



Charting a Course to 2040

SOUTH CAROLINA MULTIMODAL TRANSPORTATION PLAN

Regional Transit & Coordination Plan

SANTEE-LYNCHES REGION

Prepared for:



Prepared by:



November 2014



TABLE OF CONTENTS

- 1. Introduction 1
 - 1.1 Overview 1
 - 1.2 Community Summary 2
 - 1.2.1 Population Trends 2
 - 1.2.2 Economic Summary 5
 - 1.2.3 Income 6
- 2. Existing Transit in the SANTEE-LYNCHES Region 7
 - 2.1 Overview 7
 - 2.2 Existing Transit Services 8
 - 2.2.1 Santee Wateree Regional Transportation Authority 8
 - 2.3 Regional Trends and Summary 8
 - 2.3.1 Vehicle Trends 8
 - 2.3.2 Ridership and Service Trends 10
 - 2.3.3 Trends In Expenditures, Efficiency, and Effectiveness 13
 - 2.4 FY 2012 Discussion 17
 - 2.5 Major Transfer Points, Transit Centers, Park-and-Rides 17
 - 2.6 Intercity Services 18
- 3. Human Services Coordination 19
 - 3.1 Federal Requirements 20
 - 3.1.1 Background 20
 - 3.1.2 Today 20
 - 3.2 Goals for Coordinated Transportation 22
 - 3.3 Coordination Plan Update - Outreach Process 23
 - 3.4 State of Coordination in the Santee-Lynches Region 26
 - 3.5 Barriers and Needs in the Santee-Lynches Region 27
 - 3.6 Coordination Strategies and Actions 29
- 4. Vision and Outreach 31
 - 4.1 MTP Vision and Goals 31
 - 4.2 2040 MTP Performance Measures 32
 - 4.2.1 Mobility and System Reliability Goal 32
 - 4.2.2 Safety Goal 33
 - 4.2.3 Infrastructure Condition Goal 34
 - 4.2.4 Economic and Community Vitality Goal 35
 - 4.2.5 Environmental Goal 36
 - 4.2.6 Equity Goal 37
 - 4.3 Public Transportation Vision/Goals 37

4.3.1	South Carolina’s Public Transportation Vision.....	38
4.3.2	South Carolina’s Public Transportation Goals.....	38
4.4	Public Outreach.....	39
4.4.1	Stakeholder Input	39
4.5	Regional Vision Summary	43
4.5.1	Strategies to Enhance Santee-Lynches Regional Transit	43
5.	Regional Transit Needs	45
5.1	Future Needs.....	45
5.1.1	Baseline Data	45
5.2	Maintain Existing Services.....	46
5.3	Enhanced Services	46
5.4	Needs Summary	47
5.5	Transit Demand vs. Need.....	49
5.5.1	Arkansas Public Transportation Needs Assessment (APTNA) Method.....	49
5.5.2	Mobility Gap Methodology.....	52
5.5.3	Comparison Between Demand Methodologies.....	56
5.6	Benefits of Expansion in Public Transportation	57
6.	Potential Funding Sources	59
6.1	Santee-Lynches Region	59
6.2	Statewide Transit Funding	62
6.3	Federal Funding Sources.....	62
7.	Financial Plan	64
7.1	Increase to 30 Percent of Needs Met	64
7.2	Conclusion.....	68
Appendix A: Kickoff Meeting - Transit, Bicycle, Pedestrian Session – Summary Discussion.....		69
Appendix B: Detailed Agency Data for Enhanced Services.....		72
Appendix C: South Carolina Local Sales and Use Taxes.....		74

LIST OF TABLES

Table 1-1: Population Trends: 1990, 2000, and 2010	3
Table 1-2: Population Projections, 2010 – 2040	3
Table 1-3: Population Growth by Council of Government	4
Table 1-4: Santee-Lynches Population Growth by County	5
Table 1-5: Santee-Lynches Major Employers	6
Table 2-1: Vehicles in the Santee-Lynches Region, FY 2009 to FY 2011.....	9
Table 2-2: Santee-Lynches Region Ridership, FY 2009 to FY 2011	10
Table 2-3: Santee-Lynches Region Annual Vehicle Revenue Miles, FY 2009 to FY 2011	11
Table 2-4: Santee-Lynches Region Annual Revenue Vehicle Hours, FY 2009 to FY 2011	12
Table 2-5: Santee-Lynches Region Operating/Administrative Costs, FY 2009 to FY 2011	13
Table 2-6: Santee-Lynches Region Passengers per Revenue Vehicle Mile, FY 2009 to FY 2011	14
Table 2-7: Santee-Lynches Region Passengers per Revenue Vehicle Hour, FY 2009 to FY 2011	15
Table 2-8: Santee-Lynches Region Cost per Passenger Trip, FY 2009 to FY 2011	16
Table 3-1: Santee-Lynches Region Gaps/Strategies/Initiatives.....	28
Table 3-2: Santee-Lynches Region Updated Strategies.....	30
Table 4-1: Santee-Lynches Recommendations for Keeping On Track.....	44
Table 5-1: Santee-Lynches Region, Maintain Existing Services Cost Summary.....	46
Table 5-2: Santee-Lynches Region Enhanced Services Cost Summary.....	47
Table 5-3: Santee-Lynches Region Public Transportation Needs	48
Table 5-4: Santee-Lynches Region Population Groups.....	50
Table 5-5: Santee-Lynches Region Ridership Projections using APTNA Method	51
Table 5-6: Santee-Lynches Region Household Data	53
Table 5-7: Mobility Gap Rates	54
Table 5-8: Santee-Lynches Region Travel Demand using Mobility Gap Method	55
Table 5-9: Santee-Lynches Region Transit Demand Comparison for Two Methods.....	56
Table 5-10: Santee-Lynches Region Adjusted Transit Demand.....	57
Table 6-1: Santee-Lynches Region Transit Funding Revenues	61
Table 6-2: MAP-21 Programs and Funding Levels.....	63
Table 7-1: Santee-Lynches Region Maintain Existing Services Plan	65

LIST OF FIGURES

Figure 1-1: SC Councils of Government.....	2
Figure 1-2: South Carolina Population: 1990 to 2030	4
Figure 2-1: SWRTA Routes.....	9
Figure 2-2: Santee-Lynches Region Ridership Trends	10
Figure 2-3: Santee-Lynches Region Annual Vehicle Revenue Miles.....	11
Figure 2-4: Santee-Lynches Region Annual Vehicle Revenue Hours.....	12
Figure 2-5: Santee-Lynches Region Operating/Admin Expenses	13
Figure 2-6: Santee-Lynches Region Passenger/Revenue Mile	14
Figure 2-7: Santee-Lynches Region Passenger/Revenue Hour.....	15
Figure 2-8: Santee-Lynches Region Cost per Passenger Trip.....	16
Figure 4-1: Survey Summary, Need	42
Figure 4-2: Survey Summary, Importance	42
Figure 4-3: Survey Summary, Priorities	43
Figure 5-1: Santee-Lynches Region Transit Demand.....	57
Figure 6-1: Santee-Lynches Region Operating Revenues.....	60



1. INTRODUCTION

1.1 Overview

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

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

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



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

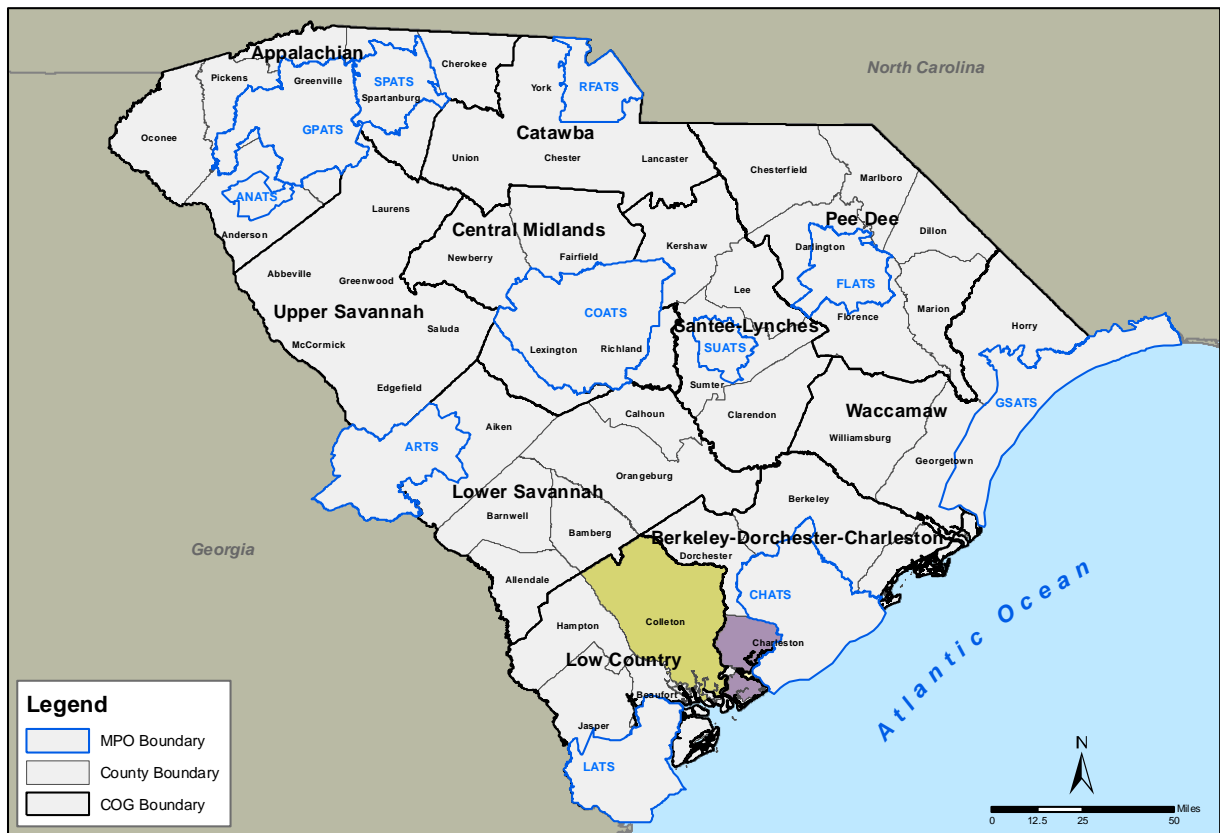
A key transportation strategy for the South Carolina Department of Transportation (SCDOT) is to develop multimodal options for residents and visitors in all areas of the state, including public transportation. Many regions in the state have adopted policies that focus on addressing both existing transportation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

1.2 Community Summary

The Santee-Lynches Regional Transit & Coordination Plan study area includes four east-central counties located within in the Santee-Lynches COG boundaries: Clarendon, Kershaw, Lee, and Sumter.

Figure 1-1 illustrates the 10 COG areas across the state of South Carolina.

Figure 1-1: SC Councils of Government



The Santee-Lynches Region is largely rural, with Sumter County as the major economic center. A significant portion of the region’s population travels into the Columbia area for jobs each day. Travelers visit the region throughout the year to take advantage of the region’s historical, cultural, and natural assets. Over the past decade, the population of the Santee-Lynches Region has increased. A brief review of demographic and economic characteristics of the study area is presented as a basis for evaluating the Santee-Lynches Region’s future transit needs.

1.2.1 Population Trends

Statewide Population Trends

Between 2000 and 2010, the population of South Carolina increased by 15 percent, from 4.012 million to 4.625 million. Compared to the U.S. growth during the same period of 9 percent, South Carolina’s growth was almost 70 percent greater than the nation’s, but comparable to nearby states. Population

totals and growth rates in the past two decades are shown in **Table 1-1** for South Carolina, nearby states, and the country as a whole.

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

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

Source: U.S. Census Bureau

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

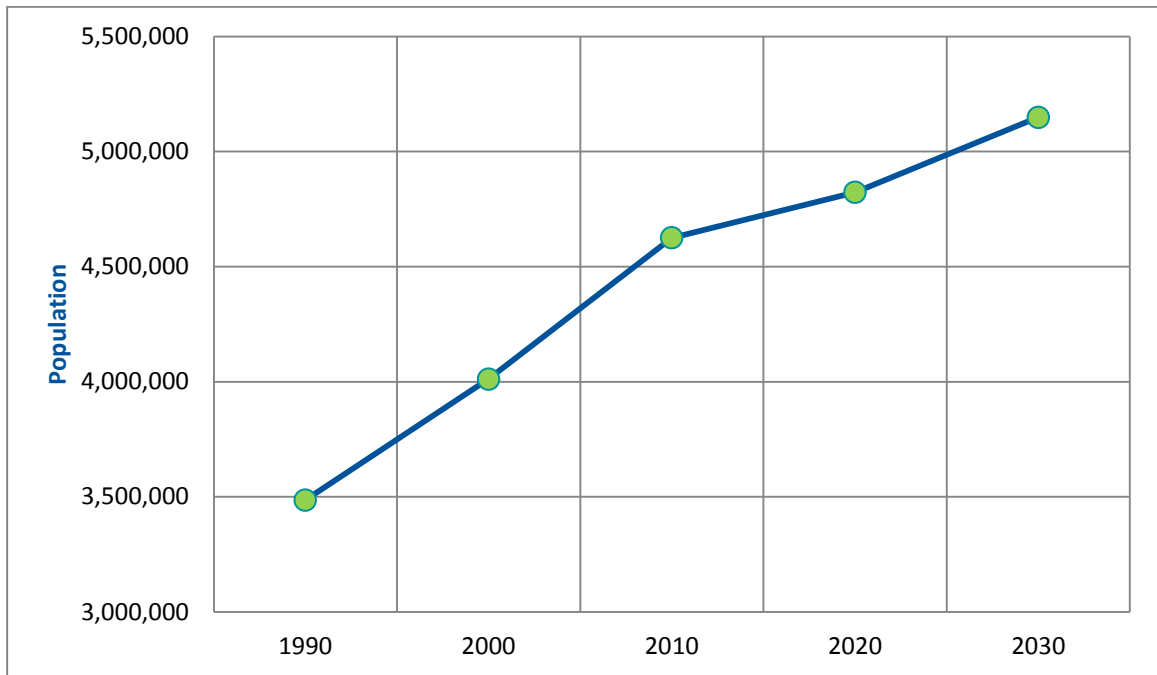
Table 1-2: Population Projections, 2010 – 2040

State	Population ⁽¹⁾		Total Percent Growth 2010-2030
	2020	2030	
South Carolina	4,822,577	5,148,569	11.1%
North Carolina	10,709,289	12,227,739	26.5%
Tennessee	6,780,670	7,380,634	15.7%
Georgia	10,843,753	12,017,838	22.7%
Alabama	4,728,915	4,874,243	2.0%
United States	341,387,000	373,504,000	20.0%

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

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

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



Regional Population Trends

The growth in population in South Carolina over the last 20 years has not been evenly distributed throughout the state. The growth in the Santee-Lynches Region and the nine other regions is shown in **Table 1-3**. All of the COG regions experienced growth from 1990 to 2010, with the Santee-Lynches Region experiencing a 0.87 percent annual growth from 1990 to 2000. The following decade annual growth decreased slightly to 0.64 percent, lower than the state average of 1.53 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
Santee-Lynches Regional COG	193,123	209,914	223,344	0.87%	0.64%
S.C. Appalachian COG	887,993	1,028,656	1,171,497	1.58%	1.39%
Berkeley-Charleston-Dorchester COG	506,875	549,033	664,607	0.83%	2.11%
Catawba RPC	248,520	289,914	364,826	1.67%	2.58%
Central Midlands COG	508,798	596,253	708,359	1.72%	1.88%
Lowcountry COG	154,480	201,265	246,992	3.03%	2.27%
Lower Savannah COG	300,666	309,615	313,335	0.30%	0.12%
Pee Dee Regional COG	307,146	330,929	346,257	0.77%	0.46%
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: Santee-Lynches Population Growth by County

Berkeley-Charleston- Dorchester	Population			
	2000	2010	2030	2040
Clarendon County	32,502	34,971	38,600	43,300
Kershaw County	52,647	61,697	72,800	79,800
Lee County	20,119	19,220	18,600	18,700
Sumter County	104,646	107,456	109,500	120,000
Total	209,914	223,344	239,500	261,800

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

As shown in Tables 1-3 and 1-4, the Santee-Lynches Region reported approximately 223,000 persons in 2010, with Sumter County having the greatest population, with approximately 48 percent of the region’s total regional population. Kershaw has the second largest population with 28 percent.

Generally, the Santee-Lynches area, with the exception of Sumter County, is sparsely populated. Recreation activities such as fishing, boating and hunting have profited from the abundance of natural resources, mild climate, and low density population. These amenities along with affordable housing, shopping centers, healthcare, and educational facilities draw more people to the region each year.

1.2.2 Economic Summary

Over the last 200 years, extraordinary circumstances have altered the land use in the South Carolina. During the first half of the 19th century, cotton replaced rice as the region’s primary crop and the fertile farmlands of the state evolved into an area that contained large, wealth cotton plantations. Following the Civil War, during and after the Reconstruction, the South entered a devastating economic collapse until World War II. In the 1950s, the Santee-Lynches region began to emerge economically with farm yields increasing, which helped bring the region out of the economic depression.

At the turn of the twentieth century, South Carolina had approximately 14 million acres of farmland. Current trends in South Carolina show a decreasing percentage of land acreage devoted to agricultural uses, along with consolidation of farm industries. Crop production continues to dominate the economies of Clarendon and Lee Counties. Forestry and logging are also prevalent in Lee and Kershaw counties. Over the past 30 years, residential and commercial development has increasingly claimed the land in Sumter County, while textile mills are a primary industry in Kershaw County.¹

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

¹ Santee-Lynches LWIA Workforce Report 2012.

² <http://lmi.dew.sc.gov/lmi%20site/Documents/CommunityProfiles/15000065.pdf>.

Table 1-5: Santee-Lynches Major Employers

Santee-Lynches Major Employers (Listed Alphabetically)
Becton Dickinson & Company Inc.
City of Sumter
Clarendon Memorial Hospital
County of Kershaw
County of Sumter
Department of Defense
Eaton Corp.
Invista S A R L
Kershaw County Medical Center
Kershaw County School District
Pilgrim’s Pride Corporation
SC Department of Corrections
Security Management of South Carolina
Sensor Enterprises Inc.
South Carolina Early Autism Project
Sumter School District
Target Corporation
Thompson Construction Group Inc.
Tuomey Inc.
Wal-Mart Associates Inc.

1.2.3 Income

The Santee-Lynches region reports an increase for the median household income over the past decade. However, incomes are distributed unevenly, with Kershaw County ranking as the wealthiest and Lee County as the lowest in the region. The median incomes for each county are listed below:³

- Clarendon County \$33,355
- Kershaw County \$43,509
- Lee County \$27,011
- Sumter County \$40,542

The annual unemployment rate for the Santee-Lynches region is higher at 10.3 percent than the state’s unemployment rate of 9.1 percent.⁴ The following list shows the April 2013 unemployment rate for each of the four counties:

- Clarendon County – 11.1 percent
- Kershaw County – 6.2 percent
- Lee County – 9.6 percent
- Sumter County – 8.4 percent

³ http://www.santeelynchescog.org/research_income.html.

⁴ SC Department of Employment & Workforce.



2. EXISTING TRANSIT IN THE SANTEE-LYNCHES REGION

2.1 Overview

This chapter describes existing transit services in the Santee-Lynches Region and notes trends in transit use, service, expenditures, and efficiency. The existing operations statistics included in this report are for FY 2009, FY 2010, and FY 2011 from the SCDOT OPSTATS reports, which are comprised of data submitted by individual transit agencies. Although fiscal year 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.

The Santee Wateree Regional Transportation Authority Public Transportation Study was recently completed in September 2010. The purpose of that plan was to focus on the Santee Wateree Regional Transportation Authority (SWRTA) fixed routes services because many of the fixed routes had not been updated in years, resulting in uncertainty that the transit routes are serving the areas with the most need. The study analyzed the fixed route service, demographic shifts, development, and other pertinent factors in order to find ways to ensure “user friendly” customer-focused public transportation services that maintains existing riders, encourages “choice riders,” and helps garner long-term community support.



Other planning studies have been completed in recent years, including the Rural Long Range Transportation Plan for the Santee-Lynches region and the Sumter MPO 2010-2040 Long Range Transportation Plan, which includes an extensive review of all modes of transportation, including transit services.

SWRTA is the primary general public transit provider in the region. In addition to SWRTA, a number of local human service agencies provide transportation services geared specifically to their clients. Many private transportation and taxicab companies offer personalized transportation services as well.

2.2 Existing Transit Services

2.2.1 Santee Wateree Regional Transportation Authority

The Santee Wateree Regional Transportation Authority is the primary public transportation provider in Clarendon, Kershaw, Lee and Sumter counties providing fixed route bus and ADA services in the City of Sumter, including services to the Cherryvale and Shaw Air Force Base communities. Commuter services are provided to Myrtle Beach from Clarendon, Lee and Sumter Counties. Other commuter services operate from Eastover to Columbia (Lower Richland).

SWRTA provides demand response, paratransit service, which operates in the urban and rural areas of the counties. The paratransit service is available to county residents who can ride any county route on a space available basis as a cash client. All city fixed route buses and paratransit vans are ADA accessible. SWRTA also provides a vanpool service from Sumter to Columbia with SmartRide services from Camden to Columbia.

The SWRTA operating hours are from 5:00 am to 8:30 pm, Monday through Friday. The service area and individual routes are shown in **Figure 2-1**.

The base fare for the Sumter city fixed routes is \$1.00, \$1.25 to Cherryvale, and \$1.50 to Shaw. The paratransit and contract services provided for Santee-Lynches COG and others are on a contracted rate basis. ADA passengers living within ¼-mile of a Sumter city fixed route are transported for \$2.00 each way. The space-available zone fares range from \$3.00 to \$9.00 depending on the miles traveled.



In FY 2011, SWRTA provided 252,954 passenger trips, with 53,747 revenue vehicle hours, and 1,090,263 revenue vehicle miles. In addition, SWRTA provided 57,742 Medicaid passenger trips. The SWRTA rideshare and vanpool programs provided 7,416 passenger trips with 1,580 revenue vehicle hours, and approximately 41,929 vehicle miles.

2.3 Regional Trends and Summary

2.3.1 Vehicle Trends

Table 2-1 presents the total number of vehicles in the fleet for SWRTA and peak number of vehicles. In 2011, the Santee-Lynches Region had a total fleet for public transportation of 53 vehicles for public transportation. During the peak hours, 33 of the 53 vehicles are in operation across the region.

Figure 2-1: SWRTA Routes

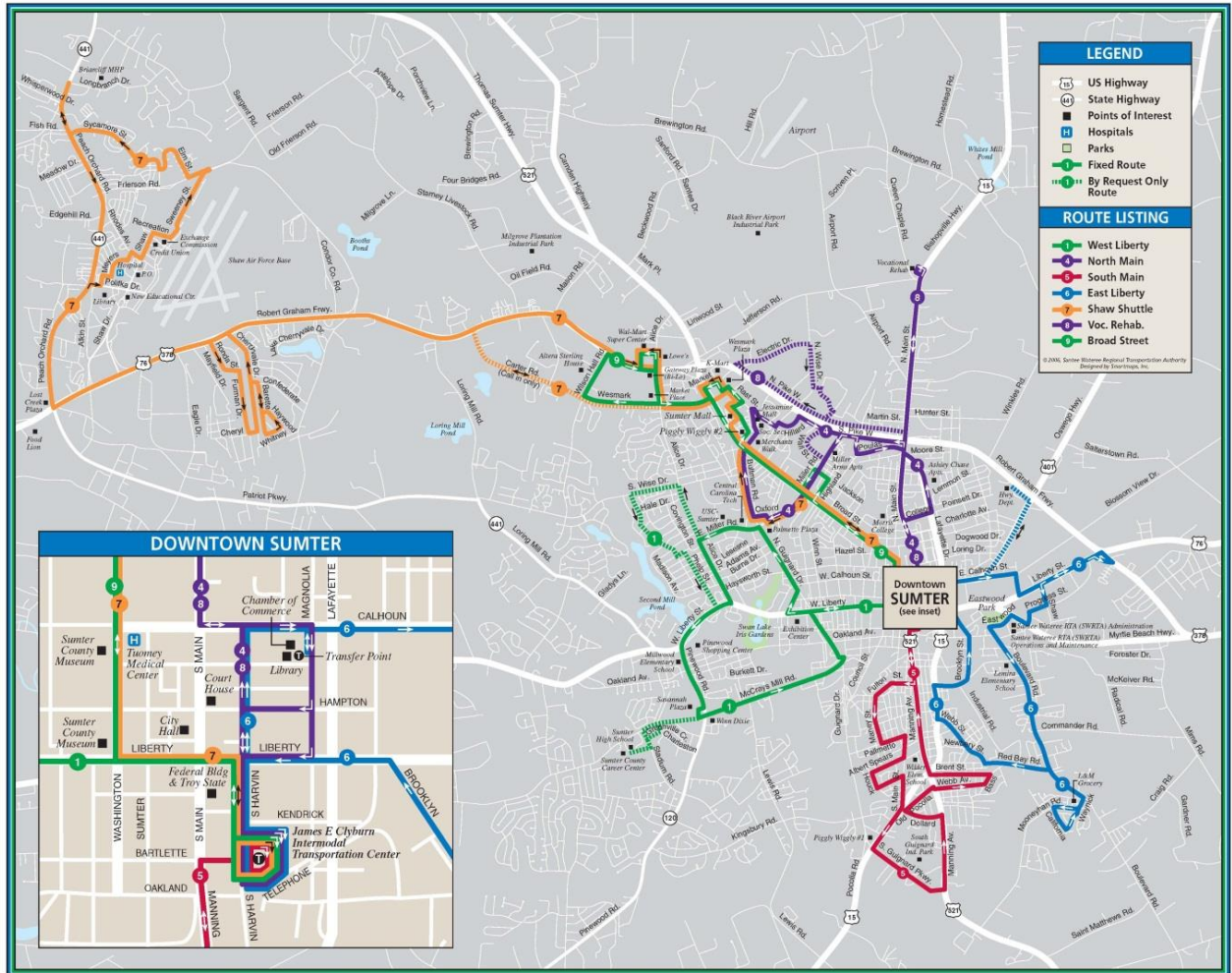


Table 2-1: Vehicles in the Santee-Lynches Region, FY 2009 to FY 2011

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Santee Wateree RTA	Fixed Route	12	16	11	15	11	17
	Demand Response	22	31	25	30	22	36
	Total	34	47	36	45	33	53
	Other - Medicaid	21	29	21	25	12	22
	Other - Van Pool	0	0	1	1	1	2
Total Santee-Lynches Region	Fixed Route	12	16	11	15	11	17
	Demand Response	22	31	25	30	22	36
	Total	34	47	36	45	33	53
	Other - Medicaid	21	29	21	25	12	22
	Other - Van Pool	0	0	1	1	1	2

2.3.2 Ridership and Service Trends

Table 2-2 and **Figures 2-2** present the annual passenger trips for Santee-Lynches. In the past three years, ridership decreased in FY 2010, but increased in FY 2011 for both fixed route and demand response service.

Table 2-2: Santee-Lynches Region Ridership, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Santee Wateree RTA	Fixed Route	166,145	138,524	157,103
	Demand Response	114,502	94,218	95,851
	Total	280,647	232,742	252,954
	Other - Medicaid	86,136	72,648	57,742
	Other - Van Pool	0	6,971	7,416
Total Santee-Lynches Region	Fixed Route	166,145	138,524	157,103
	Demand Response	114,502	94,218	95,851
	Total	280,647	232,742	252,954
	Other - Medicaid	86,136	72,648	57,742
	Other - Van Pool	0	6,971	7,416

Figure 2-2: Santee-Lynches Region Ridership Trends

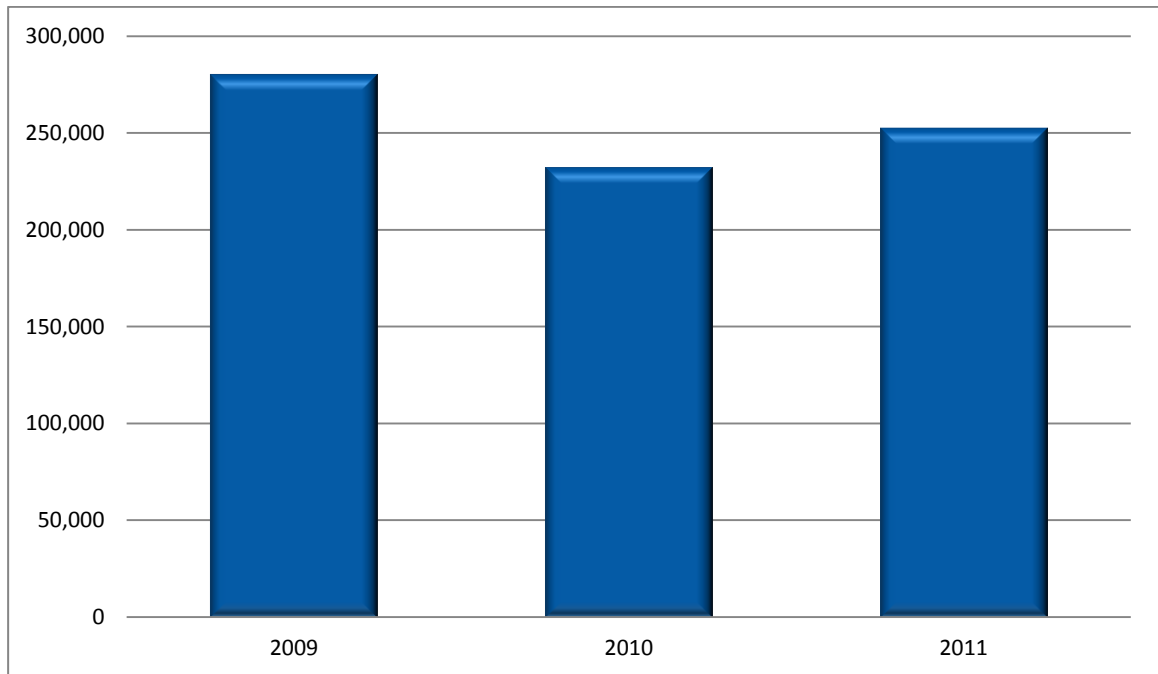


Table 2-3 (with Figures 2-3) and Table 2-4 (with Figures 2-4) present the annual vehicle revenue miles and annual vehicle revenue hours. The amount of annual revenue miles and revenue hours for public transportation service has increased slightly over the past three years.

Table 2-3: Santee-Lynches Region Annual Vehicle Revenue Miles, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Santee Wateree RTA	Fixed Route	443,015	388,860	411,394
	Demand Response	593,482	579,176	678,869
	Total	1,036,497	968,036	1,090,263
	Other - Medicaid	596,431	552,477	461,737
	Other - Van Pool	0	26,754	41,929
Total Santee-Lynches Region	Fixed Route	443,015	388,860	411,394
	Demand Response	593,482	579,176	678,869
	Total	1,036,497	968,036	1,090,263
	Other - Medicaid	596,431	552,477	461,737
	Other - Van Pool	0	26,754	41,929

Figure 2-3: Santee-Lynches Region Annual Vehicle Revenue Miles

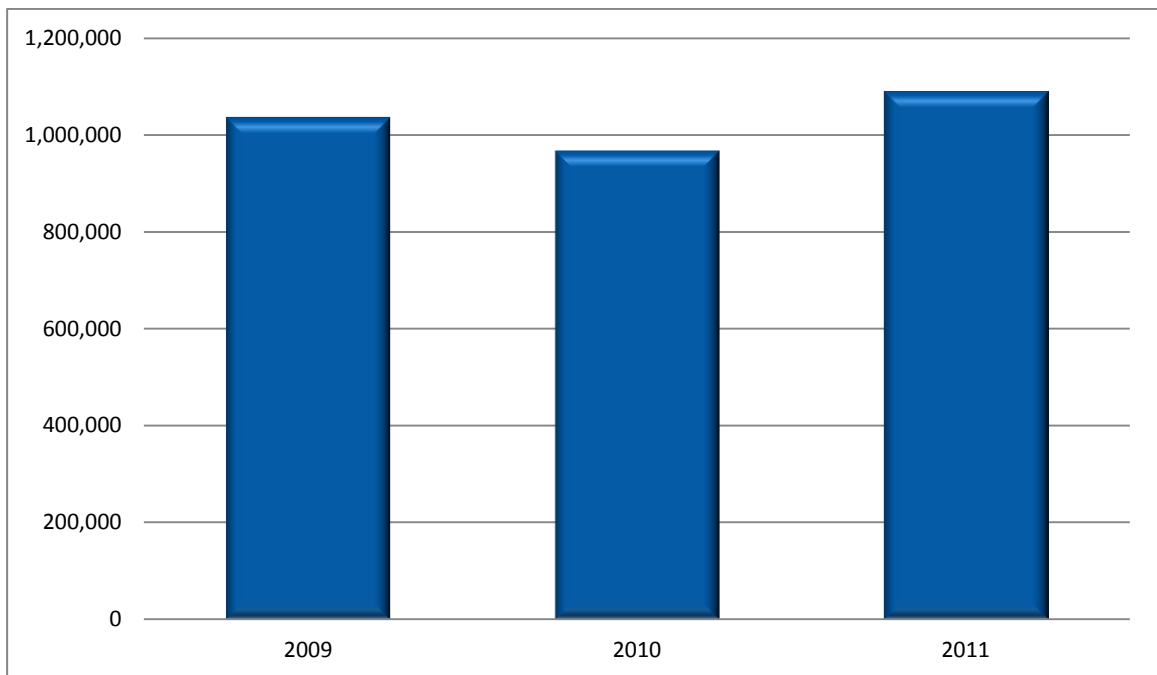
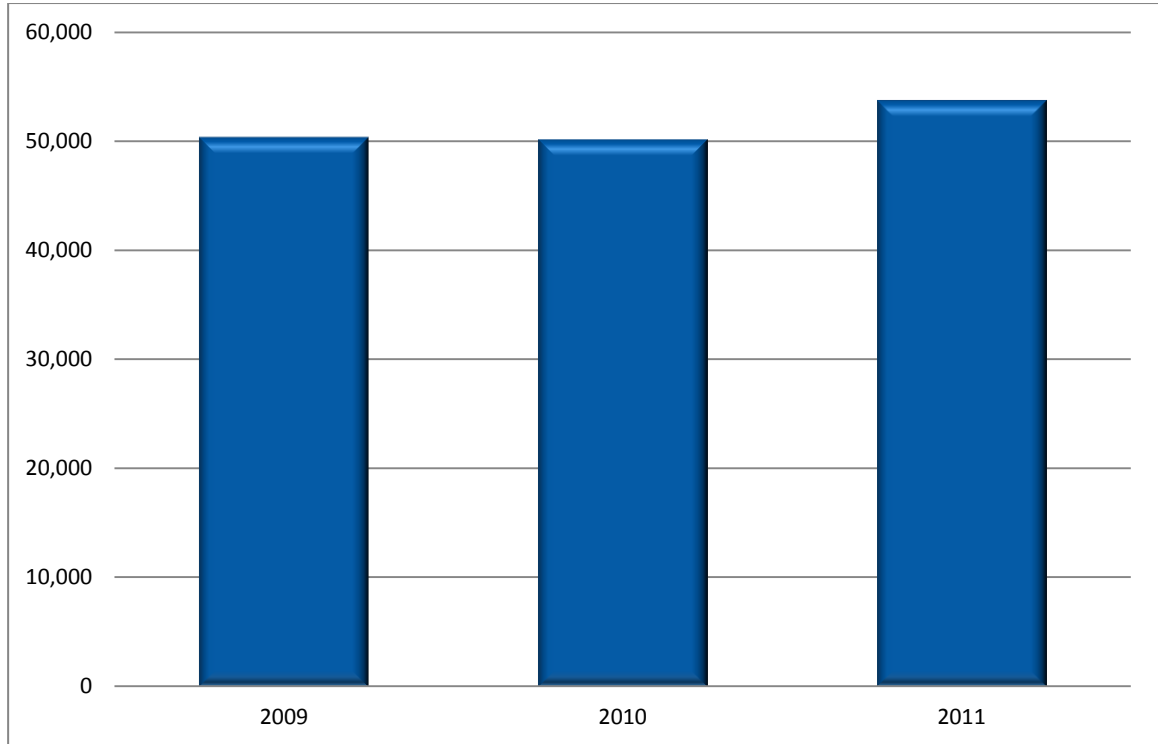


Table 2-4: Santee-Lynches Region Annual Revenue Vehicle Hours, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Santee Wateree RTA	Fixed Route	22,368	20,914	21,747
	Demand Response	27,996	29,248	32,000
	Total	50,364	50,162	53,747
	Other - Medicaid	25,533	24,641	20,171
	Other - Van Pool	0	1,084	1,580
Total Santee-Lynches Region	Fixed Route	22,368	20,914	21,747
	Demand Response	27,996	29,248	32,000
	Total	50,364	50,162	53,747
	Other - Medicaid	25,533	24,641	20,171
	Other - Van Pool	0	1,084	1,580

Figure 2-4: Santee-Lynches Region Annual Vehicle Revenue Hours



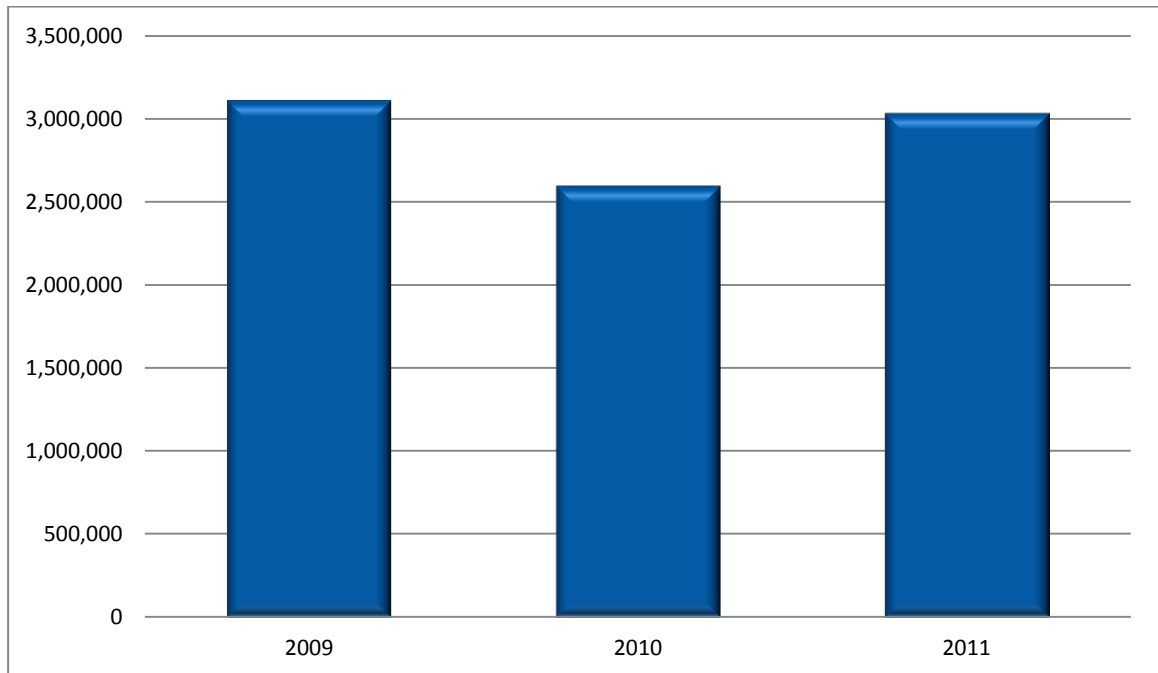
2.3.3 Trends In Expenditures, Efficiency, and Effectiveness

Table 2-5 and **Figure 2-10** present the operating/administration expenditures for the Santee-Lynches Region. Costs have fluctuated in the region, with a decrease in 2010, but an increase in 2011.

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

Agency	Service	2009	2010	2011
Santee Wateree RTA	Fixed Route	\$1,516,121	\$1,346,959	\$1,672,968
	Demand Response	\$1,595,144	\$1,250,700	\$1,362,202
	Total	\$3,111,265	\$2,597,659	\$3,035,170
	Other - Medicaid	\$1,492,317	\$1,212,037	\$841,823
	Other - Van Pool	\$0	\$209,267	\$262,583
Total Santee-Lynches Region	Fixed Route	\$1,516,121	\$1,346,959	\$1,672,968
	Demand Response	\$1,595,144	\$1,250,700	\$1,362,202
	Total	\$3,111,265	\$2,597,659	\$3,035,170
	Other - Medicaid	\$1,492,317	\$1,212,037	\$841,823
	Other - Van Pool	\$0	\$209,267	\$262,583

Figure 2-5: Santee-Lynches Region Operating/Admin Expenses



As shown in **Table 2-6** and **Figure 2-6**, the performance measure, passengers per vehicle mile, has remained fairly stable for fixed route services and decreased for demand response services in the region.

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

Agency	Service	2009	2010	2011
Santee Wateree RTA	Fixed Route	0.38	0.36	0.38
	Demand Response	0.19	0.16	0.14
	Total	0.27	0.24	0.23
	Other - Medicaid	0.14	0.13	0.13
	Other - Van Pool		0.26	0.18
Total Santee-Lynches Region	Fixed Route	0.38	0.36	0.38
	Demand Response	0.19	0.16	0.14
	Total	0.27	0.24	0.23
	Other - Medicaid	0.14	0.13	0.13
	Other - Van Pool		0.26	0.18

Figure 2-6: Santee-Lynches Region Passenger/Revenue Mile

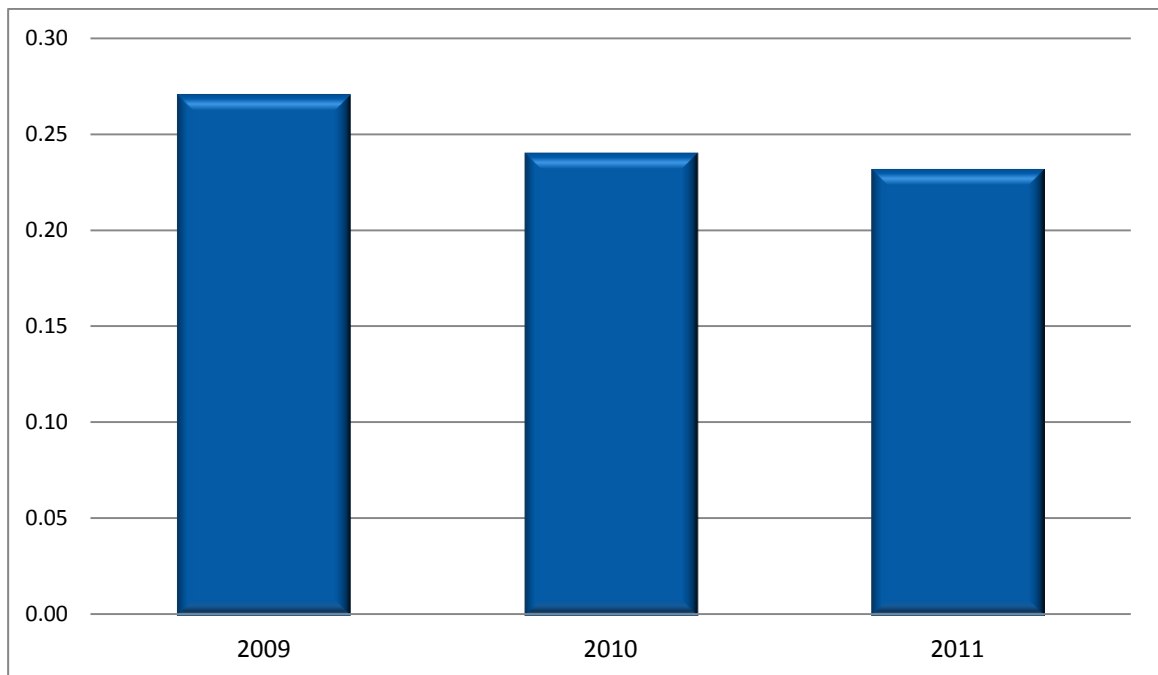


Table 2-7 and **Figure 2-7** show passengers per revenue vehicle hour for 2009, 2010, and 2011, which has slightly decreased over the past three years.

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

Agency	Service	2009	2010	2011
Santee Wateree RTA	Fixed Route	7.43	6.62	7.22
	Demand Response	4.09	3.22	3.00
	Total	5.57	4.64	4.71
	Other - Medicaid	3.37	2.95	2.86
	Other - Van Pool		6.43	4.69
Total Santee-Lynches Region	Fixed Route	7.43	6.62	7.22
	Demand Response	4.09	3.22	3.00
	Total	5.57	4.64	4.71
	Other - Medicaid	3.37	2.95	2.86
	Other - Van Pool		6.43	4.69

Figure 2-7: Santee-Lynches Region Passenger/Revenue Hour

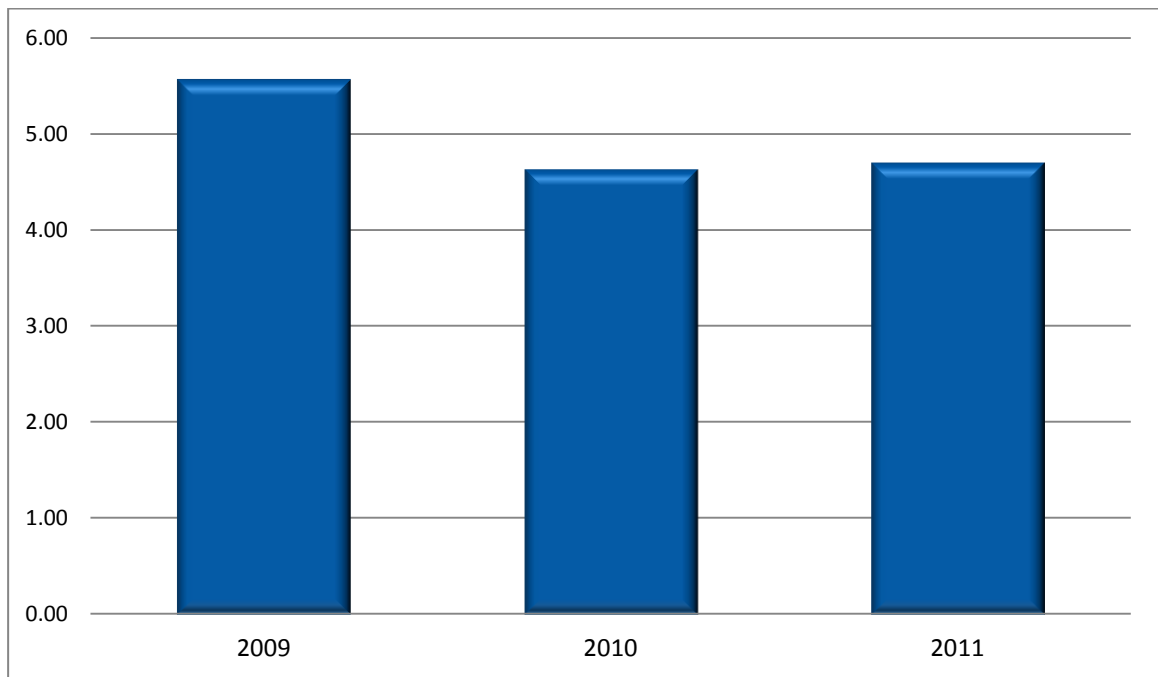
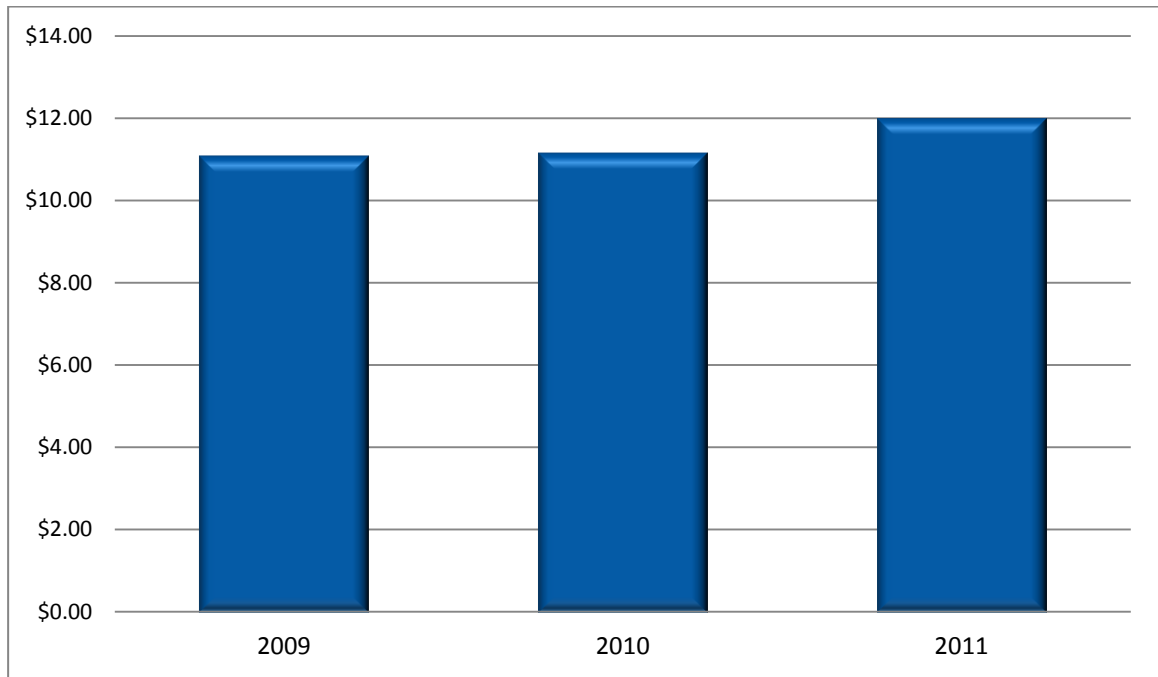


Table 2-8 and **Figure 2-18** presents the cost per passenger trip data for 2009, 2010, and 2011. The cost per passenger trip increased for both fixed route and demand response services.

Table 2-8: Santee-Lynches Region Cost per Passenger Trip, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Santee Wateree RTA	Fixed Route	\$9.13	\$9.72	\$10.65
	Demand Response	\$13.93	\$13.27	\$14.21
	Total	\$11.09	\$11.16	\$12.00
	Other - Medicaid	\$17.33	\$16.68	\$14.58
	Other - Van Pool		\$30.02	\$35.41
Total Santee-Lynches Region	Fixed Route	\$9.13	\$9.72	\$10.65
	Demand Response	\$13.93	\$13.27	\$14.21
	Total	\$11.09	\$11.16	\$12.00
	Other - Medicaid	\$17.33	\$16.68	\$14.58
	Other - Van Pool		\$30.02	\$35.41

Figure 2-8: Santee-Lynches Region Cost per Passenger Trip



2.4 FY 2012 Discussion

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

- Vehicles – FY 2011 = 77; FY 2012 = 56
- Passengers – FY 2011 = 318,112; FY 2012 = 281,954
- Revenue vehicle miles – FY 2011 = 1,593,929; FY 2012 = 1,304,183
- Revenue vehicle hours – FY 2011 = 75,498; FY 2012 = 59,727
- Operating expenses – FY 2011 - \$4,139,575; FY 2012 = \$3,354,886
- Passengers per revenue vehicle hour – FY 2011 = 4.21; FY 2012 = 4.72

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

The existing SWRTA services utilize existing businesses for stops along multiple routes. All city fixed route services operate from the James E. Clyburn Intermodal Transportation Center. The JEC Transportation Center houses SWRTA and Southeastern Stages bus line.

The *Transportation Improvement Project for the Santee-Lynches Rural Planning Jurisdiction* and the *Five-Year Review of the Kershaw County Comprehensive Plan 2006-2011* identified the following park and ride lots that need to be built in the future or upgraded with appropriate signage and facilities for bus passengers using SWRTA, Smart Ride program, and CMRTA.



- Clarendon County
 - US 521/Hwy 261
 - Piggly Wiggly at US 15 S in Summerton at 9 N Church Street
 - US 378 in Turbeville, behind old Post Office
- Kershaw County
 - US 1/110 East DeKalb St at United Way
 - US 1/Rt 130 at Springdale Plaza
 - Park and ride facilities along the Camden-Columbia corridor
- Lee County
 - US 15/I-20
 - US 15/SC 341
- Sumter County
 - SC 261/ SC 120

The SWRTA commuter routes travel to Myrtle Beach from Clarendon, Lee and Sumter Counties. Other commuter services operate from Eastover to Columbia (Lower Richland) and from Sumter to Lugoff and Bishopville to Lugoff.

2.6 Intercity Services

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

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



Intercity rail transportation, particularly high speed rail service, has a greater potential than intercity bus to significantly impact how South Carolina residents and visitors travel between cities in the future, due to the reduced travel times, level of comfort, and direct service. As part of the 2040 MTP, a separate Rail Plan is being developed that will address passenger rail options. Future planning for the Santee-Lynches area should include the continuation and enhancement of intercity buses to/from adjacent regions as residents need access to medical facilities and employment outside the region. A connection from Sumter to the high speed rail stations in Columbia and/or Florence via bus or rail should be considered in future rail plans. Intercity bus services in the Santee-Lynches Region are provided by Southeastern Stages, with stops in Camden, Manning, and Sumter.



3. HUMAN SERVICES COORDINATION

As mentioned previously in Section 2, the Santee-Lynches region has been coordinating over the past two decades, at first informally; then more formally beginning in 1995. In 1995, SWRTA began working with SCDOT to provide service to the Eastover or Lower Richland area. Since that time, the agency also became a provider for Medicaid transportation in Berkeley, Calhoun, and Orangeburg Counties.

Santee-Lynches COG completed the *Santee Wateree Regional Transportation Authority Public Transportation Study* in September 2010, which included an assessment of the fixed route services in the region. The report included more outreach and marketing for the commuter routes, in addition to service recommendations for the city fixed routes.

Within the region, there are client specific transportation services operated by various human service programs, but they are not available to the general public or clients of other human service agencies. The Santee-Lynches COG, in conjunction with the Palmetto Breeze in the Lowcountry region, sees this network of services as an opportunity to effectively address the unmet mobility needs in the counties.

Several planning studies completed in recent years have suggested a framework for coordination of public and human service agency transportation services. In particular, Human Service agencies may investigate ways to enhance coordination and maximize dollars spent on transportation services may partnering with SWRTA, as appropriate, in funding match dollars in order to create public transit service routes that support their clientele, as well as well as the local public. Coordination strategies might also include voucher, carpool/vanpool, volunteer driver programs and vehicle sharing. In an effort to involve all potential partners, coordination and collaboration with churches and recreation departments may also be considered.



In 2007, the Santee-Lynches 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. A mobility manager was hired to facilitate coordination among the transportation providers in the Santee-Lynches counties.

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 Santee-Lynches region met all federal requirements by focusing on the transportation needs of disadvantaged persons.

3.1.2 Today

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

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

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

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



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

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

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

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



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

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

3.2 Goals for Coordinated Transportation

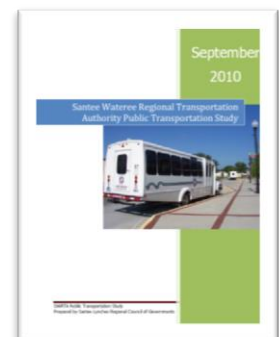
The 2007 Santee-Lynches Human Services Transportation Coordination Plan did not include specific coordination goals within the report. In order to evaluate the needs and strategies identified below, the following coordinated transportation goals are presented. These goals also support the overall SCMTP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

The goals are:

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

In addition to these goals, the *Santee Wateree Regional Transportation Authority Public Transportation Study* completed in December 2010 provides an assessment for fixed route services within the region. Several planning studies have been completed over the past decade with recommended framework for coordination of public and human service agency transportation services.

MAIN FOCUS: To enhance current public transportation services within the region by providing connectivity within the four counties and connectivity to surrounding major cities.



Specific Santee Wateree Regional Transportation Authority goals are to establish more fixed routes in the rural areas to allow citizens the ability to get to/from jobs, training facilities, medical facilities, shopping and recreation.

- Re-establish routes from Sumter to Lugoff, and from Lee County to Lugoff. If citizens in the Kershaw area need to come to Sumter for training, medical, or any reason, they would be able to connect with this route on the return trip. A mid-day route may also need to be established to transport individuals back to their destination.

- SWRTA public transit fixed routes are scheduled to start in the Lee County area in 2014. This would include three loops within the city of Bishopville five days per week, and one loop from Bishopville to Lynchburg and back, at least one day per week. The additional service in the Lee County area is a result of the Capital Penny Sales Tax that passed during the 2012 Election, identifying transit as a recipient. The revenues from the Capital Penny Sales Tax will be used to match the available federal funds to cover the cost of providing the services.
- SWRTA plans are to replicate what was accomplished in the Lee County area in Clarendon and Kershaw with the help of the citizens.
- In addition to the above plans, SWRTA has plans to enhance/establish routes in the rural area of Sumter, and in the surrounding cities such as Dalzell, Rembert, Paxville, etc.
- Expand services in the urban area to cover the areas that were identified in the 2010 Study, such as adding services in the Crosswell area, Carter Road, and Lewis Road.

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 the adopted December 2010 *Santee-Lynches Santee Wateree Regional Transportation Authority Public Transportation Study*, the SCDOT approached outreach specific to the update of this Regional Transit & Coordination Plan in a streamlined fashion, working primarily with the COGs, MPOs, Mobility Manager, and transit agencies who are knowledgeable of, and serve, the target populations in their communities. The outreach effort was based upon the following principles:

- Build on existing knowledge and outreach efforts, including outreach conducted for the *Santee Wateree Regional Transportation Authority Public Transportation Study*, and 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 Santee-Lynches Region, the gaps and needs in the region, and strategies to meet future needs.

The following list provides existing and past coordination efforts within the region.

2004

- Formation of a Regional Transit Council composed of human service agencies, community organizations, public & private transportation providers and interested individuals and agencies.

2005

- Coordinated actions to implement public transit services in a rural location.

- SAGE Institute – Geriatric Best Practices recognized the Regional Transit Council as the primary committee to identify and address transportation issues for Clarendon, Kershaw, Lee, and Sumter Counties.
- Representative from the Regional Transit Council attended Easter Seals Project ACTION two day training in Charleston, South Carolina covering ADA, coordinated human service networks, sensitivity training, traveling with service animals, etc.
- Hosted the National Transit Institute - Coordinated Mobility: A Unified Transportation Management Solution course.

2006

- Received a United We Ride mini grant through SCDOT to help examine alternatives to further the coordination process
- Pharmacy outreach pilot project to examine the feasibility of providing free transportation to dispense pharmaceuticals.
- Council hosted a free grant writing seminar conducted by Clemson University Institute for Economic and Community Development.
- Regional Transit Council participation in the Mobility Planning Services Institute in Washington, DC.

2007

- The Community Transportation Association of America awarded the Regional Transit Council a technical assistance grant to review the feasibility of transit coordination with job access and human coordination.
- Conducted a pilot test of real-time automatic vehicle location of transportation providers using a cell phone that had GPS capability. Test was for all transportation providers. The project allowed council members the opportunity to test this technology free.
- Presented Council coordination efforts and accessible transportation options at the South Carolina Cross Cultural Transportation workshop sponsored in part by the South Carolina Commission on Minority Affairs.
- Council member awarded scholarship to attend the National Summit in Washington D.C., on Faith & Community Based Partnerships: Transportation for Those in Need.
- Piloted Human Service customers on a map using goggle map. Helped identify where clients are located in order to help coordinate transit service delivery.
- The National Center on Senior Transportation selected the Council as one of five national coalitions for technical assistance.
- Council supported a fuel initiative that provided council members fuel at a discounted rate, as well as needed reports and discounted services.

2008

- Started the investigation of implementing a volunteer transportation system for the region.
- The National Association of Area Agencies on Aging requested a presentation of the Regional Transit Council's coalition building initiatives at their 33rd annual conference.
- Due to the innovative programs of the Regional Transit Council, requested by the League of Women voters to participate as panel member in a transit form in Myrtle Beach.

2009

- Council instrumental in getting Easter Seals Project ACTION to provide Communities on the Move training in Columbia, South Carolina.
- Initiated a Rural Rideshare Program with the Regional Transportation Agency, which received national recognition by the National Association of Development Organizations, which was also featured in their Rural Transportation Newsletter.
- Participated in the Joint Federal Highway Administration and the Federal Transit Administration Transportation Planning Capacity Building (TPCB) Program Peer Roundtable exploring "Effective Practices in Human Services Transportation Coordination," hosted by the Community Transportation Association of America.
- The State AARP office recognized the Council's initiative in working with transit and subsequently requested training on transit advocacy for AARP legislative volunteers.
- Coordinated actions to implement public transit services in a rural location.



2010

- Formation of a Volunteer Transportation program that was adopted and financially sponsored by the Lieutenant Governor's Office on Aging through a SCDOT administered Federal Transit Administration Section 5317 New Freedom Grant. This volunteer initiative was nationally recognized by the National Association of Development Organizations.
- Conducted a Public Transit study of the Regional Transit Agency using college interns and students. Study evaluated the transit operational fixed route services. The report was designed to find ways to improve financial and operational efficiency and customer performance.

2011

- Selected by the National Center on Senior Transportation to participate in a panel review of grants for Enhancing Older Adult Mobility through Person-Centered Mobility Management.
- The National Academies nominated the COG's Regional Transportation Coordinator to serve as an expert topic panel member for a Transportation Cooperative Research Program Synthesis Study.

- Easter Seals Project ACTION highlighted the accomplishments of the Santee-Lynches Regional Transit Council in their copy of Project ACTION’s new Mobility Planning Services Retrospective article publication.
- Formation of a Volunteer Transportation program – Assisted Rides Program, which was adopted and financially sponsored by the Lieutenant Governor’s Office on Aging – received national recognition by the National Association of Development Organizations.
- Facilitated the process for the award and recognition of Easter Seals Project ACTION to host an Accessible Transportation Coalitions Initiative within a county in the Santee-Lynches region.
- Regional Transportation Coordinator appointed to the Rural Planning Organization Council of Peers by the National Association of Development Organizations.
- Regional Transportation Coordinator selected for a scholarship to attend the Community Transportation Association of America Mobility Management Workshop.
- Selected to provide sensitivity awareness update to the Community Advocacy and Leadership Program sponsored by the University of South Carolina Prevention Research Center.
- Selected to present a briefing on the Assisted Rides Program volunteer transportation to the Southeastern Association of Area Agencies on Aging annual training conference.

2012

- Coordinating Human Service hours of operations in order to use a common vehicle to multi load customers.
- Started the Human Services Coordination planning strategies for the Santee-Lynches Regional Human Services Transportation Coordination Plan.
- Coordinated actions to implement public transit services in a rural location.



2013

- Investigating the feasibility of creating a one-stop-call network using 211. System will list regional transportation providers who are willing to abide by set standards.
- Working with a rural community in the implementation of public transit rural services.

3.4 State of Coordination in the Santee-Lynches Region

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

pursuing various coordinated accessible transportation alternatives for Clarendon, Kershaw, Lee, and Sumter Counties.

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

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



3.5 Barriers and Needs in the Santee-Lynches Region

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

Since the last publication of the Santee-Lynches 2007 Regional Human Services Transportation Coordination Plan, there has been a vast increase in gaps identified within the Santee-Lynches region. The increase is due in part to the economic recession, War in Iraq, the coming of age of the “Baby Boomers,” and the influx of individuals who speak English as a second language coupled with the geographic size of the region which encompasses vast rural areas from major city centers. Subsequently, barriers and gaps include a new set of individuals such as Veterans, homeless individuals, Hispanics, as well as existing individuals such as low-income, households without an automobile, disabled population, and the ever growing senior population sparked by the “Baby Boomers”.

The ability to find ways to bridge those customer barriers by enabling opportunities to increase ridership alternatives is severely challenged due to the economic situation facing our nation, state and local governments. Human service agencies, community organizations and transportation providers – public and private are facing increased costs due to fuel, aging fleets and associated repair costs, and

cutbacks in staff due to budgetary constraints. Yet the need remains for transportation services to jobs, education, doctors, life enriching and enhancing activities, and in the event of disasters providing transportation to shelters.

Regardless of these barriers and gaps, Council members are viewing these as challenging opportunities to improve transportation services as well as the quality of life for all individuals through coordination, collaboration and communication. Many opportunities for coordination were identified by the Council members. Below is a snapshot of key opportunities.

- Implementation of a One Call transportation Network (211)
- Creation of a transportation website for all providers of transportation services
- Multi-loading of customers from several human service / community organizations
- GIS mapping (routes / customers / type of needs, etc.)
- Purchase cost efficient vehicles - Hydrogen, Electric, fuel cell and solar panel
- Coordinated regional Mobility Management
- Travel Training and Trip planning
- Expand public transit services in city of Sumter and schedule transit services in rural areas
- Recycle public transit vehicles that have reached their useful life to human service agencies
- Real-time scheduling

A concise listing of barriers and gaps are shown in **Table 3-1**.

Table 3-1: Santee-Lynches Region Barriers/Gaps

Barriers and Gaps
Rural areas – lack service & scheduled coverage
Low income households
Households without an automobile
Homelessness
Individuals who don't speak English
Veterans
Disasters – ensuring the safety of vulnerable individuals
Liability and cost of providing transportation
Human Service agencies not capable of running own routes
Limited to types of vehicles used due to consumer needs
Vocational Rehabilitation needs better transportation options
2nd and 3rd shift workers do not have access to either public transportation or reliable and affordable taxi services
Perception of Public Transit monopoly
Identifying funding opportunities
Reduced staff due to budgetary cutback requirements
Regional Mobility Management concept supported by state and transportation providers
Computer based real time management system for all providers of transportation services
Coordination – defining what does it mean and how will it impact an agency
Finding how costs for transportation can be reduced through coordination
Lack understanding of the breadth of transportation needs in the region by agencies, providers, and elected officials
“Turfism” mind set hinders working together and coordination
Challenge of creating a new mind set of Coordination, Collaboration, Cooperation, and Communication – ensuring agencies of the benefits of working together
Traditions

Barriers and Gaps
Cannot Coordinate Transportation
Assuring customers that sharing seats on other agency vehicles will continue to provide quality transportation services
Politics
Growing senior and disabled population
Price people willing to pay for transportation services
Not enough funds to satisfy the transportation need
Accessible Taxicabs
Lack of scheduled public transit routes outside of the city of Sumter
Cost and time of transportation routes provided by all transportation providers
Gas Costs
Becoming competitive enough to pull down the big dollar grants
Aging Fleet
Repair Costs
Getting Consumers to work
Consumer issues
Doubling back – uncoordinated transportation services
Maximizing ridership

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 which, 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. Many of the strategies were identified in the June 2012 Workshop, along with the Regional Transit Council and local stakeholders. The Regional Transit Council has investigated, studied, tested, and implemented several strategies and courses of actions since its inception of the coordinating coalition. Mini grants have enabled the coalition to jumpstart the process; while at other times, planned workshops enabled agencies to take a fresh perspective on how coordinated transportation actions were implemented, which helped rejuvenate the coalition efforts to continue to forge forward with finding ways to bridge the transportation gaps in the region. The updated strategies for the Santee-Lynches region are shown in **Table 3-2**.

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.

Table 3-2: Santee-Lynches Region Updated Strategies

Updated Strategies
Call transportation Network (211)
Transportation Website (all providers)
Car repair loans for low income individuals / households
Car purchase loans for low income individuals / households
Sharing staff and office equipment
Multi loading of customers from several human service / community organizations
Referring potential riders to public transit and or other providers of transportation services
Sharing facilities
Intelligent Software applications
GIS mapping (routes / customers / type of needs, etc.)
Encourage county officials to implement creative funding options i.e., local option sales tax, sales tax, tag fee, driver's license fee, in order to support public transportation
Car sharing (carpooling)
Gas Card assistance (Low Income – i.e., work, homeless)
Pool fueling opportunities
Schedule public transit services routes in rural areas
Enhance Volunteer Transportation
Purchase cost efficient vehicles - Hydrogen, Electric, fuel cell and solar panel
Coordinated regional Mobility Management
Travel Training
Trip planning
Ensure equitable grant funding for all eligible human service / community organizations within a Council of Governments' region
Lower transportation costs
Expand public transit services in city of Sumter
One fare system across providers
Support from municipalities, cities and counties
Efficient, affordable, reliable and safe transportation services
Recycle public transit vehicles that have reached their useful life to human service agencies
Accessible transportation alternatives – i.e., Taxicabs
Coordinated Human Service Routes
Real-time scheduling
Knowing the cost allocation among operators of transportation services
Create a culture of understanding each other
Reliable employment shuttles, especially for 2nd and 3rd shifts
Promoting public transit
Improve quality of life in communities / region
Enhance economic development
Creation of seamless transit services (public / human service)
Medical transportation
Sharing of vehicles
Transportation vouchers
Facility and equipment upgrades



4. VISION AND OUTREACH

4.1 MTP Vision and Goals

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

The vision statement of the 2040 MTP is as follows:

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

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



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

4.2 2040 MTP Performance Measures

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

4.2.1 Mobility and System Reliability Goal

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

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

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

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

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

Specific public transportation measures as shown above include:

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

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

4.2.2 Safety Goal

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

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

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

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

Specific public transportation measures as shown above include:

- Annual preventable accidents per 100,000 service miles:
 - Measured by tracking of accidents at transit agency/NTD.
- Integrate safety improvements – guiding principle that all public transportation projects in the region should continue to include multimodal aspects that integrate safety measures. One example of safety measures from transit agencies in the Santee-Lynches region includes mandatory safety meetings and daily announcements to operators.

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

4.2.3 Infrastructure Condition Goal

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

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

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

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

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

Specific public transportation measures as shown above include:

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

4.2.4 Economic and Community Vitality Goal

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

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

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

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

Specific public transportation measures as shown above include:

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

4.2.5 Environmental Goal

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

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

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

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

Specific public transportation measures as shown above include:

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

4.2.6 Equity Goal

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

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

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

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

Specific public transportation measures as shown above include:

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

4.3 Public Transportation Vision/Goals

An extensive and comprehensive visioning and public involvement program was completed in the 2008 regional transit planning process. The purpose was to develop a vision, goals, and a framework for public transportation in South Carolina. Input was captured from a broad range of stakeholders through several outreach methods, including focus groups, community and telephone surveys, newsletters, public meetings, and presentations. As discussed earlier in this report, the 2040 MTP

planning process builds from the momentum of the 2008 Statewide Plan and provides updated information, including public outreach and the vision for the future. The following text provides a summary of the 2008 efforts and updated information gathered since that time.

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

4.3.1 South Carolina’s Public Transportation Vision

*Public Transit –
Connecting Our Communities*

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

4.3.2 South Carolina’s Public Transportation Goals

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

Economic Growth

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

Sound Investment Approach

- Ensure stewardship of public transit investments through a defined oversight program.
- Increase dedicated state public transit funding by \$35 million by 2030.

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

⁶ Santee-Lynches Regional Transit Plan, May 2008.

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

Viability of Transit

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

Accessibility to All

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

4.4 Public Outreach

As discussed in the previous section, the public outreach for the 2008 Statewide plan was extensive. The Santee-Lynches COG continues to move ahead with increased coordination from that effort through the Regional Coordination Council. The 2040 MTP planning process also continues to build from the momentum of those previous efforts to improve the overall statewide transportation network. The following section summarizes public input received for the previous plan and for the recent 2040 MTP efforts that began in July 2012.

4.4.1 Stakeholder Input

2008 Statewide Public Transportation Plan - Public Outreach

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

- For many, transit is considered a social service for low-income citizens.
- More commuter service is needed among Kershaw County, Sumter County, and Columbia.
- Geographic gaps were noted in rural areas of the region. Better coordination of existing services is needed to remove barriers.
- The increasing elderly population will need transit, and developers of retirement developments should have to incorporate transit.
- More local funding is needed.
- Education is needed so that citizens understand the advantages of transit and so that elected officials understand the economic benefits.

- More local funding is needed.
- More state funding (with diversified funding), marketing, and coordination of transit are needed state-wide.

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

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

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

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

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

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

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

Councils of Government

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

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

Public Transportation Statewide Opinion Survey

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

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

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

Figure 4-1: Survey Summary, Need

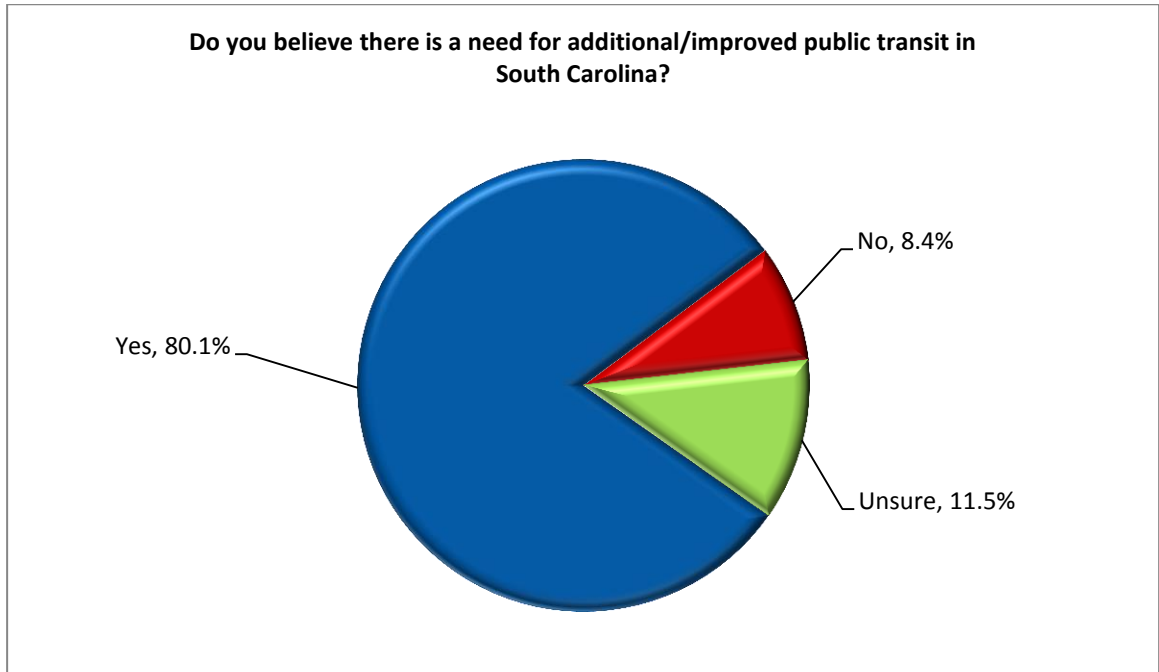


Figure 4-2: Survey Summary, Importance

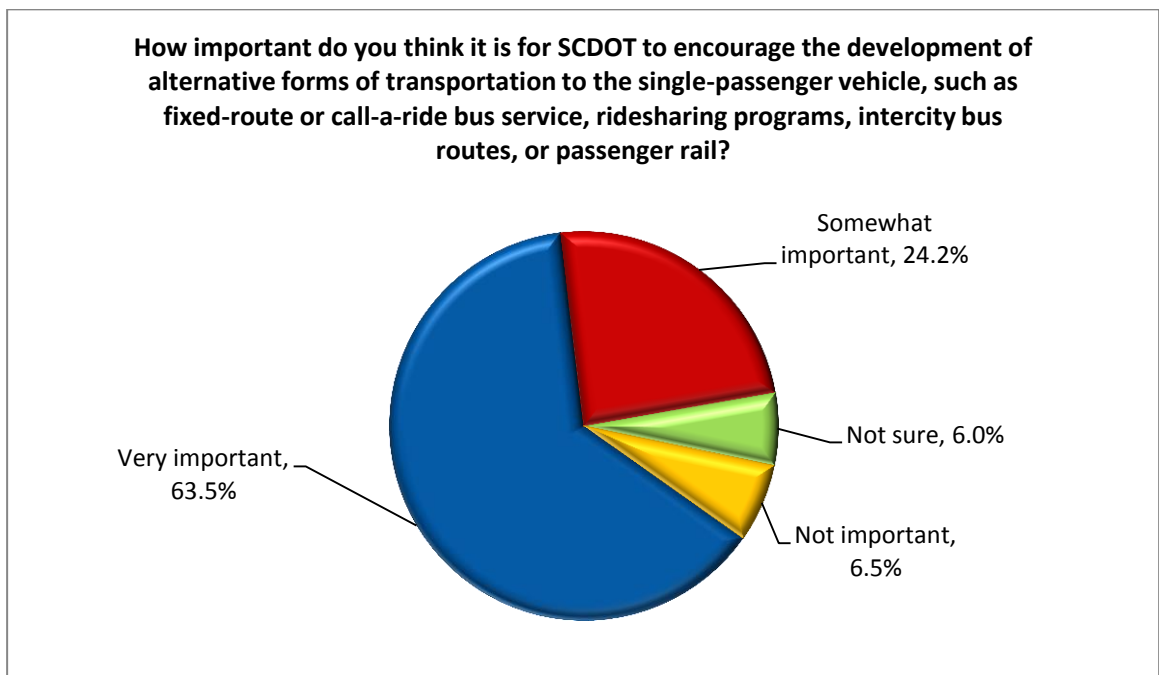
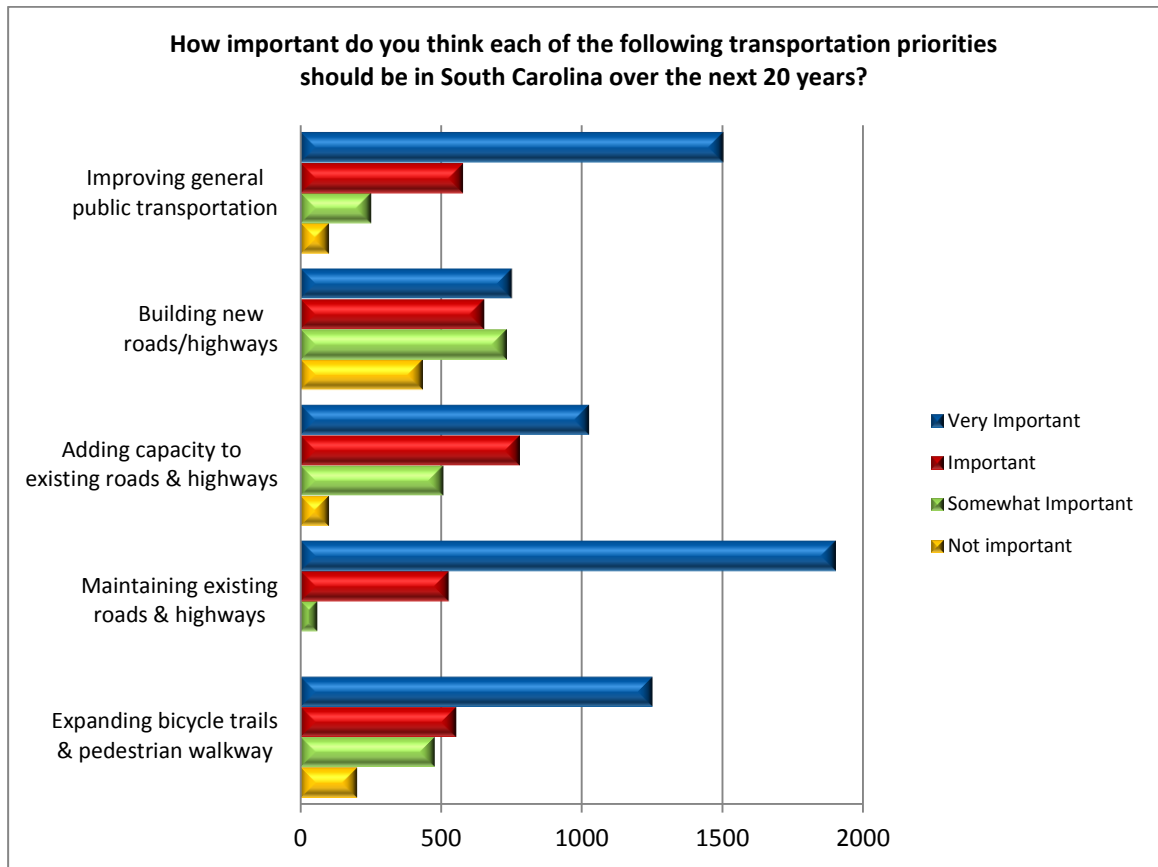


Figure 4-3: Survey Summary, Priorities



4.5 Regional Vision Summary

Through the continued efforts of the Regional Transit Council and the Santee-Lynches COG, the regional vision and roadmap for public transportation is clearly defined and summarized below.

The primary goal for public transportation in the Santee-Lynches Region is to enable transit to be a viable transportation option for citizens throughout the region. With the SWRTA implementation of various commuter routes to major employment locations, more residents are utilizing services. The region is focused on including all potential partner organizations, agencies, and businesses to improve mobility. To address future mobility needs and promote a sustainable transportation system, transit must continue to serve the needs of the transit-dependent population, while continuing to offer a competitive alternative to the automobile for “choice” customers.

4.5.1 Strategies to Enhance Santee-Lynches Regional Transit

Transit is an important component of the transportation network in the Santee-Lynches Region. Residents, employees, and visitors benefit greatly from transit services, and an opportunity exists to increase the role of transit in the region. Over the coming years, the primary goal for transit will be to enhance services to increase attractiveness and more fully integrate services into the multimodal transportation framework of the region.

Recommended future planning and strategies to keep the coordination effort on track are described in **Table 4-1**.

Table 4-1: Santee-Lynches Recommendations for Keeping On Track

Recommended Future Planning and Strategies	
▪	Investigate funding opportunities and transportation gaps
▪	Assist communities to enhance accessible transportation options within the guidelines of the local planning documents and zoning ordinances
▪	Facilitate human service interaction with appropriate Metropolitan Planning Organizations
▪	Establish policy guidance on joint use of vehicles, staff, facilities, and office equipment
▪	Needs assessment study of high ridership times and locations
▪	Evaluation of public transit routes and route adjustments
▪	Investigate successful public campaigns designed to raise awareness for the need of transportation services
▪	Find methods to encourage expansion of Council members
▪	Continue working with national and state agencies in advancing transportation services for all individuals
▪	Investigate grassroots efforts on how to create viable accessible transit services in rural communities /counties



5. REGIONAL TRANSIT NEEDS

Section 4 provides the public transportation needs and deficiencies identified for the Santee-Lynches 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 Santee-Lynches Region were prepared and aggregated for the region. The following section provides information used to calculate the overall regional needs to maintain existing public transportation services and to enhance public transit services in the future for the transportation categories.

5.1.1 Baseline Data

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

- SCDOT Transit Trends Report, 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 SWRTA for the life of this plan, which extends to 2040.
- Capital Costs: To calculate the capital costs for maintaining existing services, two separate categories were used:
 - Cost for replacing the existing vehicle fleet, and
 - Non-fleet capital costs.

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

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

Table 5-1: Santee-Lynches Region, Maintain Existing Services Cost Summary

Santee-Lynches Region	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain 2040 Total (29 yrs)
	Oper/Admin	Oper/Admin	Capital	Capital	Oper/Admin/Cap
Santee Wateree RTA	\$4,140,000	\$115,908,000	\$1,680,000	\$47,030,000	\$162,939,000
Total Santee-Lynches Region	\$4,140,000	\$115,908,000	\$1,680,000	\$47,030,000	\$162,939,000

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 Santee-Lynches Region than exists today. The data sources for obtaining future transit needs were obtained from:

- SCDOT Transit Trends Report, FY 2011;
- SCDOT Operational Statistics;
- SCDOT FTA Section 5310, 5311, 5316, 5317 TEAM grant applications;
- SCDOT Statewide Intercity and Regional Bus Network Plan, Final Report, May 2012;
- SCDOT Provider Needs Survey, December 2012;

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

The aforementioned planning documents were the primary resources used to identify future transit needs for the Santee-Lynches 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 B** provides the detailed information for each agency.

Table 5-2: Santee-Lynches Region Enhanced Services Cost Summary

Santee-Lynches Region	Enhance Services		2040 TOTAL (29 yrs) Enhance Service
	Oper/Admin	Capital	Oper/Admin/Cap
Santee Wateree RTA	\$23,220,000	\$1,225,000	\$24,445,000
Total Santee-Lynches Region	\$23,220,000	\$1,225,000	\$24,445,000

5.4 Needs Summary

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

Table 5-3: Santee-Lynches Region Public Transportation Needs

Agency	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain 2040 Total (29 yrs)	Enhance Services		2040 TOTAL (29 yrs) Enhance Service	2040 TOTAL (29 yrs) Maintain + Enhance Service
	Oper/Admin	Oper/Admin	Capital	Capital	Oper/Admin/Cap	Oper/Admin	Capital	Oper/Admin/Cap	Oper/Admin/Cap
Santee Wateree RTA	\$4,140,000	\$115,908,000	\$1,680,000	\$47,030,000	\$162,939,000	\$23,220,000	\$1,225,000	\$24,445,000	\$187,383,000
Total Santee-Lynches Region	\$4,140,000	\$115,908,000	\$1,680,000	\$47,030,000	\$162,939,000	\$23,220,000	\$1,225,000	\$24,445,000	\$187,383,000

5.5 Transit Demand vs. Need

The above sections, 5.2 and 5.3, of this report identify the local service needs from the individual transit systems in the Santee-Lynches Region. Feedback from the transit agencies, the general public and the local project teams identified many needs including the expansion of daily hours of service, extending the geographic reach of service, broadening coordination activities within the family of service providers, and finding better ways of addressing commuter needs. Other needs include more frequent service, greater overall capacity, expanding beyond the current borders of the service areas, and better handling of commuter needs.

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

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

5.5.1 Arkansas Public Transportation Needs Assessment (APTNA) Method

The APTNA method⁷ represents the proportional transit demand of an area by applying trip rates to three key markets: individuals greater than 65 years old, individuals with disabilities above the poverty level under age 65, and individuals living in poverty under age 65. **Table 5-4** shows the population groups.

In the APTNA method, trip generation rates represent the resulting ridership if a high quality of service is provided in the service area. The trip rates for the APTNA method were calculated using the 2001 National Household Travel Survey (NHTS). The trip rates came from the South Region (Alabama, Arkansas, Delaware, Georgia, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Virginia and West Virginia excluding Florida, Kentucky, Maryland and Texas). The NHTS reported the following trip rates:⁸

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

⁸ Santee-Lynches Regional Transit Plan, 2008; NHTS.

Table 5-4: Santee-Lynches Region Population Groups

	Elderly (Over 65)				Disabled (Under 65)				Poverty (Under 65)			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Clarendon County	4,979	5,168	5,495	6,164	3,596	3,733	3,969	4,452	5,706	5,923	6,298	7,065
Kershaw County	5,834	6,354	6,884	7,546	3,796	4,135	4,479	4,910	6,929	7,547	8,176	8,962
Lee County	2,111	2,065	2,043	2,054	648	634	627	630	3,153	3,084	3,051	3,068
Sumter County	5,997	6,077	6,111	6,697	3,115	3,157	3,174	3,478	7,172	7,268	7,308	8,009
<i>Rural</i>	<i>18,920</i>	<i>19,664</i>	<i>20,533</i>	<i>22,461</i>	<i>11,155</i>	<i>11,658</i>	<i>12,249</i>	<i>13,471</i>	<i>22,960</i>	<i>23,822</i>	<i>24,834</i>	<i>27,104</i>
Clarendon County	561	582	619	694	0	0	0	0	1,134	1,177	1,252	1,404
Kershaw County	2,409	2,624	2,842	3,116	0	0	0	0	1,368	1,490	1,614	1,769
Lee County	459	449	444	446	0	0	0	0	1,717	1,679	1,662	1,671
Sumter County	7,435	7,535	7,576	8,303	3,575	3,623	3,643	3,993	11,067	11,216	11,278	12,359
<i>Urban</i>	<i>10,863</i>	<i>11,189</i>	<i>11,481</i>	<i>12,559</i>	<i>3,575</i>	<i>3,623</i>	<i>3,643</i>	<i>3,993</i>	<i>15,286</i>	<i>15,562</i>	<i>15,805</i>	<i>17,203</i>
Santee-Lynches COG	29,783	30,853	32,014	35,020	14,730	15,281	15,893	17,464	38,246	39,385	40,639	44,307

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

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

To derive transit demand, the following equations are used:

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

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

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

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

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

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

Table 5-5 shows the daily and annual ridership projections for the Santee-Lynches Region. The daily transit trips are 2,343 for the year 2010 and 2,739 for 2040. The annual transit trips for the region are projected to be approximately 1.0 million for 2040. About 33 percent of the projected daily ridership is attributed to urban areas and the remaining 67 percent to rural areas.

Table 5-5: Santee-Lynches Region Ridership Projections using APTNA Method

	Annual Transit Demand				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Clarendon County	151,849	157,620	167,607	188,015	416	432	459	515
Kershaw County	176,148	191,860	207,848	227,833	483	526	569	624
Lee County	63,725	62,333	61,670	62,001	175	171	169	170
Sumter County	172,066	174,378	175,339	192,152	471	478	480	526
<i>Rural</i>	<i>563,789</i>	<i>586,191</i>	<i>612,464</i>	<i>670,002</i>	<i>1,545</i>	<i>1,606</i>	<i>1,678</i>	<i>1,836</i>
Clarendon County	16,858	17,499	18,607	20,873	46	48	51	57
Kershaw County	31,077	33,848	36,669	40,195	85	93	100	110
Lee County	23,104	22,599	22,359	22,479	63	62	61	62
Sumter County	220,305	223,266	224,496	246,023	604	612	615	674
<i>Urban</i>	<i>291,344</i>	<i>297,212</i>	<i>302,131</i>	<i>329,570</i>	<i>798</i>	<i>814</i>	<i>828</i>	<i>903</i>
Santee-Lynches COG	855,133	883,403	914,595	999,572	2,343	2,420	2,506	2,739

5.5.2 Mobility Gap Methodology

The Mobility Gap method⁹ 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 Santee-Lynches Region without vehicles, based upon Census information. Rural and urban trip rate data were derived from the 2001 National Household Travel Survey (NHTS) at the South Region level, to be consistent in the way the APTNA trip rates were derived and discussed in the previous section.

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

The equation used in the Mobility Gap method is:

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

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

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

⁹ Santee-Lynches Regional Transit Plan, 2008.

Table 5-6: Santee-Lynches 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
Clarendon County	895	929	988	1,108	981	1,018	1,083	1,215	792	822	874	981
Kershaw County	1,309	1,426	1,545	1,693	1,348	1,468	1,591	1,744	1,092	1,189	1,289	1,412
Lee County	662	648	641	644	870	851	842	846	559	547	541	544
Sumter County	1,847	1,872	1,882	2,063	2,444	2,477	2,490	2,729	1,053	1,067	1,073	1,176
<i>Rural</i>	<i>4,713</i>	<i>4,874</i>	<i>5,055</i>	<i>5,508</i>	<i>5,643</i>	<i>5,814</i>	<i>6,006</i>	<i>6,534</i>	<i>3,496</i>	<i>3,625</i>	<i>3,777</i>	<i>4,113</i>
Clarendon County	189	196	209	234	103	107	114	128	292	303	322	362
Kershaw County	256	279	302	331	217	236	256	281	473	515	558	612
Lee County	311	304	301	303	103	101	100	100	414	405	401	403
Sumter County	1,391	1,410	1,417	1,553	794	805	809	887	2,185	2,214	2,227	2,440
<i>Urban</i>	<i>2,147</i>	<i>2,189</i>	<i>2,229</i>	<i>2,421</i>	<i>1,217</i>	<i>1,249</i>	<i>1,279</i>	<i>1,395</i>	<i>3,364</i>	<i>3,438</i>	<i>3,508</i>	<i>3,816</i>
Santee-Lynches COG	6,860	7,063	7,284	7,929	6,860	7,063	7,284	7,929	6,860	7,063	7,284	7,929

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

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

Table 5-7: Mobility Gap Rates

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

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

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

Using the updated U.S. Census 2010 household data (Table 5-6) and the appropriate Mobility Gap trip rate, the estimated demand was calculated for each county in the Santee-Lynches 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 Santee-Lynches 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 21,000 person-trips per day, while urban daily demand is approximately 13,700 person-trips per day. The Mobility Gap method estimates the Santee-Lynches Region transit demand (based upon 365 days of service) at 12.6 million person-trips per year for 2010, and approximately 15 million per year for 2040. Daily person-trips for the Santee-Lynches Region would be approximately 40,000 by 2040.

¹⁰ 2001 NHTS.

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

	Annual Trip Demand - Mobility Gap				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Clarendon County	1,717,135	1,782,391	1,895,325	2,126,103	4,704	4,883	5,193	5,825
Kershaw County	2,367,565	2,578,738	2,793,633	3,062,251	6,486	7,065	7,654	8,390
Lee County	1,211,968	1,185,484	1,172,872	1,179,178	3,320	3,248	3,213	3,231
Sumter County	2,283,009	2,313,689	2,326,436	2,549,519	6,255	6,339	6,374	6,985
<i>Rural</i>	<i>7,579,678</i>	<i>7,860,301</i>	<i>8,188,266</i>	<i>8,917,051</i>	<i>20,766</i>	<i>21,535</i>	<i>22,434</i>	<i>24,430</i>
Clarendon County	433,781	450,266	478,795	537,094	1,188	1,234	1,312	1,471
Kershaw County	702,665	765,339	829,117	908,840	1,925	2,097	2,272	2,490
Lee County	615,018	601,578	595,178	598,378	1,685	1,648	1,631	1,639
Sumter County	3,245,927	3,289,546	3,307,670	3,624,844	8,893	9,012	9,062	9,931
<i>Urban</i>	<i>4,997,390</i>	<i>5,106,728</i>	<i>5,210,760</i>	<i>5,669,155</i>	<i>13,691</i>	<i>13,991</i>	<i>14,276</i>	<i>15,532</i>
Santee-Lynches COG	12,577,068	12,967,029	13,399,026	14,586,206	34,458	35,526	36,710	39,962

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 Santee-Lynches Region. The APTNA method estimates annual transit demand at 855,000 person-trips per year for 2010, while the Mobility Gap method estimates annual transit demand at 12.6 million person-trips per year. **Table 5-9** compares results for the two methods.

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

	Demand	2010	2020	2030	2040
APTNA ⁽¹⁾	Annual	855,133	883,403	914,595	999,572
Mobility Gap ⁽²⁾	Annual	12,577,068	12,967,029	13,399,026	14,586,206
Actual	Trips 2011	318,112	--	--	--

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

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

Both methods indicate that the current level of reported transit service provided in the Santee-Lynches region (318,112 annual trips) falls short of the estimated transit demand.

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

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

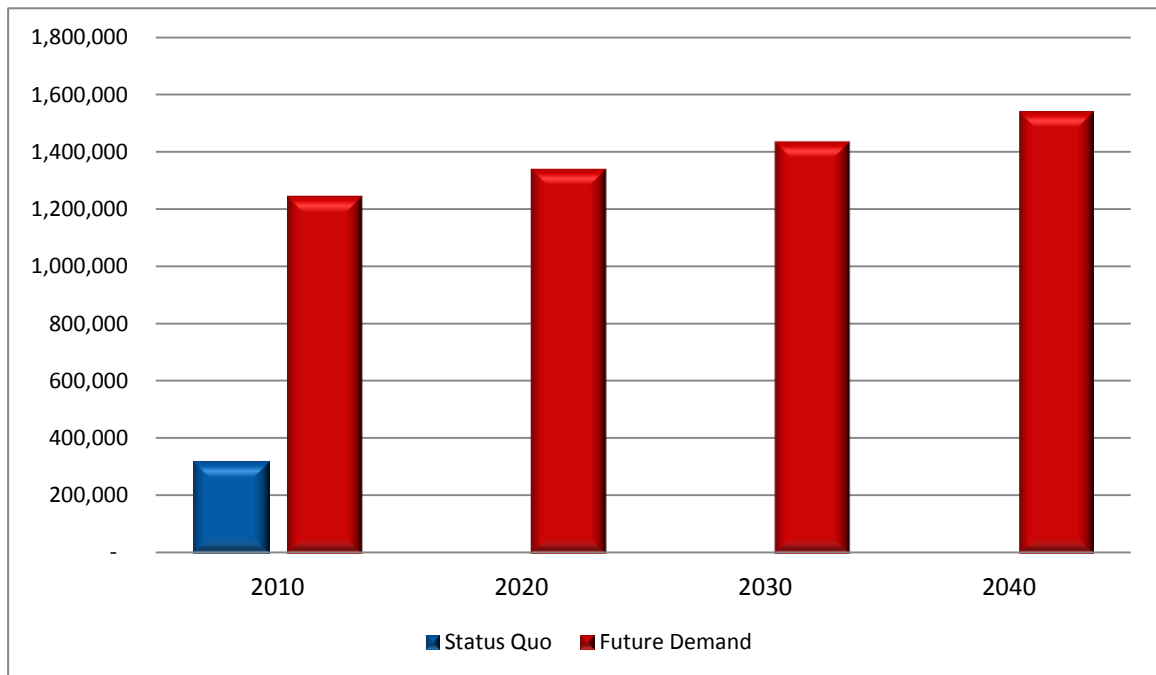
The APTNA method’s estimate for urban transit need is not realistic, and the Mobility Gap method for estimating urban transit need is too overstated. In the previous 2008 Plan, the methodology calculations were modified by the study team to produce a more realistic estimate. This updated 2040 plan continues to use the previous 2008 Plan estimates for 2010, 2020, and 2030. For 2040, an updated demand was calculated using an average of the percent of increase for the modified projections. **Table 5-10** shows the results of the adjustments made to the Santee-Lynches Region’s transit needs. A comparison with the current level of transit service in the Santee-Lynches Region (318,112 trips per year) suggests the adjusted transit demand method is realistic, while the estimate provided by the APTNA method is a “low-end” approximation and the Mobility Gap method is a “high-end” approximation for the region.

Table 5-10: Santee-Lynches Region Adjusted Transit Demand

Demand	2010	2020	2030	2040
2013 Adjusted Needs	1,246,000	1,341,000	1,436,000	1,542,000
Actual Trips 2011	318,112	--	--	--
Needs Met	26%	--	--	--

Based on the adjusted transit demand forecast, the total transit demand in 2010 was estimated at 1.2 million one-way trips. In FY 2011, 318,112 trips were provided. Using the adjusted transit demand forecast, the percent of demand met for the Santee-Lynches Region is 26 percent. To meet 100 percent of the current demand, 927,484 additional trips are needed among the existing transit systems. The demand forecast shows that by 2040, the estimated transit demand will exceed 1.5 million trips. (Figure 5-1)

Figure 5-1: Santee-Lynches Region Transit Demand



5.6 Benefits of Expansion in Public Transportation

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

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



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

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



6. POTENTIAL FUNDING SOURCES

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

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

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

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

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

6.1 Santee-Lynches Region

Given the continued growth in population and employment projected for South Carolina and the Santee-Lynches Region, particularly in the growing Sumter County area, public transportation continues to be an increasingly important and viable transportation option. However, for the Region to provide continuous, reliable, and expanding transit services, a stable funding mechanism will be imperative. City-county cooperation in the identification of long-term funding sources is crucial.

The recently adopted Santee Wateree Regional Transportation Authority Public Transportation Study identifies specific and general transportation system improvement recommendations and strategies

for the fixed route services in the region, which will accommodate future transportation demands while promoting safety and efficiency. The LRTP supports a multimodal transportation system that addresses the economic, social, and environmental needs of the Santee-Lynches Region by assessing not only automobile accessibility, but also freight, bicyclist, pedestrian, and transit components of the system. The LRTP recognizes that integrated transportation and land use planning and interconnectivity of the transportation system are essential in enabling increased accessibility and mobility for Santee-Lynches residents.

Transit funding revenues for the SANTEE-LYNCHES Region are shown in **Figure 6-1** and **Table 6-1**. Approximately one percent of total funding for transit operations is from local funds in the region. Approximately 42 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 68 percent of the capital expenditures in the region. State funding represents approximately 14 percent for operations and 6 percent of regional capital projects. The region has a farebox return ratio of approximately five percent and contract revenues that make up approximately 37 percent of the revenues.

Figure 6-1: Santee-Lynches Region Operating Revenues

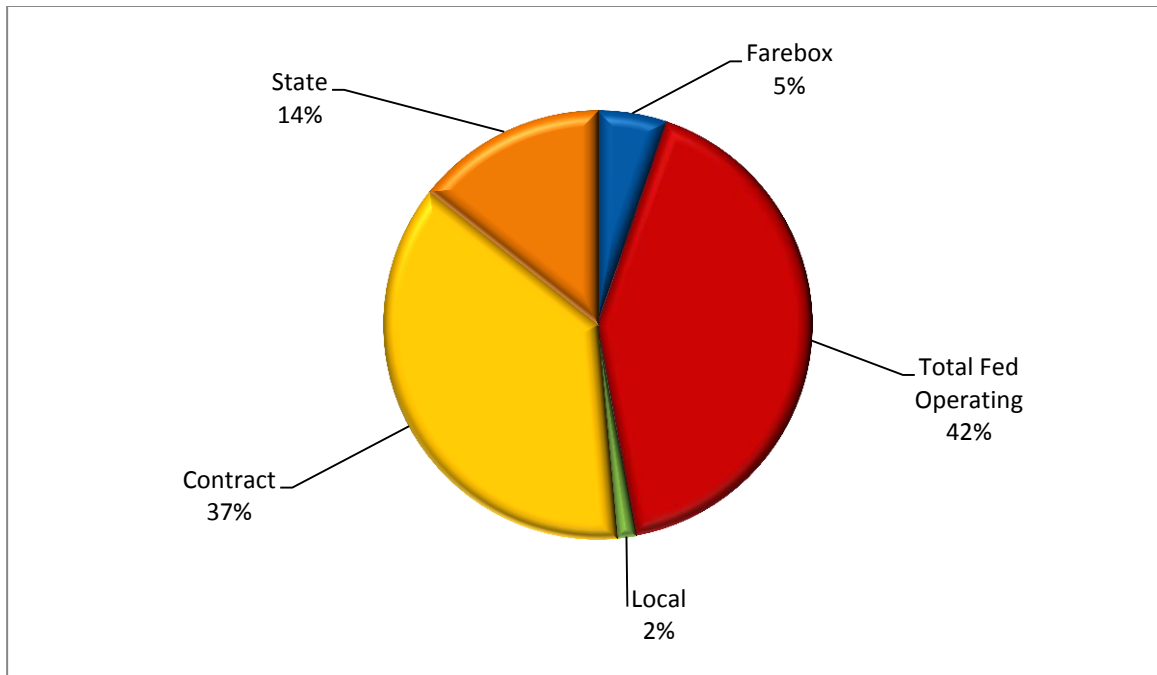


Table 6-1: Santee-Lynches Region Transit Funding Revenues

Agency	Farebox	Operating Revenues						Capital					Total Revenue Oper/Cap
		Total Fed Operating	Local	Contract	State	Other	Total Op Revenues	Total Federal Capital Assistance	Local Cap Assist	State Cap Assist	Other	Total Cap	
Santee Wateree RTA	\$198,656	\$1,598,452	\$53,963	\$1,414,502	\$546,356		\$3,811,929	\$385,061		\$33,105	\$151,084	\$569,250	\$4,381,179
Total Santee-Lynches Region	\$198,656	\$1,598,452	\$53,963	\$1,414,502	\$546,356		\$3,811,929	\$385,061		\$33,105	\$151,084	\$569,250	\$4,381,179
	5%	42%	1%	37%	14%			68%		6%	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 C** presents a summary chart of tax initiatives in the state from the South Carolina Sales and Use Taxes from www.sctax.org.

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

6.3 Federal Funding Sources

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

laws. **Table 6-2** provides a snapshot of the MAP-21 programs and the funding levels for two years. Future funding revenues for the long-term are presented in the overall Statewide Transit Plan.

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

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

(a) Such sums as are necessary.

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

Source: APTA 2013.



7. FINANCIAL PLAN

The transit needs and projects identified in this Plan were outlined based primarily upon improved transit coverage, higher service levels, and stakeholder and public comments in locally adopted plans. The following financial plan considers fiscal constraints and other trade-offs in the planning process. The identified transit needs require funding above and beyond what is spent today. The existing transit agencies in the Santee-Lynches Region provide approximately 318,112 trips annually, which meets 26 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, opportunities for improved efficiencies, greater emphasis on fixed route transportation and a need for the increases in the overall funding for transit.

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

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

7.1 Increase to 30 Percent of Needs Met

The existing transit demand for 2010, as discussed earlier in the report, was identified as approximately 1.2 million trips, with approximately 26 percent (318,112 trips) of that need currently being met with existing services. The 2020 projected demand increases to 1.3 million trips. One goal for the Santee-Lynches Region may be to increase the need met to 30 percent by 2020, which equates to providing 402,390 trips or an increase of 84,278 one-way trips. With an existing regional average of 4.2 passengers per hour, SWRTA or any other new transit agency in the Santee-Lynches Region would need to increase revenue service hours by 20,002 annually ($84,278/4.2$). The average operating cost per hour for the region is \$54.83. To meet approximately 30 percent of the need in 2020 (402,390 trips), operating and administrative budgets would need to increase by approximately \$1.1 million ($20,002 \times \54.83) annually.

Table 7-1: Santee-Lynches Region Maintain Existing Services Plan

Agency	Financial Plan (2014-2020) Operating/Admin Expenses								Operating Costs 2013-2020 (8-yr Total)	Operating Costs (2021-2030)	Operating Costs (2031-2040)	28 yr Total (2013-2040)
	2013	2014	2015	2016	2017	2018	2019	2020				
Santee Wateree RTA	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$33,116,604	\$41,395,755	\$41,395,755	\$115,908,113
Total Santee-Lynches Region	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$4,139,575	\$33,116,604	\$41,395,755	\$41,395,755	\$115,908,113

The above scenario with the goal of meeting 30 percent of the public transportation needs in the region is one example of increasing public transportation services for residents and visitors in the region. Citizens of the Santee-Lynches Region must work with local officials to determine priorities for their community. The actions listed below support increasing the levels of public transportation.¹¹

1. First and foremost, greater financial participation at both the State and local government level is critical to the success of public transportation as a viable mobility solution. Many of the transit systems in South Carolina struggle on an annual basis to generate the matching funds for Federal formula dollars. Given a multitude of city and county governments to appease annually for funding support, a stable regional revenue source could help the Authority avert service impacts due to annual fluctuations in municipal allocations. Transit continues to become an increasingly viable mobility option as population and employment grows in Santee-Lynches. Higher funding commitment levels from municipal governments in this region may be necessary to support mobility needs both internally, as well as connections to major commuter sheds outside of the region, such as Columbia.
2. A number of potential local funding mechanisms could be implemented at the local (some at the state) level to generate funds. Most of these methods require substantial political capital in order to implement them. Adding to the difficulty of establishing these mechanisms is the fact that there are legislative restrictions against them. A concerted effort among transit providers and SCDOT should be undertaken to approach the State Legislature about changes in the restrictions placed on local funding mechanisms.
3. Broad flexibility with local control for funding options must also be made available such as sales and gas taxes, vehicle registration fees, property taxes and tax allocation districts. Local governments within South Carolina (Charleston and Columbia) and elsewhere in the Southeast (including Atlanta, Charlotte and Charleston) have used local sales tax revenues to pay for transit services.
4. State funding support for public transit should be increased to expand service and provide increased mobility and travel choices. As is the case with local funding mechanisms, legislation has restricted the use of state motor fuel user fee receipts for transit to ¼-cent out of 16.8 cents per gallon. This translates to about \$6 million per year for transit programs. This fee is based purely on the level of fuel consumption, and is not indexed to inflation.
5. Engage non-traditional partners. SWRTA has demonstrated its capacity to partner successfully with human service providers to enhance mobility options. With the presence of vastly growing tourism centers adjacent to the Santee-Lynches region, the transit providers should redouble their efforts to approach the business community and tourism industry for their support of transit.

¹¹ 2008 Santee-Lynches Regional Transit Plan.

6. Transit’s role in economic development and supporting tourism is on the rise and transit providers and the state transit association have taken a more visible approach to engaging chambers and economic development agencies in the planning process. Critical to the expansion of transit, as well as the introduction of premium service transit, like bus rapid transit and rail service, will be how well the transit community engages the tourism and development communities into the design of service and ultimately the funding of new service.
7. With an array of technology-oriented industries and major regional activity centers situated within the region, transit providers should focus their efforts on approaching the business community and tourism industry for their support of transit.
8. South Carolina has one of the fastest growing elderly populations in the U.S. because of the State’s allure as a retirement destination. Many of these individuals have higher incomes (although may still be fixed incomes) and come from areas of the country where transit plays a greater role as a transportation option. Transit systems cannot be slow to react to new developments with elderly populations and should look for opportunities to partner with these developments to help fund transit programs. The Santee-Lynches Region and particularly Clarendon County, is above the State average in elderly population growth. Transit service demand among the elderly population is expected to continue growing in the Region.
9. Rural transportation is a core function of transit in South Carolina and service in these areas should be expanded. New and expanded services connecting to rural commerce centers should be evaluated.
10. 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.
11. Access management techniques can help increase public safety, extend the life of major facilities, reduce congestion, support alternative transportation modes, and improve the appearance and quality of the built environment while ensuring appropriate access to adjacent businesses and other land uses. Managing access to transportation facilities and services is one way to preserve the operational integrity of the



transportation system while ensuring its compatibility with adjacent land uses. The concepts are very applicable to the corridors connecting to/from the Columbia area and Florence.

7.2 Conclusion

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



APPENDIX A: 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 SCDOT 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 B: DETAILED AGENCY DATA FOR ENHANCED SERVICES

SANTEE-LYNCHES REGION

Transit Agency	Operating Needs					Capital Needs					2040 Expansion	
	Existing Description	Annual Cost	Expansion Description	Annual Cost		Existing Description	Cost	Expansion Description	Cost		Total Op Needs	Capital Needs
SWRTA	Maintain ex	\$5,256,408.84	Increase at 10% per year		Yr 1-6	inc 5%/year		Replace comp and cam	\$25,000	Yr 1-6	\$0	\$25,000
			Comm Outreach	\$5,500	Yr 1-6					\$154,000		
			Restore cut service	\$150,000	Yr 1-6			expansion buses	\$1,200,000	5 @\$80k; repl 3x	\$3,900,000	\$1,200,000
			Inc frequ sel rts	\$197,340	Yr 1-6					\$5,130,840		
			Add runs to Shaw	\$231,000	Yr 1-6					\$5,775,000		
			Add Lee cnty rt	\$145,000	Yr 1					\$4,060,000		
			Add Lee commuter	\$150,000	Yr 1					\$4,200,000		
Total Santee-Lynches Region										\$23,219,840	\$1,225,000	



APPENDIX C: SOUTH CAROLINA LOCAL SALES AND USE TAXES

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

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

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

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

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

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

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

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

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

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

CHART 1: COUNTY SALES AND USE TAXES¹³

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

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

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

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

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

CHART 2: CATAWBA INDIAN RESERVATION TRIBAL TAX¹⁴

SALES AND PURCHASES EXEMPT FROM LOCAL SALES AND USE TAXES								
<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.