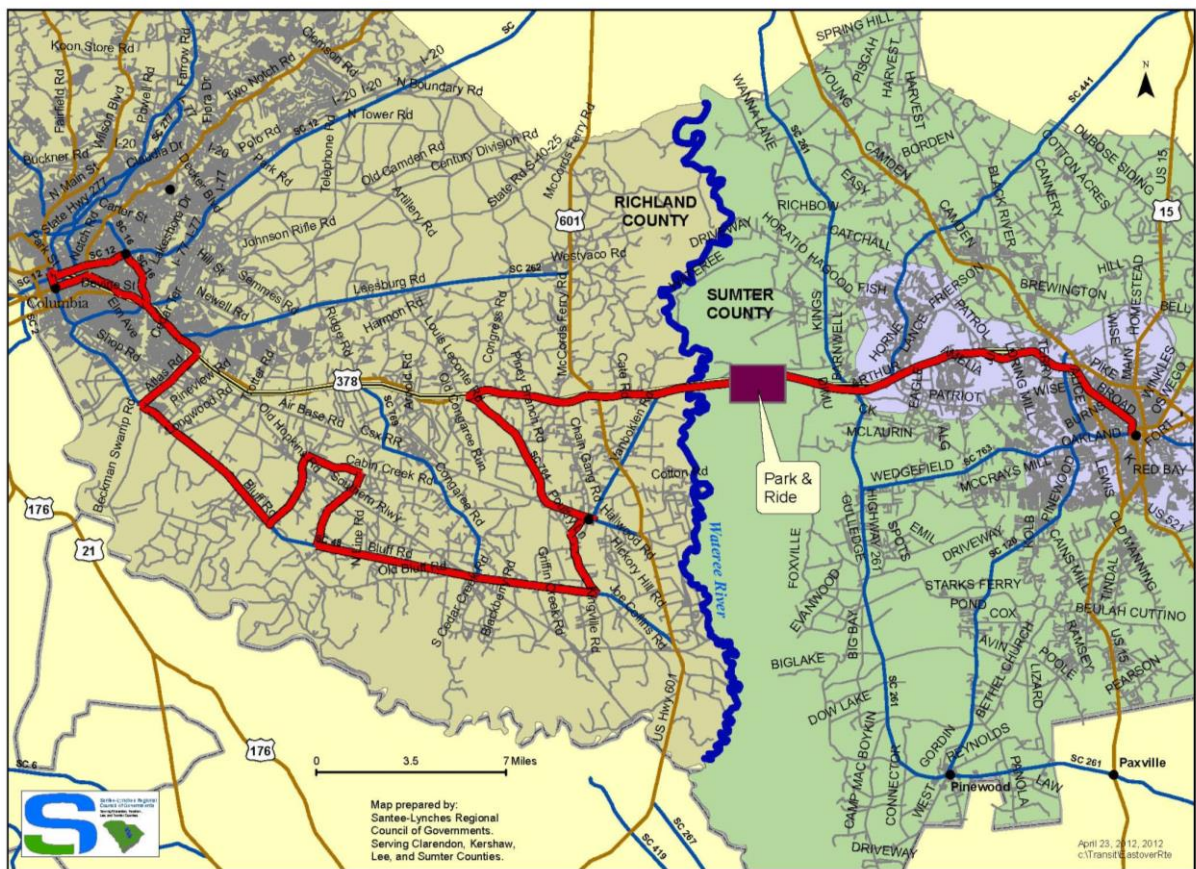
The Santee Wateree Regional Transportation Authority (SWRTA) is the public transportation provider in Clarendon, Kershaw, Lee and Sumter counties. The agency provides fixed route bus and ADA services in the City of Sumter, which includes services to the Cherryvale and Shaw Air Force Base Communities. SWRTA also provides Medicaid transportation services in Calhoun, Clarendon, Kershaw, Lee, Orangeburg and Sumter counties. Commuter services are available to Myrtle Beach from Clarendon, Lee and Sumter; from Eastover to Columbia (Lower Richland); and from Sumter to Lugoff and Bishopville to Lugoff.



SWRTA also provides demand response (paratransit service), which operates in the urban and rural areas of the counties. Paratransit service offers county residents accessible transportation options to ride any of these county routes on a space available basis. SWRTA provides a vanpool service from Sumter to Columbia with SmartRide services from Camden to Columbia.

As discussed above, the Santee Wateree RTA generally operates in the Santee-Lynches region, but is discussed in this Central Midlands plans due to service into Columbia. The Eastover route, shown in **Figure 2-2**, provides service in lower Richland County Monday through Friday during peak morning and afternoon hours. In FY 2011, the Lower Richland route provided 8,885 passenger trips, with 3,933 revenue vehicle hours and approximately 103,485 revenue vehicle miles in a nonurbanized area. The base fare is \$1.50, with weekly and monthly passes also available.

Figure 2-2: Santee Wateree RTA – Eastover Route



SWRTA also operates the Camden/Lugoff SmartRide program. The service runs Monday through Friday with peak morning and afternoon trips. The base fare is \$2.00 for each one-way trip.

2.2.4 Newberry County Council on Aging (COA)

The Newberry County COA provides demand response service in the rural areas of Newberry County, Monday through Saturday from 6:00 am – 6:00 pm. The base fare is \$2.00 per round trip if the entire trip is within the County.

Newberry County COA promotes the Newberry Express SmartRide, which is operated by the Newberry COA and operates Monday through Friday as a commuter route with stops in Newberry, Little Mountain, Chapin, and Columbia. The fare is \$4.00 per ride or \$30.00 per week. In FY 2011, Newberry County COA provided 27,511 passenger trips, with 13,554 revenue vehicle hours, and over 260,112 revenue vehicle miles in a nonurbanized area. In FY 2011, the agency also provided 16,759 Medicaid passenger trips.

2.3 Regional Trends and Summary

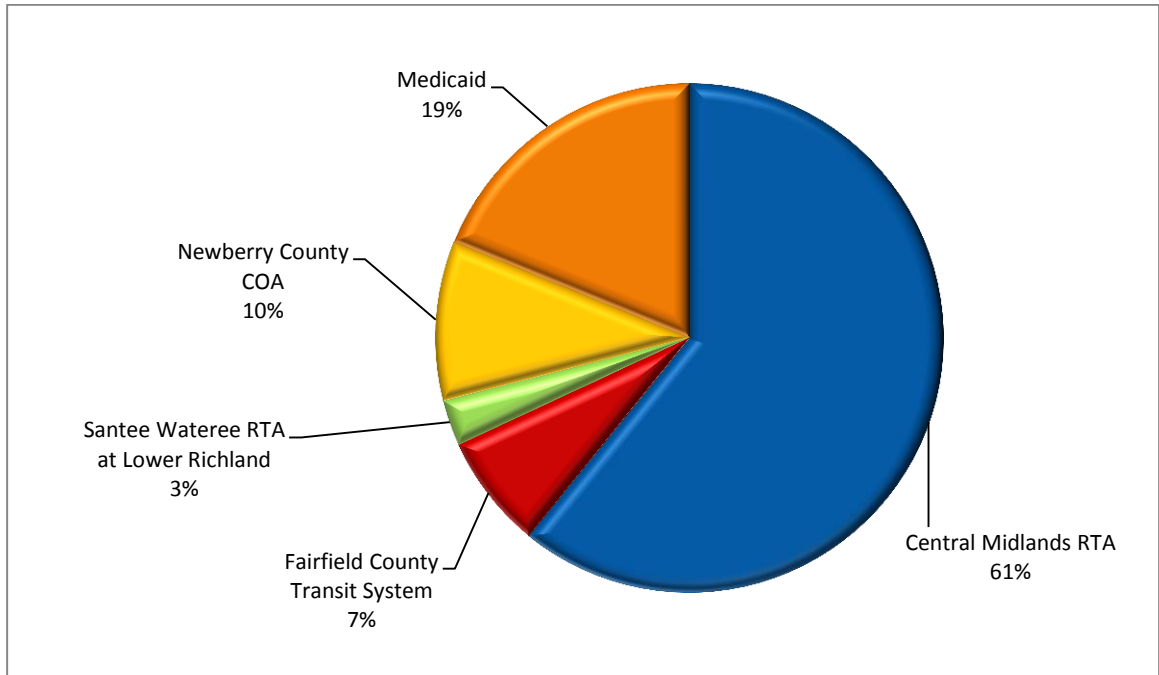
2.3.1 Vehicle Trends

Table 2-1 presents the total number of vehicles in the fleet for each system and peak number of vehicles. The Central Midlands Region has a total 2011 fleet for public transportation of 82 vehicles, with an additional 13 vehicles used for Medicaid service. During the peak hours, 56 of the 82 vehicles are in operation across the region (**Figure 2-3**). **Appendix A** provides detailed information for peak vehicles, broken out by urban versus rural areas.

Table 2-1: Central Midlands Region Vehicles, FY 2009 to FY 2011

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Central Midlands RTA	Fixed Route	33	45	31	43	28	41
	Demand Response	15	22	15	22	14	25
	Total	48	67	46	65	42	66
Fairfield County Transit System	Fixed Route	5	5	5	7	5	5
	Demand Response	0	0	0	0	0	0
	Total	5	5	5	7	5	5
	Other - Medicaid	5	5	5	5	5	5
Santee Wateree RTA at Lower Richland	Fixed Route	1	1	1	1	1	1
	Demand Response	1	1	1	1	1	1
	Total	2	2	2	2	2	2
Newberry County COA	Fixed Route	3	3	2	3	2	3
	Demand Response	7	7	7	7	5	6
	Total	10	10	9	10	7	9
	Other - Medicaid	8	8	8	8	8	8
Total Central Midlands Region	Fixed Route	42	54	39	54	36	50
	Demand Response	23	30	23	30	20	32
	Total	65	84	62	84	56	82
	Other - Medicaid	13	13	13	13	13	13

Figure 2-3: Central Midlands Region Peak Vehicles



2.3.2 Ridership and Service Trends

Table 2-2, Figure 2-4 and Figure 2-5 present the annual passenger trips by transit agency and a summary for the region. In the past three years, ridership has decreased overall for the region for public transportation services, primarily due to decreases in ridership for CMRTA. Medicaid transportation ridership has remained stable during that same time period.

Detailed information for the breakout of urban verses rural data is shown in Appendix A. Urban system ridership is approximately 1,900,000 annually with anticipation of future growth in lieu of the recent sales tax initiative. Rural ridership has decreased from approximately 52,000 annual trips to approximately 43,500 annual trips over the past three years.

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

Agency	Service	2009	2010	2011
Central Midlands RTA	Fixed Route	2,074,364	1,908,088	1,797,829
	Demand Response	80,311	73,473	64,574
	Total	2,154,675	1,981,561	1,862,403
Fairfield County Transit System	Fixed Route	5,503	6,985	7,110
	Demand Response	0	0	0
	Total	5,503	6,985	7,110
	Other - Medicaid	18,450	16,796	16,103
Santee Wateree RTA at Lower Richland	Fixed Route	8,784	7,022	7,499
	Demand Response	1,947	1,347	1,386
	Total	10,731	8,369	8,885
Newberry County COA	Fixed Route	14,153	11,782	12,072
	Demand Response	14,202	15,123	15,439
	Total	28,355	26,905	27,511
	Other - Medicaid	13,223	15,996	16,759
Total Central Midlands Region	Fixed Route	2,102,804	1,933,877	1,824,510
	Demand Response	96,460	89,943	81,399
	Total	2,199,264	2,023,820	1,905,909
	Other - Medicaid	31,673	32,792	32,862

Figure 2-4: Central Midlands Region Ridership Trends

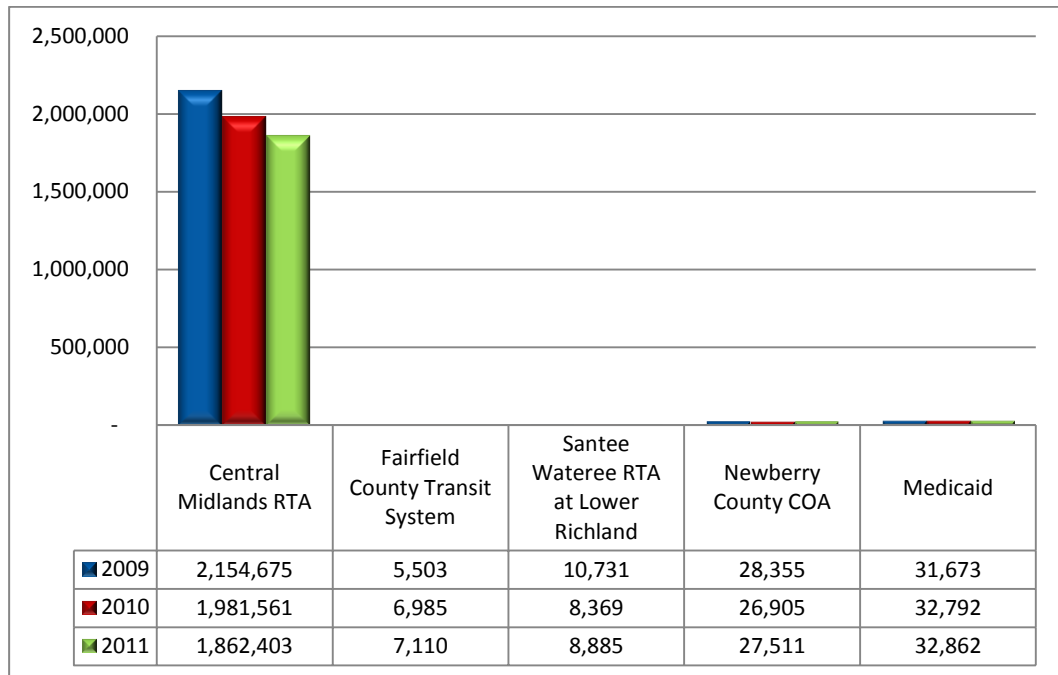
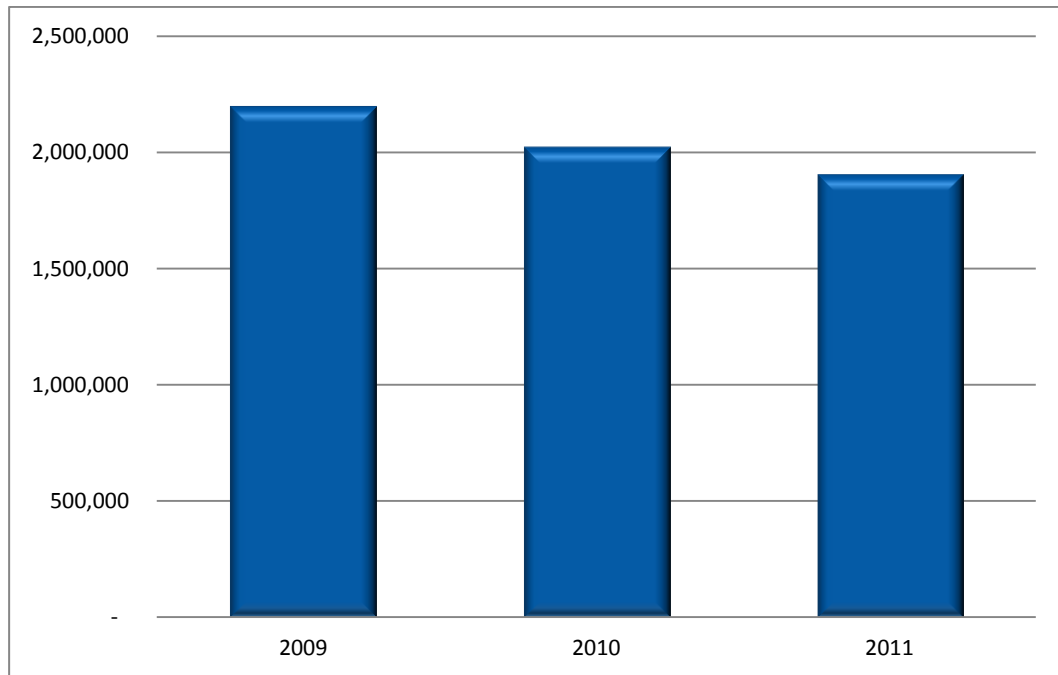


Figure 2-5: Central Midlands Region Public Transportation Ridership



Tables 2-3, Figures 2-6, and Figures 2-7 present the annual vehicle revenue miles.

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

Agency	Service	2009	2010	2011
Central Midlands RTA	Fixed Route	1,656,944	1,483,872	1,312,960
	Demand Response	652,715	655,313	597,162
	Total	2,309,659	2,139,185	1,910,122
Fairfield County Transit System	Fixed Route	17,946	24,369	14,942
	Demand Response	0	0	0
	Total	17,946	24,369	14,942
	Other - Medicaid	215,451	196,801	199,262
Santee Wateree RTA at Lower Richland	Fixed Route	66,145	61,061	73,173
	Demand Response	31,642	22,636	30,312
	Total	97,787	83,697	103,485
Newberry County COA	Fixed Route	59,606	68,366	70,139
	Demand Response	224,208	209,053	189,973
	Total	283,814	277,419	260,112
	Other - Medicaid	294,351	311,550	303,990
Total Central Midlands Region	Fixed Route	1,800,641	1,637,668	1,471,214
	Demand Response	908,565	887,002	817,447
	Total	2,709,206	2,524,670	2,288,661
	Other - Medicaid	509,802	508,351	503,252

Figure 2-6: Central Midlands Region Annual Vehicle Revenue Miles

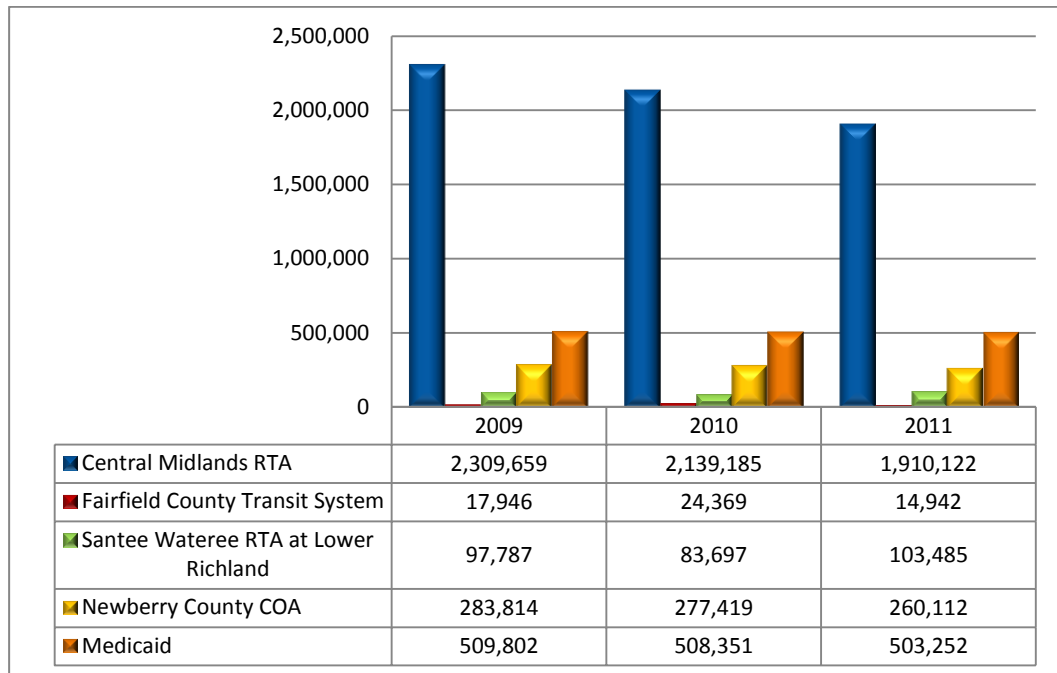


Figure 2-7: Annual Vehicle Revenue Miles Trends

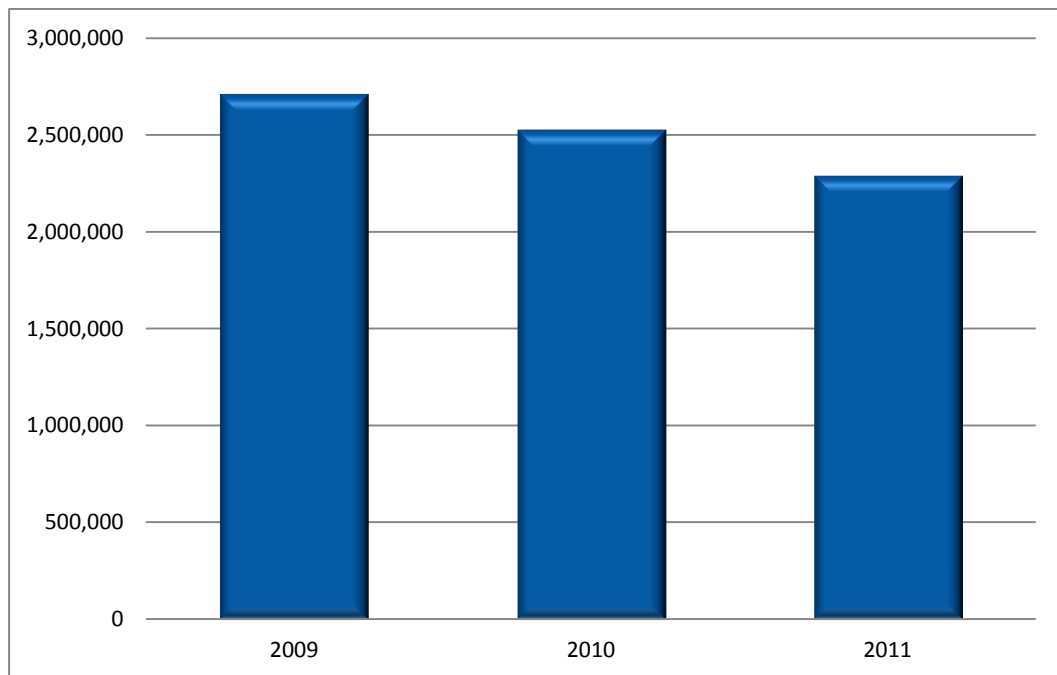


Table 2-4, Figure 2-8, and Figure 2-9 present the annual vehicle revenue hours. The annual vehicle revenue miles and annual vehicle revenue hours have decreased from 2009 to 2011.

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

Agency	Service	2009	2010	2011
Central Midlands RTA	Fixed Route	112,958	110,984	111,136
	Demand Response	37,177	37,565	32,448
	Total	150,135	148,549	143,584
Fairfield County Transit System	Fixed Route	617	1,068	1,052
	Demand Response	0	0	0
	Total	617	1,068	1,052
	Other - Medicaid	7,748	6,842	7,155
Santee Wateree RTA at Lower Richland	Fixed Route	2,436	2,272	2,729
	Demand Response	1,237	1,067	1,204
	Total	3,672	3,339	3,933
Newberry County COA	Fixed Route	1,730	2,163	2,184
	Demand Response	13,011	12,416	11,370
	Total	14,741	14,579	13,554
	Other - Medicaid	15,625	16,878	16,049
Total Central Midlands Region	Fixed Route	117,741	116,487	117,101
	Demand Response	51,425	51,048	45,022
	Total	169,165	167,535	162,123
	Other - Medicaid	23,373	23,720	23,204

Figure 2-8: Central Midlands Region Annual Vehicle Revenue Hours

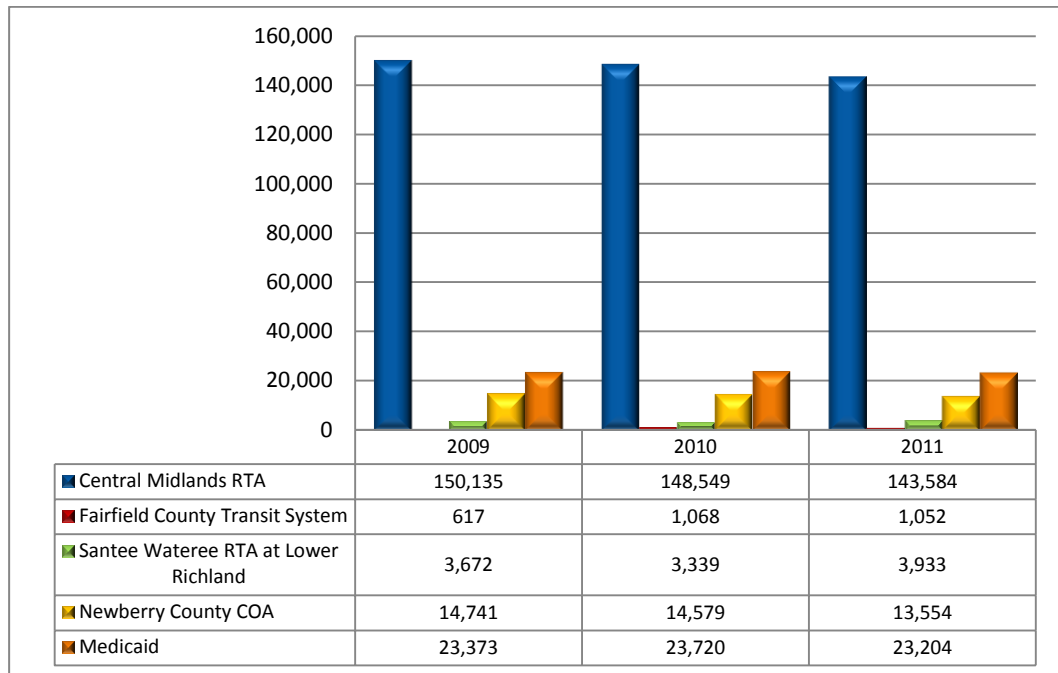
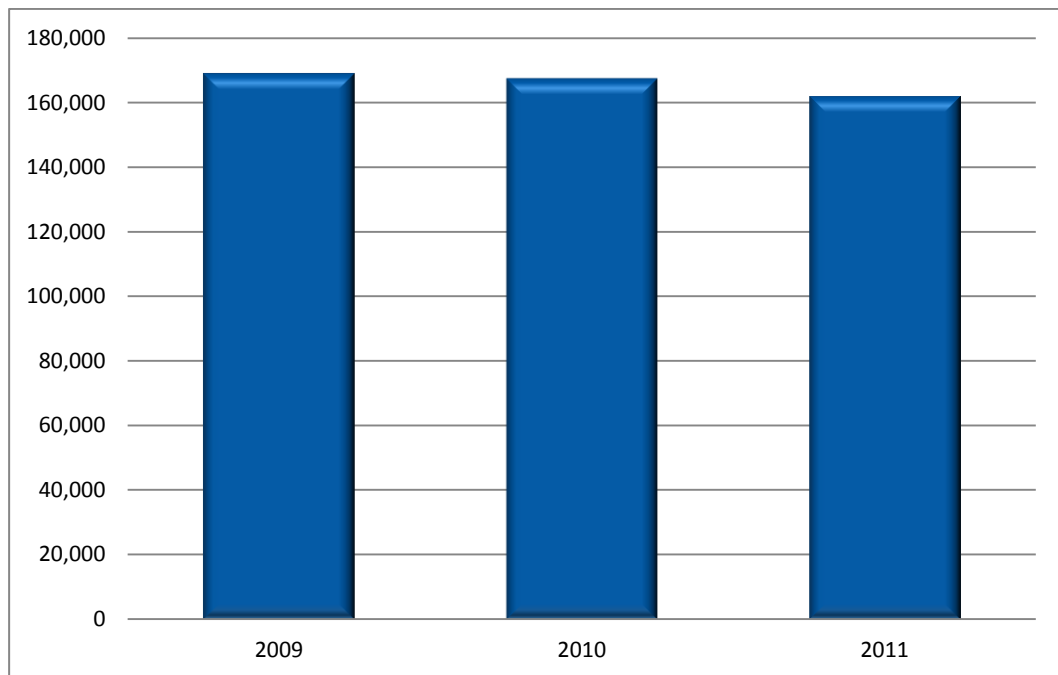


Figure 2-9: Central Midlands Region Annual Vehicle Revenue Hours Trends



2.3.3 Trends in Expenditures, Efficiency, and Effectiveness

Table 2-5 and **Figures 2-10** and **2-11** present the operating/administration expenditures for each transit agency and for the Central Midlands region. Overall costs have increased in the region for fixed route, paratransit, and Medicaid services.

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

Agency	Service	2009	2010	2011
Central Midlands RTA	Fixed Route	\$5,132,991	\$7,824,951	\$8,240,453
	Demand Response	\$1,864,730	\$2,863,619	\$3,070,857
	Total	\$6,997,721	\$10,688,570	\$11,311,310
Fairfield County Transit System	Fixed Route	\$259,855	\$263,656	\$225,805
	Demand Response	\$0	\$0	\$0
	Total	\$259,855	\$263,656	\$225,805
	Other - Medicaid	\$228,729	\$220,909	\$315,830
Santee Wateree RTA at Lower Richland	Fixed Route	\$142,917	\$143,577	\$152,032
	Demand Response	\$126,737	\$87,999	\$78,320
	Total	\$269,654	\$231,576	\$230,352
Newberry County COA	Fixed Route	\$184,648	\$125,101	\$139,297
	Demand Response	\$220,658	\$233,102	\$277,499
	Total	\$405,306	\$358,203	\$416,796
	Other - Medicaid	\$382,109	\$396,945	\$408,733
Total Central Midlands Region	Fixed Route	\$5,720,411	\$8,357,285	\$8,757,587
	Demand Response	\$2,212,125	\$3,184,720	\$3,426,676
	Total	\$7,932,536	\$11,542,005	\$12,184,263
	Other - Medicaid	\$610,838	\$617,854	\$724,563

Figure 2-10: Central Midlands Region Annual Operating/Admin Costs

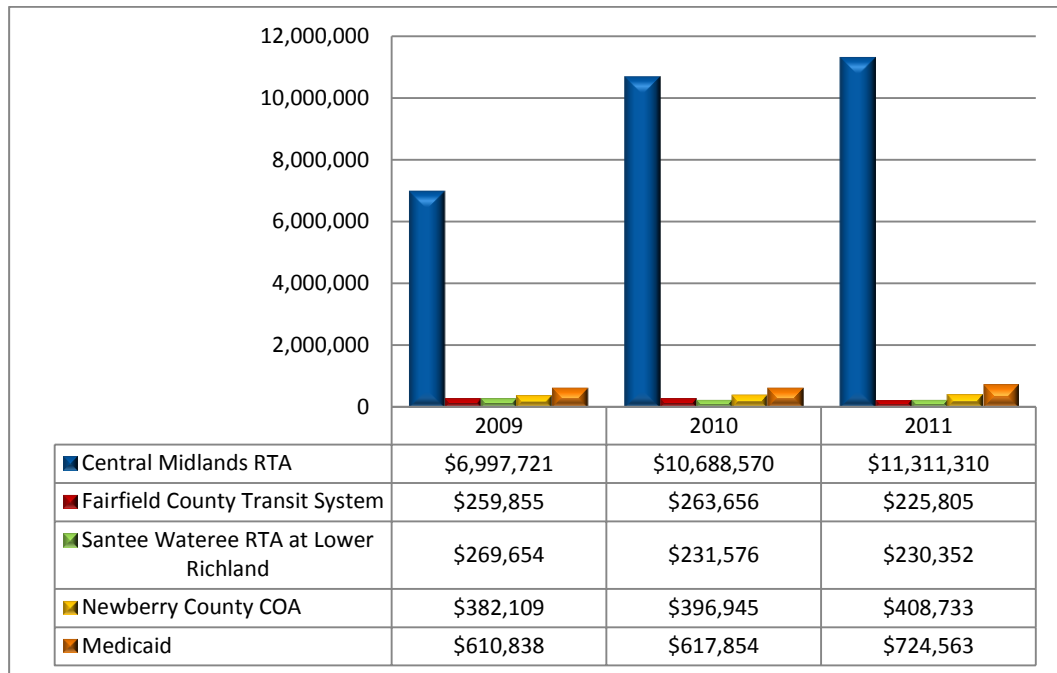
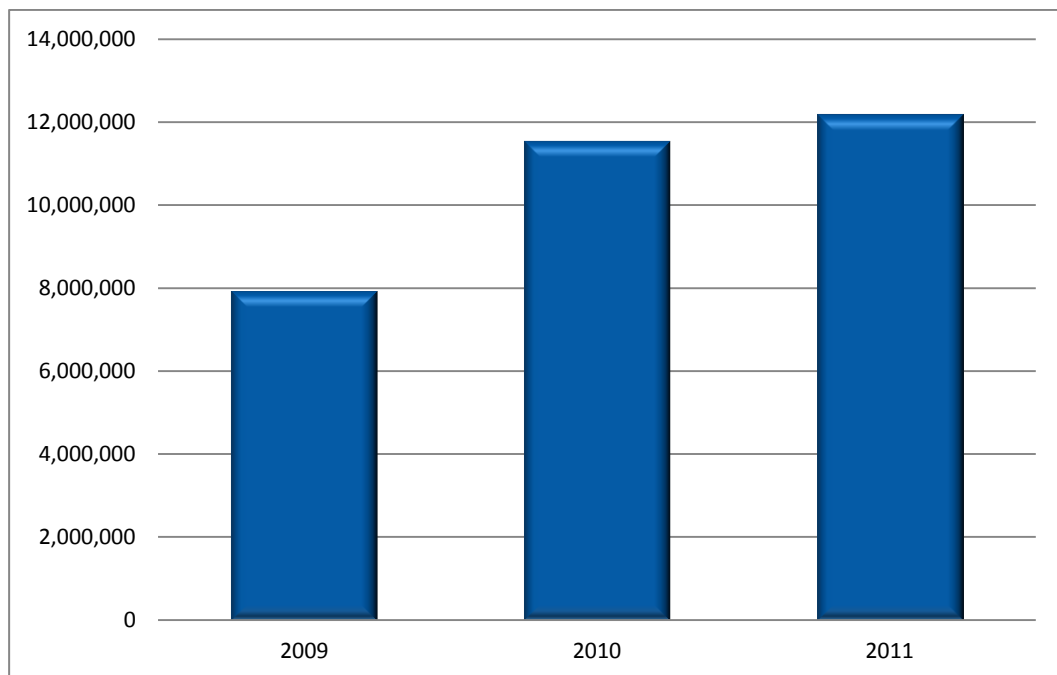


Figure 2-11: Central Midlands Annual Operating/Admin Trends



As shown in **Table 2-6**, **Figure 2-12** and **Figure 2-13**, passengers per vehicle mile has increased slightly for fixed route service while remaining constant for demand response. Since the last statewide plan ridership per vehicle mile has decreased for fixed route but remained constant for demand response.

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

Agency	Service	2009	2010	2011
Central Midlands RTA	Fixed Route	1.25	1.29	1.37
	Demand Response	0.12	0.11	0.11
	Total	0.93	0.93	0.98
Fairfield County Transit System	Fixed Route	0.31	0.29	0.48
	Demand Response	–	–	–
	Total	0.31	0.29	0.48
	Other - Medicaid	0.09	0.09	0.08
Santee Wateree RTA at Lower Richland	Fixed Route	0.13	0.11	0.10
	Demand Response	0.06	0.06	0.05
	Total	0.11	0.10	0.09
Newberry County COA	Fixed Route	0.24	0.17	0.17
	Demand Response	0.06	0.07	0.08
	Total	0.10	0.10	0.11
	Other - Medicaid	0.04	0.05	0.06
Total Central Midlands Region	Fixed Route	1.17	1.18	1.24
	Demand Response	0.11	0.10	0.10
	Total	0.81	0.80	0.83
	Other - Medicaid	0.06	0.06	0.07

Figure 2-12: Central Midlands Region Annual Passenger/Rev Mile

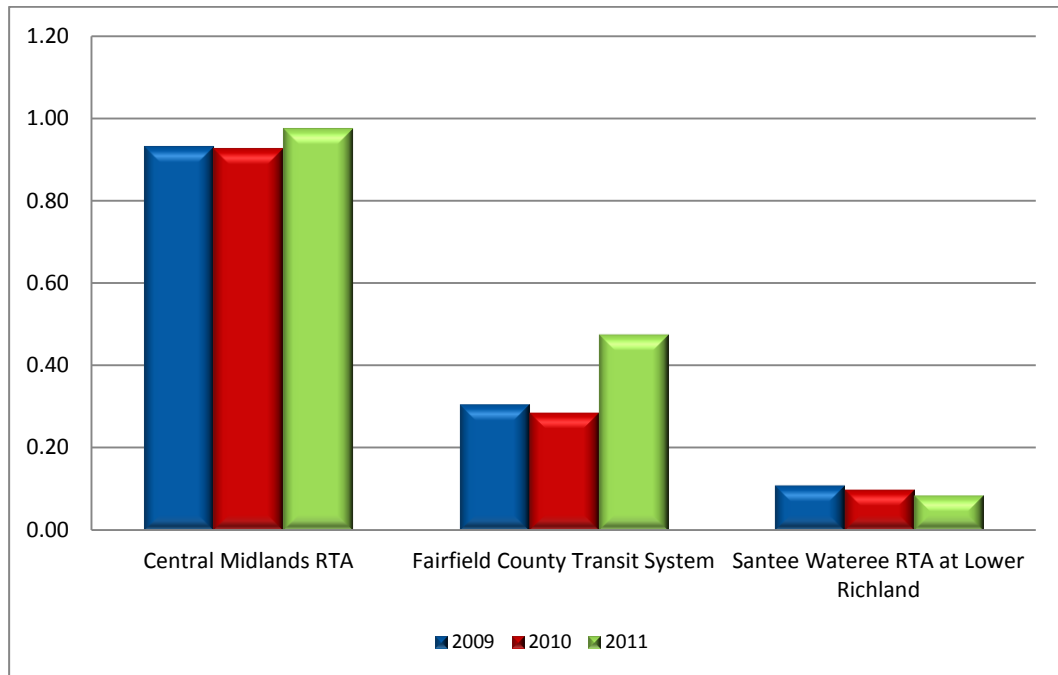


Figure 2-13: Central Midlands Region Average Annual Passenger/Rev Mile

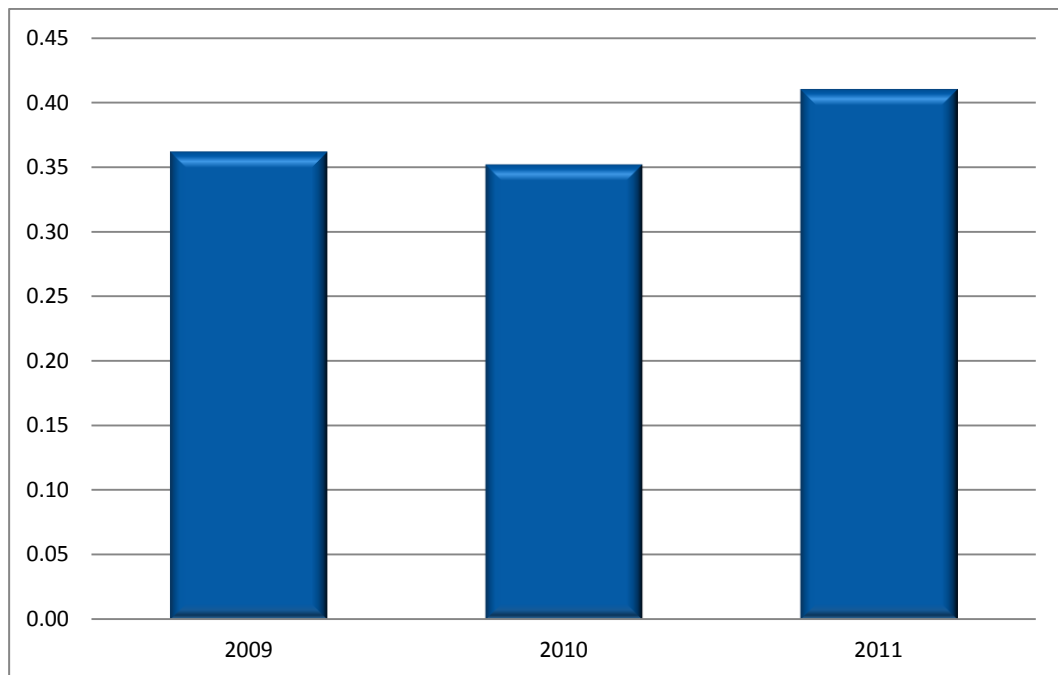


Table 2-7, Figure 2-14 and Figure 2-15 show passengers per revenue vehicle hour for 2009, 2010, and 2011, which has recently decreased for both fixed route and increased for demand response.

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

Agency	Service	2009	2010	2011
Central Midlands RTA	Fixed Route	18.36	17.19	16.18
	Demand Response	2.16	1.96	1.99
	Total	14.35	13.34	12.97
Fairfield County Transit System	Fixed Route	8.92	6.54	6.76
	Demand Response	–	–	–
	Total	8.92	6.54	6.76
	Other - Medicaid	2.38	2.45	2.25
Santee Wateree RTA at Lower Richland	Fixed Route	3.61	3.09	2.75
	Demand Response	1.57	1.26	1.15
	Total	2.92	2.51	2.26
Newberry County COA	Fixed Route	8.18	5.45	5.53
	Demand Response	1.09	1.22	1.36
	Total	1.92	1.85	2.03
	Other - Medicaid	0.85	0.95	1.04
Total Central Midlands Region	Fixed Route	17.86	16.60	15.58
	Demand Response	1.88	1.76	1.81
	Total	13.00	12.08	11.76
	Other - Medicaid	1.36	1.38	1.42

Figure 2-14: Central Midlands Region Annual Passenger/Rev Hour

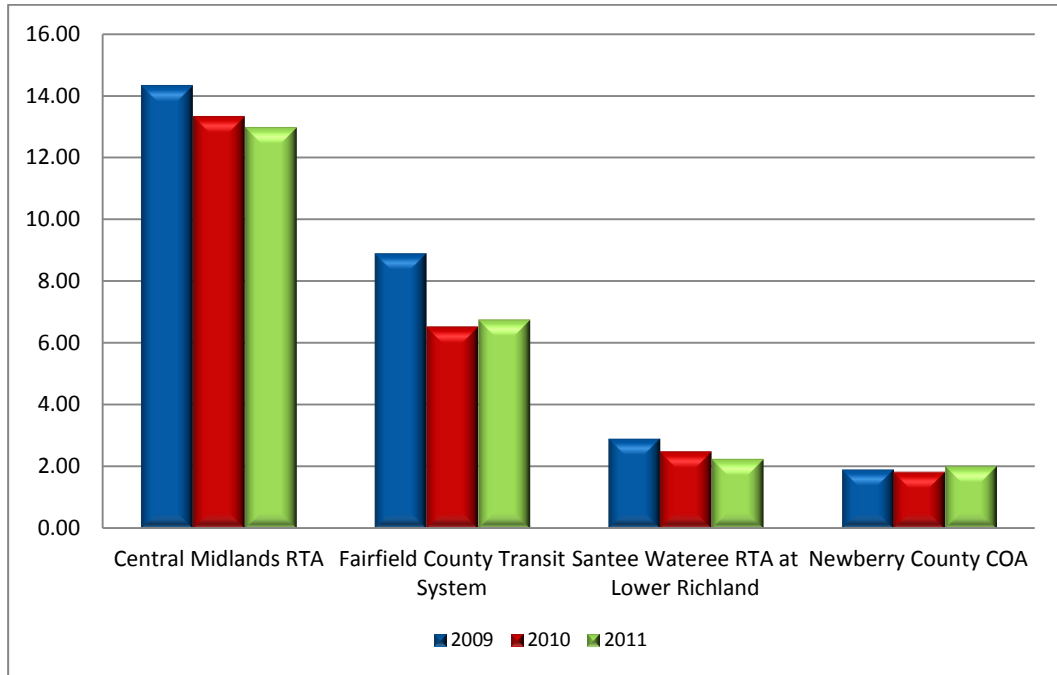


Figure 2-15: Central Midlands Region Average Annual Passenger/Rev Hour

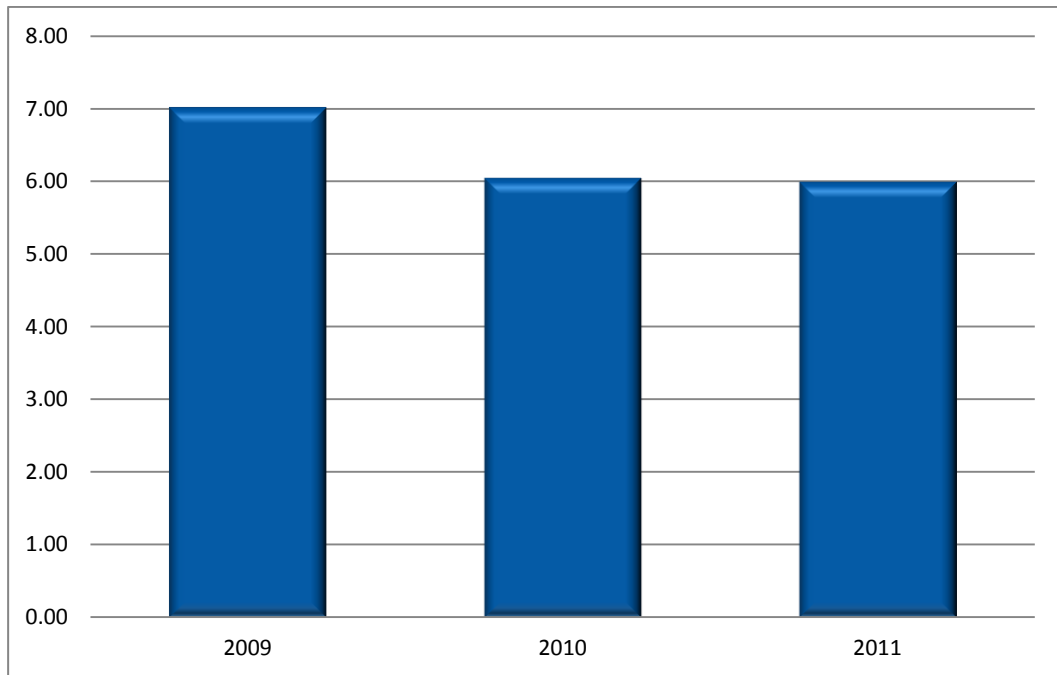


Table 2-8, Figure 2-16 and Figure 2-17 present the cost per passenger trip data for 2009, 2010, and 2011. The cost per passenger trip has increased overall for both fixed route and demand response service.

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

Agency	Service	2009	2010	2011
Central Midlands RTA	Fixed Route	\$2.47	\$4.10	\$4.58
	Demand Response	23.22	38.98	47.56
	Total	3.25	5.39	6.07
Fairfield County Transit System	Fixed Route	47.22	37.75	31.76
	Demand Response			
	Total	47.22	37.75	31.76
	Other - Medicaid	12.40	13.15	19.61
Santee Wateree RTA at Lower Richland	Fixed Route	16.27	20.45	20.27
	Demand Response	65.09	65.33	56.51
	Total	25.13	27.67	25.93
Newberry County COA	Fixed Route	13.05	10.62	11.54
	Demand Response	15.54	15.41	17.97
	Total	14.29	13.31	15.15
	Other - Medicaid	28.90	24.82	24.39
Total Central Midlands Region	Fixed Route	2.72	4.32	4.80
	Demand Response	22.93	35.41	42.10
	Total	3.61	5.70	6.39
	Other - Medicaid	19.29	18.84	22.05

Figure 2-16: Central Midlands Region Annual Cost/Passenger Trip

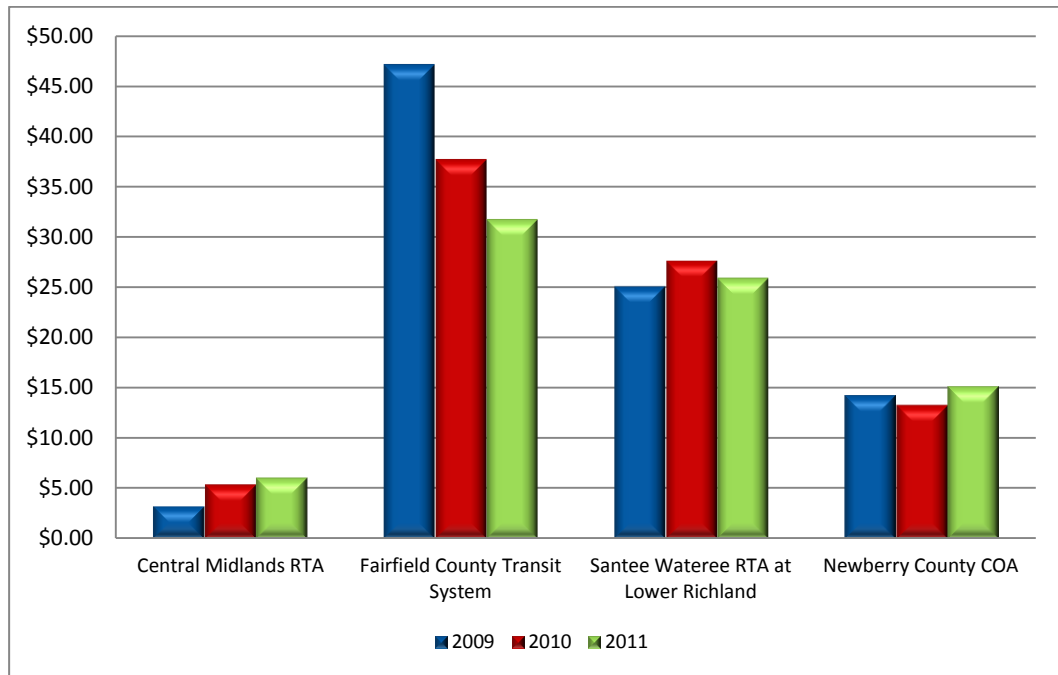
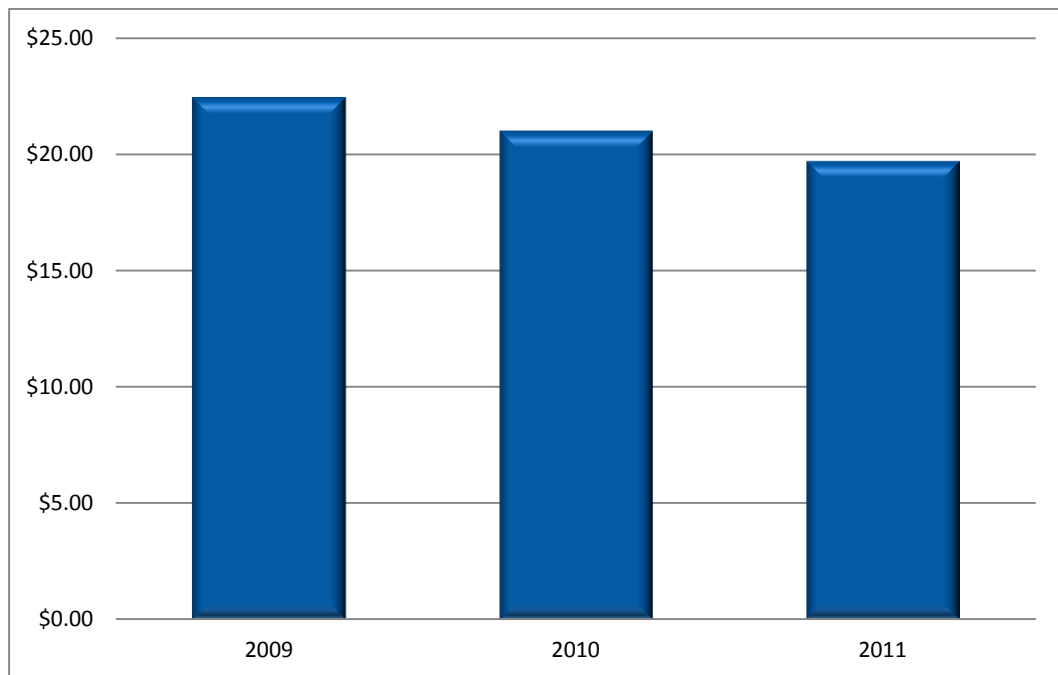


Figure 2-17: Central Midlands Region Annual Cost/Passenger Trip



2.4 FY 2012 Discussion

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

- Newberry County Council on Aging
 - Revenue vehicle miles – FY 2011 = 564,102; FY 2012 = 452,667
 - Revenue vehicle hours – FY 2011 = 29,603; FY 2012 = 22,208
 - Operating Expenses – FY 2011 = \$825,529; FY 2012 = \$976,295
 - Cost per passenger trip – FY 2011 = \$18.65; FY 2012 = \$21.55
 - Passengers per revenue vehicle mile – FY 2011 = 0.08; FY 2012 = 0.10
 - Passengers per revenue vehicle hour – FY 2011 = 1.5; FY 2012 = 2.0
- Fairfield County
 - Passengers – FY 2011 = 23,213; FY 2012 = 26,028
 - Passengers per revenue vehicle mile – FY 2011 = 0.11; FY 2012 = 0.13
 - Passengers per revenue vehicle hour – FY 2011 = 2.83 FY 2012 = 3.46

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

Within Columbia, the Downtown Transit Center is the primary transfer point for CMRTA routes which operate Monday through Saturday. The Santee Wateree RTA operates fixed route service within Sumter and utilizes the James E Clyburn Intermodal Transportation Center for route connections. Santee Wateree RTA operates the Eastover and Newberry routes, which include service to park and ride along the route. The stops include:

- Camden
 - United Way/One Stop
 - Springdale Plaza
- Lugoff
 - Days Inn
- Columbia
 - Richland Memorial Hospital
 - Bull/Confederate, DHEC/DSS
 - Sumter/Laurel, CMRTA Transit Center
 - Sumter/Hampton, Palmetto Health
 - Sumter/State House, State House
 - Sumter/Pendleton
 - Pendleton/Assembly, DNR
 - Assembly/Gervais



- Assembly/Washington
- Assembly/Blanding

The Newberry Express SmartRide provides commuter service with stops in Newberry, Little Mountain, Chapin, and Columbia. The stops for this service are similar to the above listed Columbia stops. Outside Columbia, the stops are:

- Newberry Shopping Center
- Gazebo Parking Lot, Little Mountain
- Exxon Gas Station, Chapin

2.6 Intercity Services

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

South Carolina is now served by only two (2) Class A intercity bus carriers, Greyhound Lines and Southeastern Stages. The Cities of Columbia, Greenville, Myrtle Beach and Orangeburg are stops for both carriers. Connections are provided to regional destinations and beyond. Within the Central Midlands region, current stops include Columbia, Fort Jackson, and Newberry. Reductions in service have occurred over the past five years. For example, buses from Columbia no longer travel US 321 via Denmark and Fairfax or US 601 via Bamberg and Hampton.

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

Intercity rail transportation, particularly high speed rail service, has a greater potential than intercity bus to significantly impact how South Carolina residents and visitors travel between cities in the future, due to the reduced travel times, level of comfort, and direct service. One key to integration of intercity bus service is to connect patrons to high speed rail service, which extends the reach of the high speed rail corridor. This type of connection should be considered in future high speed rail planning.

Although there is not a funded national program for the actual construction of high speed rail passenger corridors, the United States Department of Transportation (USDOT) has designated a network of corridors for the development of high speed rail service in this country. These corridors are generally focused on regional trips that could be competitive with commercial air service from a



schedule standpoint. To date, only small amounts of Federal funding have been provided, adequate only for studies. South Carolina is a member of the Southeast High Speed Rail Coalition, along with its neighbors, North Carolina, Georgia, Florida and Virginia. Two corridors that pass through South Carolina have been adopted as part of the Southeast High Speed Rail Coalition plan. These corridors were added to the Southeast Corridor network designated by the USDOT as future high speed rail passenger routes.

The provision of a high speed rail station in Columbia with connections to/from other urban activity centers via rail or bus would be very important for access to and from the Central Midlands region. Although not categorized as intercity passenger rail, the Central Midlands Council of Governments has analyzed at a preliminary level the feasibility and viability of regional commuter rail in several corridors, extending from Columbia to Camden, Newberry and Batesburg-Leesville. The COG also studied the possibility of a connecting rail service to high speed rail via either Spartanburg or Charlotte. Planning and project development should be continued toward a goal of implementation.



3 HUMAN SERVICES COORDINATION

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

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

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

3.1 Federal Requirements

3.1.1 Background

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

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

3.1.2 Today

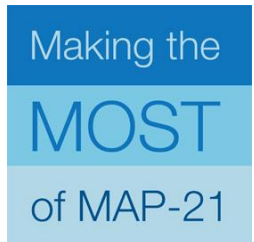
In June 2012, Congress enacted a new two-year federal surface transportation authorization, MAP-21, which retained many but not all of the coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom are eliminated as stand-alone programs, and the Section 5310 and New Freedom Programs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

Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21.

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

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

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



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

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

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

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

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

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

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

3.2 Goals for Coordinated Transportation

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

The goals are:

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

3.3 Coordination Plan Update - Outreach Process

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

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

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

3.4 State of Coordination in the Central Midlands Region

As part of this plan update process, local and regional plans completed since 2007 were reviewed. In the initial 2007 Central Midlands Regional Human Services Coordination Plan, many of the human services providers were beginning the discussions of transportation coordination and developing ways to meet the needs in the region.⁶ A number of agencies in the region provide human service transportation, although most of the providers concentrate their services in one county. As is common in urban regions, many agencies take advantage of the CMRTA fixed route services whenever possible. However, CMRTA over the past few years had funding and service reductions, which have resulted in less attention for human service-related transportation coordination opportunities.



The evolution of human service 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.

3.5 Barriers and Needs in the Central Midlands Region

An important step in completing this updated plan was to identify transportation service needs, barriers and gaps. The needs assessment provides the basis for recognizing where—and how—service for transit dependent persons can be improved. The plan provides an opportunity for a diverse range of stakeholders with a common interest in human service transportation to convene and collaborate

⁶ Central Midlands Regional Human Services Transportation Coordination Plan, 2007.

on how best to provide transportation services for transit dependent populations. Through outreach described above with the COG, the 2007 data was reviewed and updated for the transportation gaps and barriers faced in the region today. The results of the needs assessment are summarized in **Table 3-1**.

Table 3-1: Needs Assessment Summary

Regional Transportation Gaps/Barriers to Coordination	
2007	2013
Reduction in public transit systems add pressure to human services transportation system	Reduction continues - SC Supreme Court has decided to allow the penny sales tax approval to move forward from the November 2012 election. An expanded service area, increased frequency, and DART services are expected.
Need for more wheelchair access	<ul style="list-style-type: none"> ▪ Wheels of Five Points (5310 in FY 2008). ▪ Wheels of NE (5310 in FY 2009). ▪ Provided 5317 funds for medical escort services on DART vehicles FY 2008, 2009. ▪ Assisted Rides Program for Lt .Governor Office on Aging with 5317 funds FY 2011, 2012. ▪ CMRTA Medical Escort Services 5317 FY 2008. ▪ Newberry COA Medical Escort Services 5317 FY 2008, 2011- Newberry COA.
Need for vehicles replacements is a large capital issue.	ARRA and sales tax will allow replacement and expansion of CMRTA & DART fleets.
Lack of local funding support is currently a popular topic among municipalities.	Richland County and the City of Columbia have signed a new Intergovernmental Agreement that provides local funding for CMRTA. Lexington County has held a Transit Summit to explore the issue.
Late afternoon and return trips are difficult to serve and experience reliability issues.	CMRTA hopes to expand hours of operations with new sales tax funding. CMCOG has also instituted a Rideshare Program.
Communications issues with non-English speaking persons.	Efforts are being made to encourage one or more dispatchers to be fluent in speaking Spanish (most common on English primary language in region).
Difficult to identify "Qualified" third party providers.	One taxi service provided funds to make several vans ADA wheelchair accessible (5317 FY 2008).

3.6 Coordination Strategies and Actions

In addition to considering which projects or actions could directly address the needs listed above, it is important to consider how best to coordinate services so that existing resources can be used as efficiently as possible. The following strategies outline a more comprehensive approach to service delivery with implications beyond the immediate funding of local projects. Examination of these

coordination strategies is intended to result in consideration of policy revisions, infrastructure improvements, and coordinated advocacy and planning efforts that, in the long run, can have more profound results to address service deficiencies.

A range of potential coordination strategies was identified primarily through collaboration with the COG with direct outreach to key stakeholders in the region involved in providing service and planning of human service transportation. These stakeholders were asked to review and update the opportunities to coordination and the strategies identified in the 2007 Regional Human Services Transportation Plan and identify other successful coordination efforts that are needed today. The updated data for the Central Midlands Region are shown in **Table 3-2** and **Table 3-3**.

Table 3-2: Opportunities to Coordinate

Opportunities to Coordinate	
2007	2013
Information on available transportation capacity.	Mapped several routes or service areas by providers
Mobility manager who can be clearinghouse for centralized information availability as well as scheduling and dispatching.	CMRTA intends to hire a mobility manager to assist with the development and implementation of their services. CMCOG is coordinating with the LGOA to consider a regional mobility manager.
Regional vehicle maintenance to share expenses.	No progress to date
Cooperation in driver training.	Discussions are being led by CMRTA with other agencies and organizations.
Establish a fare structure for non-program riders.	No progress to date
Develop common standards for driver training and qualifications as well as for maintenance and insurance coverage.	Discussions are being led by CMRTA with other agencies and organizations.
Develop insurance pooling program	Need cooperation with SCDOT & insurance commission.
Develop cost allocation formula to encourage cooperation and coordination among providers.	Intended to be done once CMRTA hires a mobility manager.
Use real-time scheduling among operators in an area to utilize available capacity, especially for return trips.	Current being performed by USC and being explored by CMRTA.
Continue and expand statewide leasing and fueling program.	Continues.
Take advantage of new matching regulations by pooling the funding from multiple federal programs.	Currently being explored by CMRTA as they partner with different agencies to provide services.

Table 3-3: Updated Coordination Strategies

Coordination Strategies	
2007	2013
More service (more days, hours, geographic coverage).	Expansion of service expected with the approval of the sales tax.
Access to jobs and reverse commute a major issue.	Have worked with our Workforce Development Partners to develop a reimbursement based transportation program that provides transportation to jobs and job training.
Region should expand use of private operators.	The City of Columbia has required all cab companies to have an accessible vehicle if they request to operate in the city.
Insurance consistency among providers and coverage.	Need cooperation with SCDOT & insurance commission.
Explore mobility manager concept.	CMRTA intends to hire a mobility manager to assist with the development and implementation of their services. CMCOG is coordinating with the LGOA to consider a regional mobility manager.
Address cost allocation among operators.	No progress made to date.

In addition to the strategies described above, stakeholders also identified future planning efforts for the region that are a priority and shown in **Table 3-4**.

Table 3-4: Priority Future Planning Efforts

2007	2013
Rural areas need more service- LR, Lower Lexington, Fairfield County- elderly needs.	CMCOG conducted the Batesburg-Leesville Transit Study to explore transit options in Bateburg-Leesville.* SWRTA currently provides transit services in the Eastover Area and operates SmartRide Camden. Newberry COA provides the SmartRide services from Newberry. Fairfield County Transit provide services in Fairfield County.
Reductions in Public Transit systems.	Services are expected to be expanded with the implementation of the one cent sales tax.
Low Income and medical transport needs for elderly.	Have worked with our Workforce Development Partners to develop a reimbursement based. transportation program that provides transportation to jobs and job training. Both CMRTA and Newberry COA have medical escort programs.
Access to suburban jobs/2nd and 3rd shifts.	Part of this issue is expected to be address with the expansion of CMRTA services.
Lack of local support of funding.	Richland County and the City of Columbia have signed a new Intergovernmental Agreement that provides local funding for CMRTA. Lexington County has held a Transit Summit to explore the issue.
Vehicle replacements	ARRA and sales tax will allow replacement and expansion of CMRTA & DART fleets.

* NOTE: Appendix XX presents a summary of the Study.



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

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



4 VISION AND OUTREACH

4.1 MTP Vision and Goals

The Central Midlands Regional Transit Plan is intended to function as a stand-alone supplement to the SCDOT Statewide Multimodal Transportation Plan (MTP). The development of the MTP began with a comprehensive Vision process, inclusive of workshops and meetings with SCDOT executive leadership, which was the foundation 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 MTP, as well as the Statewide Interstate Plan, Statewide Strategic Corridor Plan, the Statewide Public Transportation Plan, and the Statewide Rail Plan.

The vision statement of the 2040 MTP is as follows:

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

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



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

4.2 MTP Performance Measures

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

4.2.1 Mobility and System Reliability Goal

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

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

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

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

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

Specific public transportation measures as shown above include:

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

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

4.2.2 Safety Goal

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

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

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

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

Specific public transportation measures as shown above include:

- Annual preventable accidents per 100,000 service miles.
 - Measured by tracking of accidents at transit agency/NTD
- Integrate safety improvements – guiding principle that all public transportation projects in the region should continue to include multimodal aspects that integrate safety measures. One

example of safety measures from transit agencies in the Central Midlands region includes mandatory safety meetings and daily announcements to operators.

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

4.2.3 Infrastructure Condition Goal

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

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

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

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

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

Specific public transportation measures as shown above include:

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

4.2.4 Economic and Community Vitality Goal

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

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

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

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

Specific public transportation measures as shown above include:

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

4.2.5 Environmental Goal

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

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

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

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

Specific public transportation measures as shown above include:

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

4.2.6 Equity Goal

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

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

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

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

Specific public transportation measures as shown above include:

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

4.3 Public Transportation Vision/Goals

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

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

The vision for South Carolina’s public transportation⁷ 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 statement⁸ and goals were developed for purposes of guiding future decisions for public transportation in the future.

4.3.1 South Carolina Public Transportation Vision

*Public Transit –
Connecting Our Communities*

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

4.3.2 South Carolina Public Transportation Goals

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

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

⁷ Berkeley-Charleston-Dorchester Regional Transit Plan, May 2008.

⁸ Central Midlands Regional Transit Plan, May 2008.

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

4.3.2.2 Viability of Transit

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

4.3.2.3 Accessibility to All

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

4.4 Public Outreach

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

4.4.1 Stakeholder Input

4.4.1.1 2008 Statewide Public Transportation Plan - Public Outreach

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

- Public transportation is generally considered as a service for low-income citizens, but there is a growing realization of other benefits of public transportation. (The recent passage of the local option sales tax for transportation in Richland County indicates that this realization has continued to grow.)
- Increasing traffic congestion and gas prices are issues along with access to jobs and basic services for citizens in the rural areas of the region.

- Geographic gaps were noted in suburban areas outside of Columbia, especially in Lexington County. Sprawling growth has made these areas difficult to serve with transit. Improve pedestrian and bicycle connection are needed to improve the reach of transit.
- Transit imagine needs enhancement to gain choice riders, and education is needed so that citizens understand the availability and advantages of transit.
- Coordination between human service agencies providing transportation is needed.
- A stable source of local funding is needed and was recently passed in 2013.
- More state funding and emphasis on comprehensive planning is needed. The state's emphasis on multimodal systems is good. Coordination systems in other states should be examined, and someone at the state level needs to take the lead. More understanding of rural systems is needed.

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

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

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

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

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

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

Metropolitan Planning Organizations
<ul style="list-style-type: none"> ▪ ANATS – Anderson Area Transportation Study ▪ ARTS – Augusta/Aiken Area Transportation Study ▪ CHATS – Charleston Area Transportation Study ▪ COATS – Columbia Area Transportation Study ▪ FLATS – Florence Area Transportation Study ▪ GRATS – Greenville 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 the following chapters. These data were collected from various collaboration opportunities between the study team and local agencies, including the transit agencies, COGs, and MPOs. Data, comments and input from the local agencies and the community-at-large were carefully considered in the development of this regional transit plan. The 2040 MTP planning process includes scheduled public meetings during the late summer and fall 2013. In addition, the project website, <http://www.dot.state.sc.us/Multimodal/default.aspx>, provides up-to-date information and an opportunity for all residents and visitors to learn about the 2040 plan and a forum to leave comments and suggestions for the project team.

4.4.1.4 Public Transportation Statewide Opinion Survey

A public transportation opinion survey was available from February 18, 2013 through March 13, 2013 to gain input on public transportation services in the state of South Carolina. The survey asked for responses on use of public transportation, availability of transit service, mode of transportation to/from work, rating the service in your community and across the state, should public transportation

be a priority for the SCDOT, what would encourage you to begin using public transportation, age, gender, number of people in the household, etc. The survey was provided through Survey Monkey, with a link available on the project website. Emails were also sent by each of the COGs to local stakeholders, grass roots committees, transit agencies, human service agencies, etc. In addition, the SCDOT completed a press release with survey link information in Spanish and English. Over the course of the survey period, 2,459 surveys were completed.

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

Figure 4-1: Survey Summary, Need

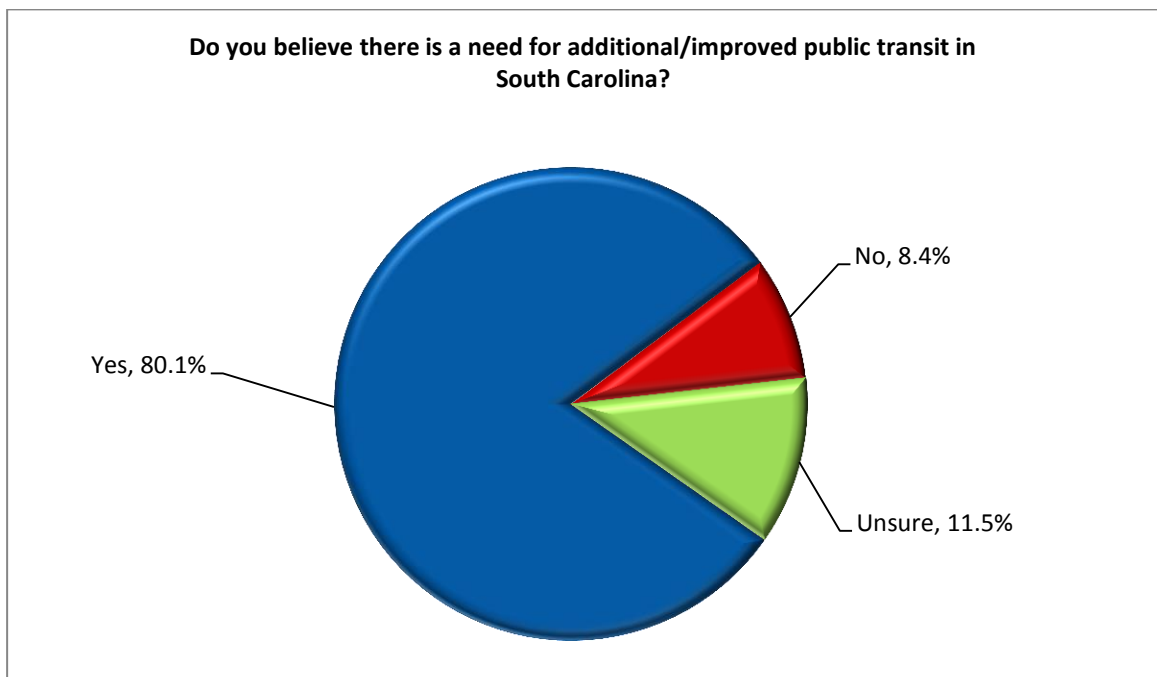


Figure 4-2: Survey Summary, Importance

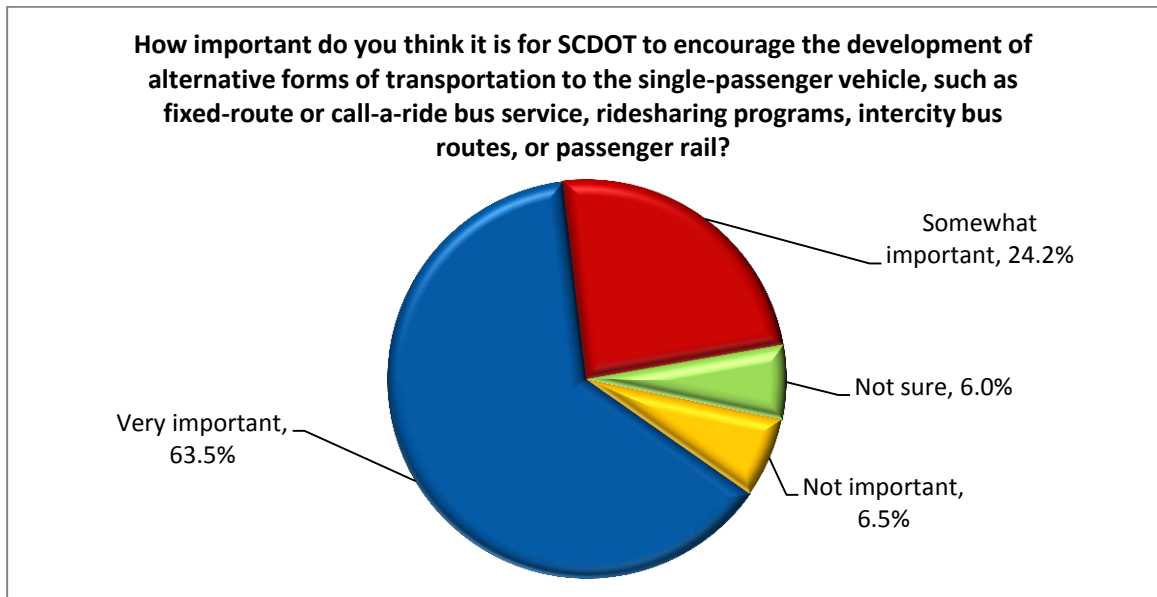
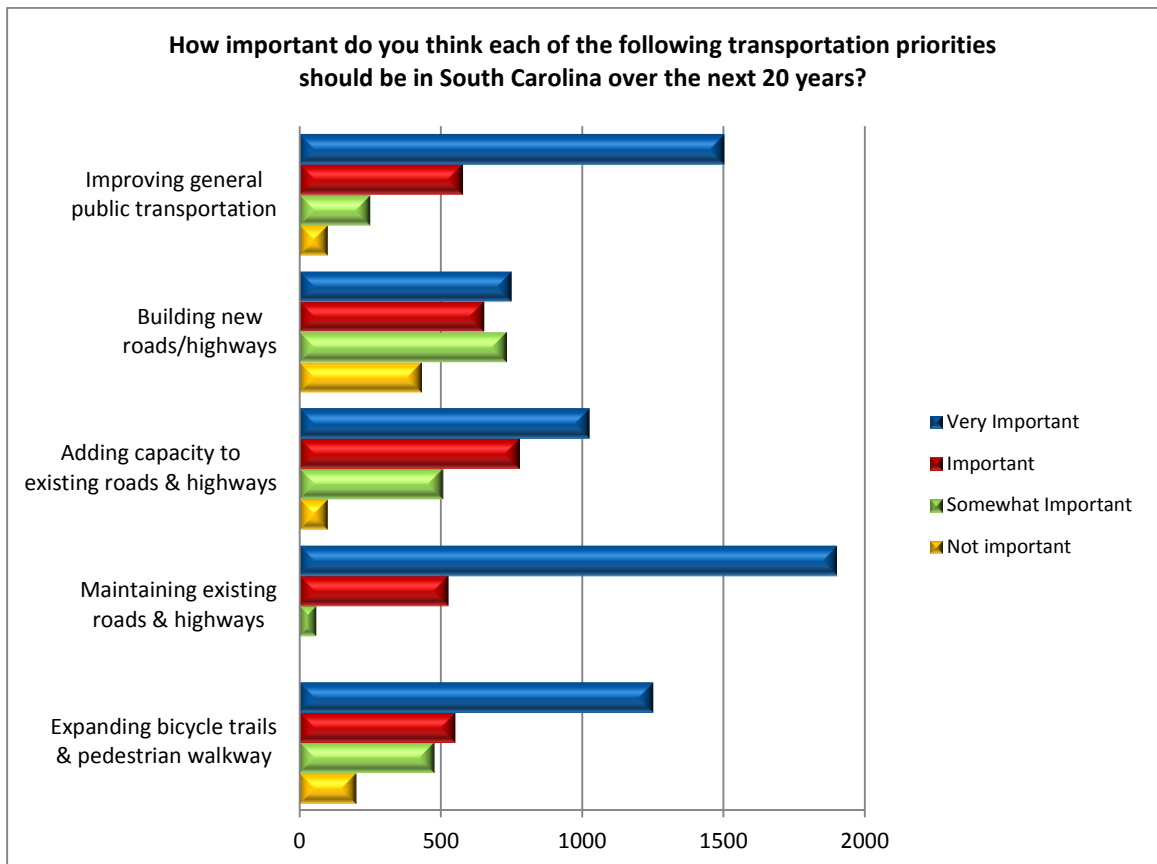


Figure 4-3: Survey Summary, Priorities



4.5 Regional Vision Summary

The major public transportation systems in the Central Midlands Region include the Central Midlands Regional Transportation Authority, the Fairfield County Transit System, the Santee Wateree at Lower Richland, and the Newberry County Council on Aging. Future transit plans for the region include several communities with progressive planning that include increases in service. These plans include:

- The 2008 Regional Transit Plan identified several studies for the CMRTA. These include a commuter rail feasibility study, focusing on rail corridors linking Columbia and Camden, Newberry, and Batesburg-Leesville. The study concluded that the region should take additional steps to prepare the region for future rail service, such as strengthening local transit service and encouraging transit-friendly development. Interim express bus service can also be used as a starting point for future higher-capacity services. The region continues to develop regional transit coordination strategies, in response to the Federal Transit Administration’s emphasis on increased coordination of transit services.
- Building from a successful research project completed in 2003, SCDOT and the Santee Wateree Regional Transit Authority, Central Midlands Regional Transit Authority, Newberry County Council on Aging and other state and regional partners have established “SmartRide” commuter bus services between Columbia and the communities of Camden and Newberry, respectively.



5 REGIONAL TRANSIT NEEDS

Section 5 provides the public transportation needs and deficiencies for the Central Midlands region. The analysis includes general public transit needs based on existing services and future needs identified by public input, feedback from individual transit agencies, needs identified in existing plans, and feedback from the local COG, transit agencies, and SCDOT staff.

5.1 Future Needs

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

5.1.1 Baseline Data

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

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

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

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

5.2 Maintain Existing Services

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

- **Operating Costs:** To calculate the long-term needs for maintaining existing services, a 2011 constant dollar for operating expenses was applied to each of the Central Midlands Region transit agencies for the life of this plan to 2040.
- **Capital Costs:** To calculate the capital costs for maintaining existing services, two separate categories were used:
 - Cost for replacing the existing vehicle fleet, and
 - Non-fleet capital cost.

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

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

Table 5-1: Central Midlands Region – Maintain Existing Services Cost Summary

	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
Central Midlands RTA	\$11,311,000	\$316,717,000	\$4,850,000	\$135,807,000	\$452,523,000
Fairfield County Transit System	\$542,000	\$15,166,000	\$67,000	\$1,868,000	\$17,034,000
Santee Wateree RTA at Lower Richland	\$230,000	\$6,450,000	\$22,000	\$626,000	\$7,076,000
Newberry County COA	\$825,529	\$23,114,812	\$3,480	\$97,433	\$23,212,245
Total Central Midlands Region	\$12,909,000	\$361,447,000	\$4,943,000	\$138,397,000	\$499,845,000

5.3 Enhanced Services

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

- SCDOT Transit Trends Report, FY 2011;
- SCDOT Operational Statistics;

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

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

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

Table 5-2: Central Midlands Region Enhanced Services Cost Summary

	Enhance Services		2040 TOTAL (29 yrs) Enhance Service
	Oper/Admin	Capital	Oper/Admin/Cap
Central Midlands RTA	\$162,265,000	\$138,225,000	\$300,490,000
Fairfield County Transit System	\$1,012,000	\$375,500	\$1,387,500
Santee Wateree RTA at Lower Richland	\$2,184,000	\$320,000	\$2,504,000
Newberry County COA	\$8,425,000	\$625,000	\$9,050,000
Total Central Midlands Region	\$173,886,000	\$139,545,500	\$313,431,500

5.4 Needs Summary

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

5.5 Transit Demand vs. Need

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

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

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

5.5.1 Arkansas Public Transportation Needs Assessment (APTNA) Method

The APTNA method⁹ represents the proportional transit demand of an area by applying trip rates to three key markets: individuals greater than 65 years old, individuals with disabilities above the poverty level under age 65, and individuals living in poverty under age 65. **Table 5-4** shows the population groups.

In the APTNA method, trip generation rates represent the resulting ridership if a high quality of service is provided in the service area. The trip rates for the APTNA method were calculated using the 2001 National Household Travel Survey (NHTS). The trip rates came from the South Region (Alabama, Arkansas, Delaware, Georgia, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Virginia and West Virginia excluding Florida, Kentucky, Maryland and Texas). The NHTS reported the following trip rates:¹⁰

⁹ *Arkansas Public Transportation Needs Assessment and Action Plan*, prepared for the Arkansas State Highway and Transportation Department by SG Associates, 1992. Central Midlands Regional Transit Plan, 2008.

¹⁰ Central Midlands Regional Transit Plan, 2008, NHTS.

Table 5-3: Central Midlands Region Public Transportation Needs

	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain 2040 Total (29 yrs)	Enhance Services		2040 TOTAL (29 yrs) Enhance Service	2040 TOTAL (29 yrs) Maintain + Enhance Service
	Oper/Admin	Oper/Admin	Capital	Capital	Oper/Admin/Cap	Oper/Admin	Capital	Oper/Admin/Cap	Oper/Admin/Cap
Central Midlands RTA	\$11,311,000	\$316,717,000	\$4,850,000	\$135,807,000	\$452,523,000	\$162,265,000	\$138,225,000	\$300,490,000	\$753,013,000
Fairfield County Transit System	\$542,000	\$15,166,000	\$67,000	\$1,868,000	\$17,034,000	\$1,012,000	\$375,500	\$1,387,500	\$18,421,000
Santee Wateree RTA at Lower Richland	\$230,000	\$6,450,000	\$22,000	\$626,000	\$7,076,000	\$2,184,000	\$320,000	\$2,504,000	\$9,580,000
Newberry County COA	\$826,000	\$23,115,000	\$3,000	\$97,000	\$23,212,000	\$8,425,000	\$625,000	\$9,050,000	\$32,262,000
Total Central Midlands Region	\$12,909,000	\$361,447,000	\$4,943,000	\$138,397,000	\$499,845,000	\$173,886,000	\$139,546,000	\$313,432,000	\$813,276,000

Table 5-4: Central Midlands Region Population Groups

	Elderly (Over 65)				Disabled (Under 65)				Poverty (Under 65)			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Fairfield County	2,646	2,673	2,706	3,248	826	834	845	1,014	3,569	3,605	3,650	4,380
Lexington County	19,072	21,210	24,219	26,552	8,478	9,428	10,765	11,802	15,166	16,866	19,259	21,114
Newberry County	4,054	4,129	4,302	4,929	1,080	1,100	1,146	1,313	3,062	3,118	3,249	3,723
Richland County	15,171	16,742	17,992	19,724	7,138	7,877	8,465	9,280	17,332	19,126	20,555	22,534
<i>Rural</i>	<i>40,944</i>	<i>44,753</i>	<i>49,219</i>	<i>54,453</i>	<i>17,522</i>	<i>19,239</i>	<i>21,222</i>	<i>23,410</i>	<i>39,129</i>	<i>42,716</i>	<i>46,713</i>	<i>51,750</i>
Fairfield County	792	800	810	971	257	260	263	315	1,110	1,121	1,135	1,362
Lexington County	10,730	11,933	13,626	14,939	5,647	6,280	7,171	7,862	10,103	11,235	12,829	14,065
Newberry County	1,674	1,705	1,777	2,036	830	845	880	1,009	2,352	2,395	2,496	2,859
Richland County	20,598	22,730	24,428	26,780	12,022	13,266	14,257	15,630	29,191	32,212	34,619	37,952
<i>Urban</i>	<i>33,794</i>	<i>37,168</i>	<i>40,640</i>	<i>44,725</i>	<i>18,756</i>	<i>20,651</i>	<i>22,572</i>	<i>24,816</i>	<i>42,756</i>	<i>46,964</i>	<i>51,079</i>	<i>56,239</i>
Central Midlands COG	74,738	81,921	89,859	99,178	36,278	39,890	43,794	48,226	81,885	89,680	97,792	107,989

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

To derive transit demand, the following equations are used:

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

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

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

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

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

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

Table 5-5 shows the daily and annual ridership projections for the Central Midlands Region. The daily transit trips are 5,304 for the year 2010 and 7,018 for 2040. The annual transit trips for the region are projected to be approximately 2.6 million for 2040. About 51 percent of the projected daily ridership is attributed to rural areas and the remaining 49 percent to urban areas.

Table 5-5: Central Midlands Region Ridership Projections using APTNA Method

	Annual Transit Demand				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Fairfield County	74,761	75,522	76,458	91,750	205	207	209	251
Lexington County	424,184	471,726	538,654	590,547	1,162	1,292	1,476	1,618
Newberry County	79,056	80,514	83,887	96,111	217	221	230	263
Richland County	414,972	457,922	492,134	539,512	1,137	1,255	1,348	1,478
Rural	992,973	1,085,685	1,191,133	1,317,921	2,720	2,974	3,263	3,611
Fairfield County	21,140	21,355	21,620	25,944	58	59	59	71
Lexington County	254,642	283,182	323,359	354,511	698	776	886	971
Newberry County	48,258	49,148	51,206	58,669	132	135	140	161
Richland County	618,830	682,879	733,897	804,551	1,695	1,871	2,011	2,204
Urban	942,869	1,036,564	1,130,083	1,243,675	2,583	2,840	3,096	3,407
Central Midlands COG	1,935,842	2,122,249	2,321,216	2,561,596	5,304	5,814	6,359	7,018

5.5.2 Mobility Gap Methodology

The Mobility Gap method¹¹ measures the difference in the household trip rate between households with vehicles available and households without vehicles available. Because households with vehicles travel more than households without vehicles, the difference in trip rates is the mobility gap. This method shows total demand for zero-vehicle household trips by a variety of modes including transit.

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

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

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

The equation used in the Mobility Gap method is:

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

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

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

¹¹ Central Midlands Regional Transit Plan, 2008.

Table 5-6: Central Midlands Region Household Data

	Households (15 to 64)				Households (Over 65)				Total Households Without a Vehicle			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Fairfield County	600	606	614	736	861	870	881	1,057	555	561	568	681
Lexington County	2,963	3,295	3,763	4,125	3,494	3,886	4,437	4,864	2,236	2,487	2,839	3,113
Newberry County	735	749	780	894	838	853	889	1,019	467	476	496	568
Richland County	4,827	5,327	5,725	6,276	8,169	9,014	9,688	10,621	2,798	3,088	3,318	3,638
<i>Rural</i>	<i>9,125</i>	<i>9,976</i>	<i>10,881</i>	<i>12,031</i>	<i>13,362</i>	<i>14,623</i>	<i>15,895</i>	<i>17,560</i>	<i>6,056</i>	<i>6,610</i>	<i>7,221</i>	<i>8,000</i>
Fairfield County	306	309	313	376	45	45	46	55	351	355	359	431
Lexington County	1,258	1,399	1,597	1,751	727	808	923	1,012	1,985	2,207	2,521	2,764
Newberry County	371	378	394	451	268	273	284	326	639	651	678	777
Richland County	5,371	5,927	6,370	6,983	2,029	2,239	2,406	2,638	7,400	8,166	8,776	9,621
<i>Urban</i>	<i>7,306</i>	<i>8,013</i>	<i>8,674</i>	<i>9,561</i>	<i>3,069</i>	<i>3,366</i>	<i>3,660</i>	<i>4,031</i>	<i>10,375</i>	<i>11,379</i>	<i>12,334</i>	<i>13,592</i>
Central Midlands COG	16,431	17,989	19,554	21,592	16,431	17,989	19,554	21,592	16,431	17,989	19,554	21,592

Table 5-7 shows that for elderly households with people age 65 and older, a rural mobility gap of 5.88 (7.64-1.76) trips per day and an urban mobility gap of 7.40 (9.97-2.57) person-trips per day per household exist between households with and without an automobile. For younger households with individuals between the age of 15 and 64, a rural mobility gap of 6.00 (10.09-4.09) trips per day and an urban mobility gap of 0.74 (8.36-7.62) person-trips per day per household exist between households with and without an automobile.¹²

Table 5-7: Mobility Gap Rates

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

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

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

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

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

The Region’s current rural daily demand for transit-trips is approximately 23,000 person-trips per day, while urban daily demand is approximately 41,000 person-trips per day. The Mobility Gap method estimates the Central Midlands Region transit demand (based upon 365 days of service) at 28.5 million person-trips per year for 2010, and approximately 37.5 million per year for 2040. Daily person-trips for the Central Midlands Region would be approximately 103,000 by 2040.

¹² 2001 NHTS.

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

	Annual Trip Demand - Mobility Gap				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Fairfield County	1,203,296	1,215,551	1,230,620	1,476,744	3,297	3,330	3,372	4,046
Lexington County	4,847,872	5,391,225	6,156,121	6,749,193	13,282	14,770	16,866	18,491
Newberry County	1,012,503	1,031,183	1,074,374	1,230,941	2,774	2,825	2,943	3,372
Richland County	6,066,344	6,694,208	7,194,341	7,886,954	16,620	18,340	19,711	21,608
<i>Rural</i>	<i>13,130,014</i>	<i>14,332,167</i>	<i>15,655,456</i>	<i>17,343,832</i>	<i>35,973</i>	<i>39,266</i>	<i>42,892</i>	<i>47,517</i>
Fairfield County	521,428	526,739	533,269	639,923	1,429	1,443	1,461	1,753
Lexington County	2,948,817	3,279,323	3,744,586	4,105,334	8,079	8,984	10,259	11,247
Newberry County	949,266	966,780	1,007,273	1,154,062	2,601	2,649	2,760	3,162
Richland County	10,993,070	12,130,848	13,037,159	14,292,272	30,118	33,235	35,718	39,157
<i>Urban</i>	<i>15,412,581</i>	<i>16,903,689</i>	<i>18,322,288</i>	<i>20,191,590</i>	<i>42,226</i>	<i>46,311</i>	<i>50,198</i>	<i>55,319</i>
Central Midlands COG	28,542,595	31,235,857	33,977,744	37,535,422	78,199	85,578	93,090	102,837

5.5.3 Comparison Between Demand Methodologies

The transit demand results estimated by the two methods show a substantial difference in the range of transit service for the Central Midlands region. The APTNA method estimates annual transit demand at 1.9 million person-trips per year for 2010, while the Mobility Gap method estimates annual transit demand at 28.5 million person-trips per year. **Table 5-9** compares results for the two methods.

Table 5-9: Central Midlands Region Transit Demand Comparison

	Demand	2010	2020	2030	2040
APTNA	Annual	1,935,842	2,122,249	2,321,216	2,561,596
Mobility Gap	Annual	28,542,595	31,235,857	33,977,744	37,535,422
Actual	Trips 2011	1,938,771			

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

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

Both methods indicate that the current level of reported transit service provided in the Central Midlands region (1.9 M annual trips) falls short of the estimated transit demand. The above table uses the FY2011 actual trips data to be consistent with the public transportation data presented within this report and within the overall statewide plan.

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

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

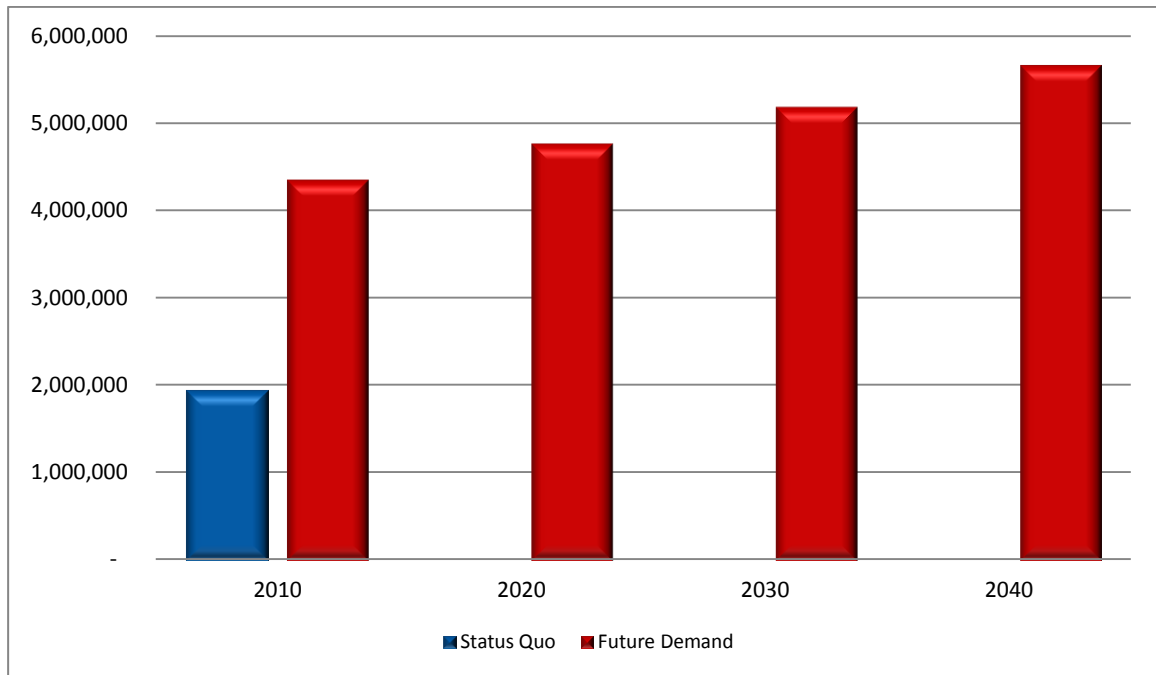
The APTNA method’s estimate for urban transit need is not realistic, and the Mobility Gap method for estimating urban transit need is too overstated. In the previous 2008 plan, the methodology calculations were modified by the study team to produce a more realistic estimate. This updated plan continues to use the 2008 Plan estimates for 2010, 2020, and 2030. For 2040, an updated demand was calculated using an average of the percent of increase for the modified projections. **Table 5-10** shows the results of the adjustments made to the Central Midlands region’s transit needs. A comparison with the current level of transit service in the Central Midlands region (1.9 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 the region.

Table 5-10: Central Midlands Region Adjusted Transit Demand

Demand	2010	2020	2030	2040
2013 Adjusted Needs	4,355,000	4,770,000	5,188,000	5,663,000
Actual Trips 2011	1,939,000			
Needs Met	45%			

Based on the adjusted transit demand forecast, the total transit demand in 2010 was estimated at 4.4 million one-way trips. In FY 2011, 1.9 million trips were provided. The percent of demand met is 45 percent. To meet the current transit need, 2.4 million additional trips are needed among the existing transit systems or future services. The demand forecast shows that by 2040, the estimated transit demand will exceed 5.6 million trips. (Figure 5-1)

Figure 5-1: Central Midlands Region Transit Demand



5.6 Benefits of Expansion in Public Transportation

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

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



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

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



6 POTENTIAL FUNDING SOURCES

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

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

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

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

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

6.1 Central Midlands Region

Given the continued growth in population and employment projected for South Carolina and the Central Midlands Region, particularly in Richland and Lexington counties who have experienced accelerated growth, public transportation will become increasingly important as a viable transportation option. However, for the Region to provide continuous, reliable, and expanding transit services, a stable funding mechanism is imperative. The recent passage of the sales tax to support services in the Columbia area is an excellent local example of long-term funding sources that are crucial.

Transit funding revenues for the Central Midlands Region are shown in **Figure 6-1** and **Table 6-1**. Approximately 42 percent of total funding for transit operations is from local funds in the region. Approximately 34 percent of the operating revenues are from Federal programs. These include FTA programs for 5307, 5310, 5311, 5316, 5317, and federal ARRA funding dollars. Federal dollars fund approximately 71 percent of the capital expenditures in the region. State funding represents approximately five percent for operations and one percent of regional capital projects. The region as a whole has a farebox return ratio of approximately 13 percent.

Figure 6-1: Central Midlands Region Operating Revenues

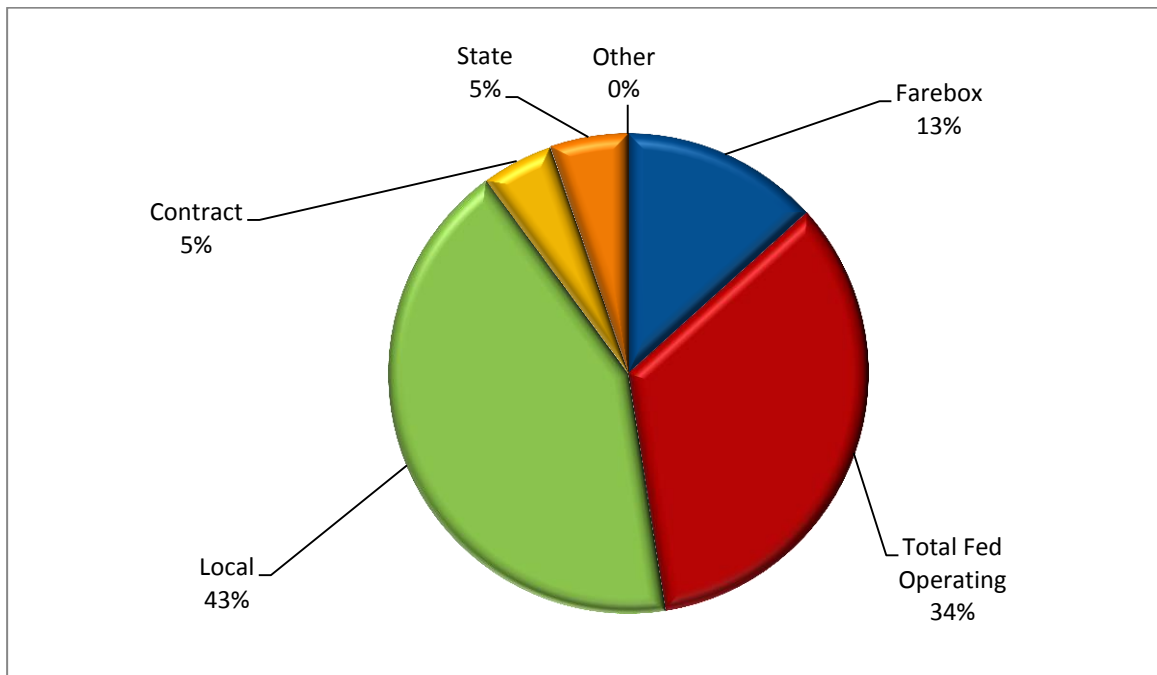


Table 6-1: Central Midlands Region Transit Funding Revenues

	Farebox	Operating Revenues				Other	TOTAL OP REVENUES	Capital				Total Cap	Total Revenue Oper/Cap
		Total Fed Operating	Local	Contract	State			Total Federal Capital Assistance	Local Cap Assist	State Cap Assist	Other		
Central Midlands RTA	\$1,709,302	\$4,186,191	\$5,328,477		\$511,099		\$11,735,069	\$1,138,600			\$463,831	\$1,602,431	\$13,337,500
Fairfield County Transit System	\$8,950	\$63,653	\$223,503	\$230,992	\$14,537		\$541,635	\$55,632	\$33,601	\$6,954		\$96,187	\$637,822
Santee Wateree RTA at Lower Richland	\$17,799	\$120,177	\$10,075		\$84,587		\$232,637	\$32,513		\$7,382		\$39,895	\$272,532
Newberry County COA	\$40,102	\$189,391	\$92,568	\$408,733	\$94,211	\$524	\$825,529	\$4,163	\$236	\$805		\$5,204	\$830,733
Total Central Midlands Region	\$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
	13%	34%	42%	5%	5%	0%		71%	2%	1%	27%		

6.2 Statewide Transit Funding

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

Historically, funding from local or county government in South Carolina has been allocated on a year-to-year basis, subject to the government's overall fiscal health and the priorities of the elected officials at the time. Local funding appropriated to a transit system can vary significantly from year to year, making it difficult for systems to plan for the future and initiate new services. To reduce this volatility, systems have been pushing for local dedicated funding sources that produce consistent revenues from year to year. For example, Charleston County dedicated a half-cent transportation sales tax, a portion of which is allocated to the Charleston Area Regional Transportation Authority (CARTA) and the Berkeley-Charleston-Dorchester Rural Transportation Management Association (BCDRTMA). Richland County also recently passed a one percent Transportation Tax, in addition to the Local Option Tax already imposed. The proceeds of the tax support the Central Midlands Regional Transit Authority (CMRTA) system. **Appendix D** presents a summary chart of the South Carolina Sales and Use Taxes from www.sctax.org.

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

6.3 Federal Funding Sources

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

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

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

(a) Such sums as are necessary.

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

Source: APTA 2013



7 FINANCIAL PLAN

The transit needs and projects identified in this Regional Transit & Coordination Plan were outlined based primarily upon improved transit coverage, higher service levels, and stakeholder and public comments in locally adopted plans. The following financial plan considers fiscal constraints and other trade-offs in the planning process. The identified transit needs require funding above and beyond what is spent today. The existing transit agencies in the region provide approximately 1.9 M trips annually, which meets 45 percent of the overall transit needs for the region. The unmet needs, given the prospect of continued population and employment growth, will include more connectivity to employment and activity centers, increase in frequencies for service, opportunities for improved efficiencies, greater emphasis on commuter transportation and a substantial need for increases in the overall funding for transit.

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

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

7.1 Increase to 50 Percent of Needs Met

The existing transit demand for 2010, as discussed earlier in the report, was approximately 4.4 million trips, with approximately 45 percent (1.9 M trips) of that need met with existing services. The 2020 projected demand increases to 4.8 million trips. One goal for the Central Midlands Region may be to increase the need met to 50 percent by 2020, which equates to providing 2.4 million trips or an increase of 446,300 one-way trips. With an existing regional average of 6.0 passengers per hour, transit agencies in the region would need to increase revenue service hours by 74,390 annually (446,325/6.0). The average cost per hour for the region is \$75.15. To meet approximately 50 percent of the need in 2020, operating and administrative budgets would need to increase by approximately \$5.6 million (74,388 x \$75.15) annually.

Table 7-1: Central Midlands Region Maintain Existing Services Plan

	Financial Plan (2014-2020) Operating/Admin Expenses								Operating Costs 2013-2020 (8-yr Total)	Operating Costs (2021-2030)	Operating Costs (2031-2040)	28 yr Total (2013-2040)
	2013	2014	2015	2016	2017	2018	2019	2020				
Central Midlands RTA	\$11,311,310	\$11,311,310	\$11,311,310	\$11,311,310	\$11,311,310	\$11,311,310	\$11,311,310	\$11,311,310	\$90,490,480	\$113,113,100	\$113,113,100	\$316,716,680
Fairfield County Transit System	\$541,635	\$541,635	\$541,635	\$541,635	\$541,635	\$541,635	\$541,635	\$541,635	\$4,333,080	\$5,416,350	\$5,416,350	\$15,165,780
Santee Wateree RTA at Lower Richland	\$230,352	\$230,352	\$230,352	\$230,352	\$230,352	\$230,352	\$230,352	\$230,352	\$1,842,816	\$2,303,520	\$2,303,520	\$6,449,856
Newberry County COA	\$825,529	\$825,529	\$825,529	\$825,529	\$825,529	\$825,529	\$825,529	\$825,529	\$6,604,232	\$8,255,290	\$8,255,290	\$23,114,812
Total Central Midlands Region	\$12,908,826	\$12,908,826	\$12,908,826	\$12,908,826	\$12,908,826	\$12,908,826	\$12,908,826	\$12,908,826	\$103,270,608	\$129,088,260	\$129,088,260	\$361,447,128

The above scenario with the goal of meeting 50 percent of the public transportation needs in the region is one example of increasing public transportation services for residents and visitors to the region. Citizens of the region must work with local officials to determine priorities for their community. The actions listed below support increasing the levels of public transportation.¹³

1. Close the gap between funding needs and available funding levels. As identified in the needs chapter, approximately 45 percent of the regional transit need is being met. Substantial investment shortfalls in transit exist and require a broad spectrum of strategies to increase the level of funding from existing sources and identifying new sources so that more of the needs are met. These strategies need to be aggressive, offer transit providers flexibility and should be sustainable in order to facilitate bonding capacity and other long range financing techniques.
2. Improve Efforts to Leverage Federal Dollars. Greater financial participation at both the State and local government level is critical to the success of transit as a mobility solution. Many of the transit systems in South Carolina struggle on an annual basis to generate the matching funds for federal formula dollars.
3. Increase State Funding for Transit. State funding support for public transit should be increased to expand service and provide increased mobility and travel choices. As is the case with local funding mechanisms, legislation has restricted the use of State motor fuel user fee receipts for transit to ¼-cent out of 16.8 cents per gallon. This translates to about \$6 million per year for transit programs. This fee is based purely on the level of fuel consumption, and is not indexed to inflation.
4. Engage Non-Traditional Partners. Transit's role in economic development and supporting tourism is on the rise and transit providers and the state transit association have taken a more visible approach to engaging chambers and economic development agencies in the planning process. Critical to the expansion of transit, as well as the introduction of premium service transit, like bus rapid transit and rail service, will be how well the transit community engages the tourism and development communities into the design of service and ultimately the funding of new service.

Much of the region outside of Columbia and West Columbia is devoid of local fixed-route bus service and should take advantage of its state-capitol location to engage partnerships with civilian and military services and major educational institutions. Transit providers should redouble their efforts to approach the business community and tourism industry for their support of transit.

5. Expand Transit Service. There is little doubt that transit can be expanded in its role as a mobility option in South Carolina. Even though there is heightened awareness about the benefits of transit, expansion of service will be predicated upon identifying new service that is cost effective with defined benefits that warrant sustainability and funding. Demand estimates

¹³ 2008 Regional Transit Plan.

for the Central Midlands Region show an increase in transit demand every decade between now and 2040. This growth along with increasing congestion on the main thoroughfares leading to and from the Charlotte metropolitan area will need the implementation of transit to maintain mobility.

6. Need to Accommodate the In-Flux of Elderly. South Carolina has one of the fastest growing elderly populations in the US because of the State's allure as a retirement destination. Many of these individuals have higher incomes (although may still be fixed incomes) and come from areas of the country where transit plays a greater role as a transportation option. Transit systems cannot be slow to react to new developments with elderly populations and should look for opportunities to partner with these developments to help fund transit programs. Transit service demand among the elderly population is expected to continue growing swiftly in the Central Midlands Region.
7. Rural transportation is a core function of transit in South Carolina and service in these areas should be expanded. There has been considerable coordination among transportation providers in the Region, as SWRTA provides service in the rural areas in southeastern Richland County and Newberry and Fairfield Counties have collaborated on human service transportation.
8. Increase in Commuter-based Services. There is a need to attract choice riders in the region. The State should support the implementation of regional commuter services through increased funding support, especially for capital expenditures, such as the implementation of formal park and ride facilities, purchase of rolling stock, corridor preservation; as well as the introduction of pilot programs.
9. Coordinating Transportation and Land Use Decisions. In South Carolina, the State is responsible for transportation and local governments are responsible for land use and zoning. Frequently there are inadequate incentives for municipalities to cooperate with one another and the State on transportation and land use issues. There is a need to take voluntary but cumulative steps toward improving transportation and land use planning in the State.
10. Access management techniques can help increase public safety, extend the life of major facilities, reduce congestion, support alternative transportation modes, and improve the appearance and quality of the built environment while ensuring appropriate access to adjacent businesses and other land uses. Managing access to transportation facilities and services is one way to preserve the operational integrity of the transportation system while ensuring its compatibility with adjacent land uses.

7.2 Conclusion

This 2040 Regional Transit & Coordination Plan Update for the Central Midlands Region provides information relative to transit services in the past five years. The plan identifies existing transit services, public outreach with cooperative partners - SCDOT, the MPOs, COGs, and regional stakeholders to move toward effective multimodal transportation options for the state. The need for collaborative efforts at all levels is pertinent as identified earlier in this report. Though many challenges lie ahead, this plan is realistic and provides updated information regarding future regional planning. A balance can be struck between anticipated transit demand and realistic levels of service in the Central Midlands region. State and regional partners may build on the analyses within this plan to help articulate the purpose and need for enhanced transit services and pursue the most acceptable mechanisms to fill gaps in funding.



APPENDIX A: EXISTING TRANSIT SERVICES

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

Agency	Area	2009	2010	2011
Central Midlands RTA	Urban	2,147,054	1,981,561	1,862,403
	Rural	7,621	–	–
	Total	2,154,675	1,981,561	1,862,403
Fairfield County Transit System	Urban	–	–	–
	Rural	5,503	6,985	7,110
	Total	5,503	6,985	7,110
	Other - Medicaid	18,450	16,796	16,103
Santee Wateree RTA at Lower Richland	Urban	–	–	–
	Rural	10,731	8,369	8,885
	Total	10,731	8,369	8,885
Newberry County COA	Urban	–	–	–
	Rural	28,355	26,905	27,511
	Total	28,355	26,905	27,511
	Other - Medicaid	13,223	15,996	16,759
Total 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

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

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Central Midlands RTA	Urban	46	65	46	65	42	66
	Rural	2	2	–	–	–	–
	Total	48	67	46	65	42	66
Fairfield County Transit System	Urban	–	–	–	–	–	–
	Rural	5	5	5	7	5	5
	Total	5	5	5	7	5	5
	Other - Medicaid	5	5	5	5	5	5
Santee Wateree RTA at Lower Richland	Urban	–	–	–	–	–	–
	Rural	2	2	2	2	2	2
	Total	2	2	2	2	2	2
Newberry County COA	Urban	–	–	–	–	–	–
	Rural	10	10	9	10	7	9
	Total	10	10	9	10	7	9
	Other - Medicaid	8	8	8	8	8	8
Total 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

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

Agency	Area	2009	2010	2011
Central Midlands RTA	Urban	2,262,873	2,139,185	1,910,122
	Rural	46,786	–	–
	Total	2,309,659	2,139,185	1,910,122
Fairfield County Transit System	Urban	–	–	–
	Rural	17,946	24,369	14,942
	Total	17,946	24,369	14,942
	Other - Medicaid	215,451	196,801	199,262
Santee Wateree RTA at Lower Richland	Urban	–	–	–
	Rural	97,787	83,697	103,485
	Total	97,787	83,697	103,485
Newberry County COA	Urban	–	–	–
	Rural	283,814	277,419	260,112
	Total	283,814	277,419	260,112
	Other - Medicaid	294,351	311,550	303,990
Total 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

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

Agency	Area	2009	2010	2011
Central Midlands RTA	Urban	148,979	148,549	143,584
	Rural	1,156	–	–
	Total	150,135	148,549	143,584
Fairfield County Transit System	Urban	–	–	–
	Rural	617	1,068	1,052
	Total	617	1,068	1,052
	Other - Medicaid	7,748	6,842	7,155
Santee Wateree RTA at Lower Richland	Urban	–	–	–
	Rural	3,672	3,339	3,933
	Total	3,672	3,339	3,933
Newberry County COA	Urban	–	–	–
	Rural	14,741	14,579	13,554
	Total	14,741	14,579	13,554
	Other - Medicaid	15,625	16,878	16,049
Total 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

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

Agency	Area	2009	2010	2011
Central Midlands RTA	Urban	\$6,997,721	\$10,688,570	\$11,311,310
	Rural	–	–	–
	Total	\$6,997,721	\$10,688,570	\$11,311,310
Fairfield County Transit System	Urban	–	–	–
	Rural	\$259,855	\$263,656	\$225,805
	Total	\$259,855	\$263,656	\$225,805
	Other - Medicaid	\$228,729	\$220,909	\$315,830
Santee Wateree RTA at Lower Richland	Urban	–	–	–
	Rural	\$269,654	\$231,576	\$230,352
	Total	\$269,654	\$231,576	\$230,352
Newberry County COA	Urban	–	–	–
	Rural	\$405,306	\$358,203	\$416,796
	Total	\$405,306	\$358,203	\$416,796
	Other - Medicaid	\$382,109	\$396,945	\$408,733
Total 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

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

Agency	Area	2009	2010	2011
Central Midlands RTA	Urban	0.95	0.93	0.98
	Rural	0.16	–	–
	Total	0.93	0.93	0.98
Fairfield County Transit System	Urban	–	–	–
	Rural	0.31	0.29	0.48
	Total	0.31	0.29	0.48
	Other - Medicaid	0.09	0.09	0.08
Santee Wateree RTA at Lower Richland	Urban	–	–	–
	Rural	0.11	0.10	0.09
	Total	0.11	0.10	0.09
Newberry County COA	Urban	–	–	–
	Rural	0.10	0.10	0.11
	Total	0.10	0.10	0.11
	Other - Medicaid	0.04	0.05	0.06
Total Central Midlands Region	Urban	0.95	0.93	0.98
	Rural	0.12	0.11	0.11
	Total	0.81	0.80	0.83
	Other - Medicaid	0.06	0.06	0.07

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

Agency	Area	2009	2010	2011
Central Midlands RTA	Urban	14.41	13.34	12.97
	Rural	6.59	–	–
	Total	14.35	13.34	12.97
Fairfield County Transit System	Urban	–	–	–
	Rural	8.92	6.54	6.76
	Total	8.92	6.54	6.76
	Other - Medicaid	2.38	2.45	2.25
Santee Wateree RTA at Lower Richland	Urban	–	–	–
	Rural	2.92	2.51	2.26
	Total	2.92	2.51	2.26
Newberry County COA	Urban	–	–	–
	Rural	1.92	1.85	2.03
	Total	1.92	1.85	2.03
	Other - Medicaid	0.85	0.95	1.04
Total Central Midlands Region	Urban	14.41	13.34	12.97
	Rural	2.59	2.23	2.35
	Total	13	12.08	11.76
	Other - Medicaid	1.36	1.38	1.42

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

Agency	Area	2009	2010	2011
Central Midlands RTA	Urban	\$3.26	\$5.39	\$6.07
	Rural	–	–	–
	Total	\$3.25	\$5.39	\$6.07
Fairfield County Transit System	Urban	–	–	–
	Rural	\$47.22	\$37.75	\$31.76
	Total	\$47.22	\$37.75	\$31.76
	Other - Medicaid	\$12.4	\$13.15	\$19.61
Santee Wateree RTA at Lower Richland	Urban	–	–	–
	Rural	\$25.13	\$27.67	\$25.93
	Total	\$25.13	\$27.67	\$25.93
Newberry County COA	Urban	–	–	–
	Rural	\$14.29	\$13.31	\$15.15
	Total	\$14.29	\$13.31	\$15.15
	Other - Medicaid	\$28.90	\$24.82	\$24.39
Total Central Midlands Region	Urban	\$3.26	\$5.39	\$6.07
	Rural	\$17.90	\$20.20	\$20.07
	Total	\$3.61	\$5.70	\$6.39
	Other - Medicaid	\$19.29	\$18.84	\$22.05



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

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

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

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

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



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

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

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

- *No; not enough.*

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

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

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

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

Other Notes

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

Wrap-up & Summary

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



APPENDIX C: DETAILED AGENCY DATA FOR ENHANCED SERVICES

CENTRAL MIDLANDS

Transit Agency	Operating Needs					Capital Needs				2040 Expansion Total Op Needs	2040 Expansion Capital Needs		
	Existing Description	Annual Cost	Expansion Description	Annual Cost		Existing Description	Cost	Expansion Description	Cost				
CMRTA			Expand FR @ 15 businesses	\$1,875,000	Yr 1-6			CNG Fuel Station	\$2,500,000	Yr 1-6	\$46,875,000	\$2,500,000	
			Add 3 planners	\$230,000	Yr 1-6			Replace 41 busses	\$19,100,000	Yr 1-6	\$5,750,000		
			Other staff	\$410,000	Yr 1-6			Shelters	\$500,000	Yr 1-6	\$9,840,000	\$500,000	
								Benches	\$525,000	Yr 1-6	\$0	\$525,000	
								25 cutaways	\$2,500,000	Yr 1-6	\$0		
								Expand facility	\$1,300,000	Yr 1-6	\$0	\$1,300,000	
								Technology update	\$3,500,000	Yr 1-6	\$0	\$3,500,000	
								Phone upgrade	\$500,000	Yr 1-6	\$0	\$500,000	
								Ticket machine	\$350,000	Yr 1-6	\$0	\$350,000	
								Multi-modal cntr	\$14,500,000	Yr 1-6	\$0	\$14,500,000	
								Satellite hubs	\$9,000,000	Yr 1-6	\$0	\$9,000,000	
								P & R lot purchase	\$4,500,000	Yr 1-6	\$0	\$4,500,000	
								P & R construction	\$5,750,000	Yr 1-6	\$0	\$5,750,000	
								Purchase elect veh & chargin	\$4,000,000	Yr 1-6	\$0	\$4,000,000	
								Planning for expansion	\$1,100,000	Yr 1-6	\$0	\$1,100,000	
								Replace ADA fleet	\$1,900,000	Yr 1-6	\$0	\$1,900,000	
				Expand FR	\$2,700,000	Yr 7-20			75 cutaways	\$8,500,000	Yr 7-20	\$56,700,000	\$8,500,000
				Add 3 planners	\$280,000	Yr 7-20			Shelters	\$600,000	Yr 7-20	\$5,600,000	\$600,000
				Other staff	\$450,000	Yr 7-20			Benches	\$200,000	Yr 7-20	\$9,000,000	\$200,000
				BRT operating	\$1,500,000	Yr 7-20			BRT property	\$6,500,000	Yr 7-20	\$28,500,000	\$6,500,000
								BRT infrastructure	\$35,000,000	Yr 7-20	\$0	\$35,000,000	
								BRT purchase & implement	\$25,000,000	Yr 7-20	\$0	\$25,000,000	
								Fare & tech upgrades	\$12,500,000	Yr 7-20	\$0	\$12,500,000	
Fairfield Transit	Maintain Existing	\$625,826	Extend hours	\$11,580	Yr 1			Replace main equip	\$16,000	Yr 1	\$336,000	\$16,000	
			Printing	\$4,500	Yr 1			Replace busses	\$240,000	Yr 2	\$126,000		
			Expand Cola Rt	\$22,000	Yr 4			Facility major main	\$40,000	Yr 2	\$550,000	\$40,000	
									Facility major main	\$50,000	Yr 3	\$0	\$50,000
									Replace main equip	\$4,500	Yr 4	\$0	\$4,500
									New veh for rt exp	\$65,000	Yr 4	\$0	\$65,000
									Replace 4 vehicles	\$260,000	Yr 4	\$0	
									Replace office equip	\$21,500	Yr 5	\$0	\$21,500
									New bus shelters	\$12,000	Yr 6	\$0	\$12,000
									Replace main equip	\$25,000	Yr 7,10,13,16,19	\$0	\$125,000
									Replace main equip	\$15,500	Yr 14	\$0	\$15,500
									Replace 4 busses	\$260,000	Yr 9	\$0	
									Replace 4 busses	\$260,000	Yr 16	\$0	
						Replace 4 busses	\$325,000	Yr 11	\$0				
						Replace 4 busses	\$325,000	Yr 18	\$0				
							Facility major main	\$13,000	Yr 17	\$0	\$26,000		
Newberry Cnty COA	Maintain Existing	\$315,000	FR to Newberry	\$75,000	Yr 1-6			Replace 3 busses	\$375,000	Yr 1-6	\$2,025,000		
			Express to SCANA	\$125,000	Yr 1-6			Replace 2 15 pass vans per year	\$120,000	each year	\$3,250,000		
									Add secure parking	\$125,000	Yr 1-6	\$0	\$125,000
			FR City of New	\$150,000	Yr 7-20			Add 3 busses	\$300,000	Yr 7-20	\$3,150,000	\$300,000	
							Upgrade facility	\$200,000	Yr 7-20	\$0	\$200,000		
SW at Lower Rich	Maintain ex	\$250,000	None listed by Santee Wateree expand 2 routes	218400	yr7-20						\$0	\$320,000	
Total Central Midlands Region											\$173,886,000	\$139,545,500	



APPENDIX D: SOUTH CAROLINA LOCAL SALES AND USE TAXES

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

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

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

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

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

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

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

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

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

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

CHART 1: COUNTY SALES AND USE TAXES¹³

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

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

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

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

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

CHART 2: CATAWBA INDIAN RESERVATION TRIBAL TAX¹⁴

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

CHART 3: MUNICIPAL SALES AND USE TAXES¹⁵

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

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

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