



Charting a Course to 2040

SOUTH CAROLINA MULTIMODAL TRANSPORTATION PLAN

Regional Transit & Coordination Plan

LOWCOUNTRY REGION

Prepared for:



Prepared by:



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1. INTRODUCTION

1.1 Overview

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

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

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



This Lowcountry 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 Lowcountry 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.

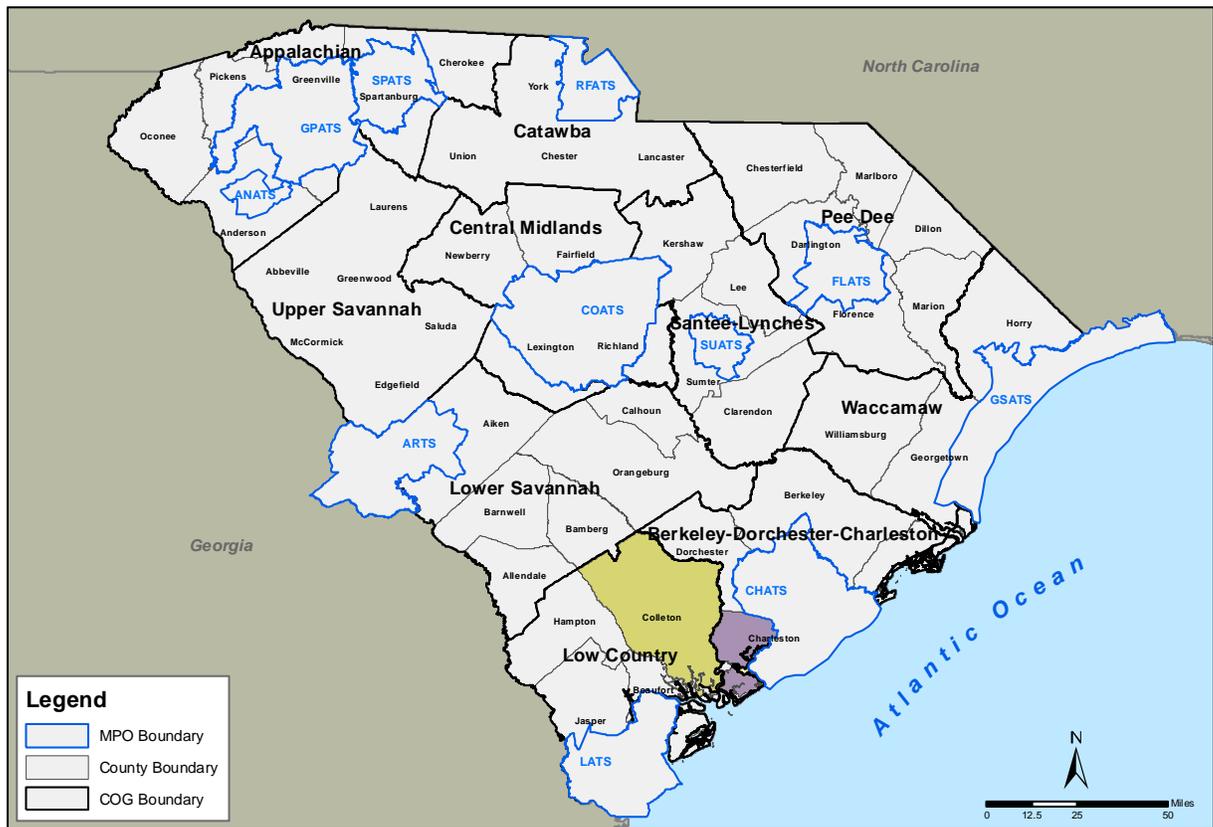
A key transportation strategy for the South Carolina Department of Transportation (SCDOT) is to develop multimodal options for residents and visitors in all areas of the state, including public transportation. Many regions in the state have adopted policies that focus on addressing both existing transportation 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 Lowcountry Regional Transit & Coordination Plan study area includes the four southern coastal counties located within the Lowcountry COG boundaries: Beaufort, Colleton, Hampton, and Jasper.

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

Figure 1-1: SC Councils of Government



The Lowcountry Region is an area endowed with an abundance of pristine natural resources. The area is a major draw to tourists, attracting millions of visitors each year. Travelers visit the region throughout the year to take advantage of the region’s historical, cultural, and natural assets. The Lowcountry Region has a diverse geography and is comprised of 3,306 square miles.¹ Over the past decade, the population of the Lowcountry Region has increased, following robust growth during the 1990s. The attractiveness of the region has increased among the elderly and has become a popular retirement and vacation destination.

Recent planning efforts among the four counties include an emphasis on: planned development with growth management, open space, and agricultural protection; preservation of historic resources; cluster development; construction of “complete streets;” and, a multimodal transportation network. A

¹ Lowcountry Economic Development District, Comprehensive Economic Development Strategy, Sept. 2011.

brief review of demographic and economic characteristics of the study area is presented as a basis for evaluating the Lowcountry 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.

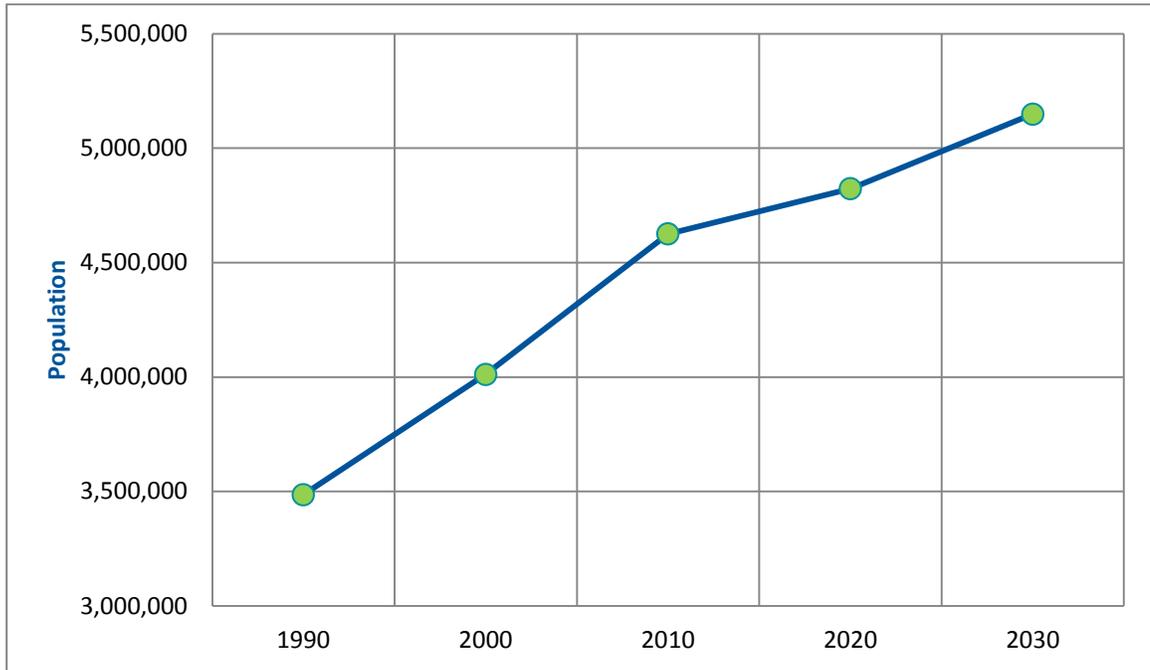
Table 1-2: Population Projections, 2010 – 2040

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

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

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

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



Regional Population Trends

The growth in population in South Carolina over the last 20 years has not been evenly distributed throughout the state. The growth in the Lowcountry Region and the nine other regions is shown below in **Table 1-3**. All the COG regions experienced growth from 1990 to 2010, with the LOWCOUNTRY Region experiencing a 3.03 percent growth from 1990 to 2000, the highest in the state. The following decade growth decreased slightly to 2.27 percent, but still higher 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
Lowcountry COG	154,480	201,265	246,992	3.03%	2.27%
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%
Lower Savannah COG	300,666	309,615	313,335	0.30%	0.12%
Pee Dee Regional COG	307,146	330,929	346,257	0.77%	0.46%
Santee-Lynches Regional COG	193,123	209,914	223,344	0.87%	0.64%
Upper Savannah COG	185,230	215,739	218,708	1.65%	0.14%
Waccamaw Regional PDC	227,170	289,643	363,872	2.75%	2.56%
South Carolina	3,486,703	4,012,012	4,625,364	1.51%	1.53%

Source: U.S. Census Bureau

Table 1-4: Lowcountry Population Growth by County

Lowcountry	Population			
	2000	2010	2030	2040
Beaufort County	120,937	162,233	215,300	238,000
Colleton County	38,264	38,892	39,500	44,200
Hampton County	21,386	21,090	20,700	20,800
Jasper County	20,678	24,777	28,800	32,600
Total	201,265	246,992	304,300	335,600

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 Lowcountry Region reported approximately 247,000 persons in 2010, with Beaufort County having the greatest population, with approximately 66 percent of the region’s total regional population. Colleton, Jasper and Hampton counties have 16, 10, and 9 percent (respectively) of the remaining population. Quality of life is an important factor in the Lowcountry Region. From the shores of Hilton Head to the region’s marshes, the cultural, historical, and recreational amenities are abundant. These amenities along shopping centers, healthcare, and educational facilities draw more people to the region each year.

The Lowcountry Region is growing rapidly despite the extensive amount of wetlands, marshes and swamps. Generally, the Lowcountry area, with the exception of Beaufort 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.

1.2.2 Economic Summary

Over the last 200 years, extra ordinary circumstances have altered the land use in the Lowcountry. During the first half of the 19th century, cotton replaced rice as the region’s primary crop and the Lowcountry evolved into an area that contained large, wealthy 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 Lowcountry began to emerge economically with farm yields increasing and forestry helping bring the region out of the economic depression.²

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. Agriculture and forestry continue to dominate the economies of Colleton, Hampton, and Jasper Counties. Over the past 30 years, residential and commercial development has increasingly claimed the land in Beaufort County and southern Jasper County. This trend is also starting to be seen in more recent years in the other Lowcountry Counties.

Beaufort County is divided into northern and southern areas by the Broad River, which empties into Port Royal. The northern area of Beaufort County includes Port Royal Island, Lady’s Island, and St.

²<http://www.lowcountrycog.sc.gov/SiteCollectionDocuments/Community%20and%20Economic%20Development%20Document%20Library/09-30-11%20-%20CEDs.pdf>

Helena Island. Port Royal Island is the largest and most populated island and is approximately 85 percent developed. The City of Beaufort and The Town of Port Royal are located on Port Royal Island. Major population centers in the southern area of Beaufort County are the Town of Hilton Head Island, the Town of Bluffton and the US Highway 278 Corridor between Hilton Head and I-95 in Jasper County. Hilton Head Island is the most densely populated and commercialized district in the southern region because it is a major international resort and tourist destination.

Colleton County is the fifth largest county in the State and is primarily an inland agricultural county. The City of Walterboro is the county seat. **Hampton County** is a heavily forested county, along with agriculture. The county seat is the Town of Hampton. **Jasper County** also has forestry and agriculture as the primary base. The county seat is the Town of Ridgeland. Southern Jasper County is experiencing significant growth due to the growth along the US Highway 278 corridor and its proximity to Savannah, Georgia.

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.³

Table 1-5: Lowcountry Major Employers by County

Lowcountry Major Employers (Listed Alphabetically)
Beaufort County School District
Beaufort Memorial Hospital
Carecore National LLC
Colleton County
Colleton County School District
County of Beaufort
Cypress Club Inc.
Department of Defense
Hampton County School District One
Hargray Communications Group Inc.
Jasper County School District
Key Nissan LLC
Lowes Home Centers Inc.
Marine Corps Community Services
Marriott Resorts Hosp. Corp
Publix Super Markets Inc.
Sea Pines Resort LLC
Tenet Physician Services of Hilton Head
Wal-Mart Associates Inc.
Walterboro Community Hospital Inc.

SC Department of Employment & Workforce website.

³ SC Department of Employment and Workforce website.



1.2.3 Income

The Lowcountry region reports an increase for the median household income over the past decade. However, incomes are distributed unevenly, with Beaufort County ranking as the wealthiest and Colleton County as the lowest in the region. The median incomes for each county are listed below:⁴

▪ Beaufort County	\$55,286
▪ Colleton County	\$33,263
▪ Hampton County	\$34,846
▪ Jasper County	\$37,393

The annual unemployment rate for the Lowcountry region is slightly lower at 8.9 percent than the state's unemployment rate of 9.1 percent.⁵ The following list shows the January 2013 unemployment rate for each of the four counties:

- Beaufort County – 7.7 percent
- Colleton County – 11.6 percent
- Hampton County – 12.5 percent
- Jasper County – 8.3 percent

⁴ Lowcountry Coordinated Transportation Expansion Plan, 2012, Community Transportation Association of American and RLS Associates, Inc.

⁵ SC Department of Employment & Workforce.



2. EXISTING TRANSIT IN THE LOWCOUNTRY REGION

2.1 Overview

This chapter describes existing transit services in the Lowcountry 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 (FY) 2012 had ended when the work on this Regional Transit & Coordination Plan was underway, it was not available in time to include in this report. A brief review of the recently released FY 2012 operations statistics in comparison to previous fiscal years is presented in Section 2.4.

The Lowcountry Coordinated Transportation Expansion Plan was recently completed in December 2012 by the Community Transportation Association of America and RLS Associates. The purpose of that plan was to identify potential coordination opportunities and provide the local Mobility Manager and advisory staff a road map for coordination and consolidation strategies for the region. Other planning studies, such as the US278 Bus Service Business Plan, the US278 Public Transit Plan, and the TIGER and Bus Livability grant applications for northern Beaufort County public transit planning, have been completed in recent years. The Lowcountry COGs is also in the process of updating its Long Range Transportation Plan for the region, which will include an extensive review of all modes of transportation, including transit services.

The Palmetto Breeze is the primary general public transit provider in the region. In addition to Palmetto Breeze, 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 Palmetto Breeze (Lowcountry Regional Transportation Authority)

Palmetto Breeze, formally known as Lowcountry Regional Transportation Authority (LRTA), and its predecessor the Beaufort-Jasper Regional Transportation Authority, has operated public transit service in the area since the 1970s. The agency is legally designated by the State as a Regional Transportation Authority under Chapter 25 (582510). Services such as medical, institutional, educational and government services are located across the region. Commuter fixed route services

follow employment opportunities around the region, many of which are prevalent in Southern Beaufort County as they have been for the last four decades.

Palmetto Breeze has an annual budget of approximately \$2.5 million. Palmetto Breeze has historically focused on bringing rural residents to jobs in Beaufort County via fixed route commuter lines taking commuters to their workplaces in the morning and returning them to their communities in the evening. Local funding is provided by the five member counties with over 76 percent of the contributions coming from Beaufort County and the Town of Hilton Head Island.

The Palmetto Breeze operating hours are from 4:30 am to 8:00 pm, Monday through Sunday. The Breeze offers seven fixed bus routes to and from locations in Allendale, Beaufort, Colleton, Hampton, and Jasper Counties to Hilton Head Island. The agency also provides management and oversight of the Allendale County Scooter. The service area and individual routes are shown in **Figure 2-1**.

Palmetto Breeze also provides demand response service in Beaufort County. Reservations must be made at least one day in advance. The base fare for the demand response service is \$6.00-\$10.00 per one-way trip. This service is available for all residents and visitors. Most vehicles are equipped with wheelchair lifts. The base fare for commuter fixed route service ranges from \$2.00 to \$3.25 per one-way trip. Coordinated trip fares are \$2.00 per 10 miles.

In FY 2011, Palmetto Breeze provided 151,056 passenger trips, with 27,647 revenue vehicle hours, and approximately 629,969 revenue vehicle miles. In addition, in FY 2012, the Daufuskie Island Ferry had a ridership of 6,032 passenger trips, and over 4,828 revenue 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 Palmetto Breeze and peak number of vehicles. In 2011, the Lowcountry Region had a total fleet of 27 vehicles for public transportation. During the peak hours, 20 of the 27 vehicles are in operation across the region. The total and peak number of vehicles generally increased. In FY2011, Palmetto Breeze did not provide service in urban areas of the state; therefore, all services were considered rural. However, with the recent 2010 US Census results, the Lowcountry Planning Department (LATS) Metropolitan Planning Organization was formed due to the population exceeding 50,000 in southern Beaufort County.

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

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Palmetto Breeze/ Lowcountry RTA	Fixed Route	10	10	7	8	9	9
	Demand Response	11	14	14	15	11	18
	Total	21	24	21	23	20	27
Total Lowcountry Region	Fixed Route	10	10	7	8	9	9
	Demand Response	11	14	14	15	11	18
	Total	21	24	21	23	20	27



Figure 2-1: Palmetto Breeze Routes



2.3.2 Ridership and Service Trends

Table 2-2 and **Figure 2-2** present the annual passenger trips for the Lowcountry region. In the past three years, ridership has decreased for both fixed route and demand response service. The service is heavily based on commuter - employment transportation. The economic conditions caused a major decrease in ridership, as shown below. Both Palmetto Breeze and LCOG closely monitor employment trends and how they affect ridership.

Table 2-2: Lowcountry Region Ridership, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Palmetto Breeze/ Lowcountry RTA	Fixed Route	91,423	79,232	85,701
	Demand Response	97,026	72,032	65,355
	Total	188,449	151,264	151,056
Total Lowcountry Region	Fixed Route	91,423	79,232	85,701
	Demand Response	97,026	72,032	65,355
	Total	188,449	151,264	151,056

(1) In addition the Daufuskie Island Ferry served 6,032 passengers in FY 2012.

Figure 2-2: Lowcountry Region Ridership Trends

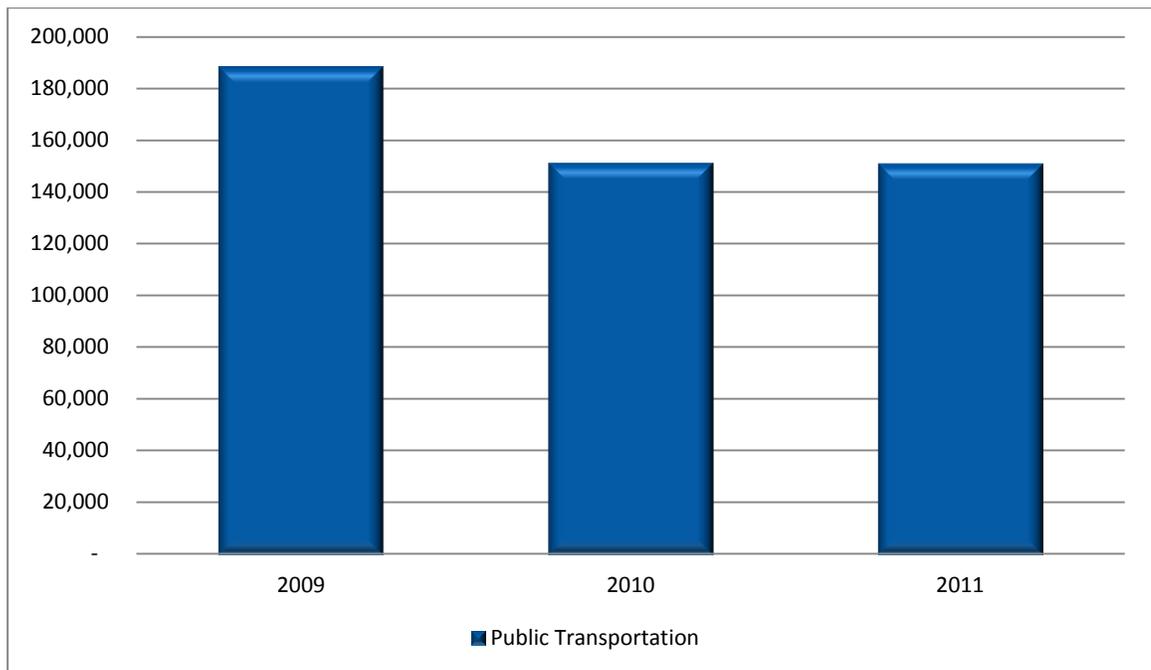


Table 2-3 (with **Figure 2-3**) and **Table 2-4** (with **Figure 2-4**) present the annual vehicle revenue miles and annual vehicle revenue hours. The amount of annual revenue hours for public transportation service has remained stable over the past three years.

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

Agency	Service	2009	2010	2011
Palmetto Breeze/ Lowcountry RTA	Fixed Route	391,929	377,276	381,818
	Demand Response	577,113	252,396	248,151
	Total	969,042	629,672	629,969
Total Lowcountry Region	Fixed Route	391,929	377,276	381,818
	Demand Response	577,113	252,396	248,151
	Total	969,042	629,672	629,969

(1) In addition the Daufuskie Island Ferry provided 4,828 vehicle revenue miles in FY 2012.

Figure 2-3: Lowcountry Region Annual Vehicle Revenue Miles

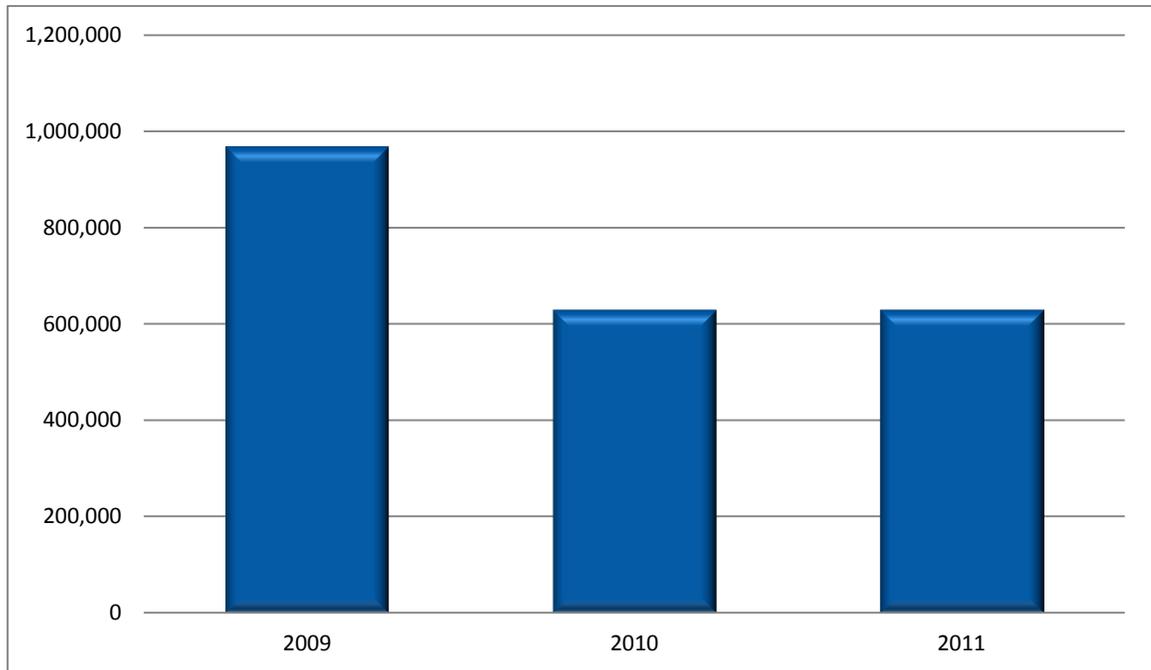
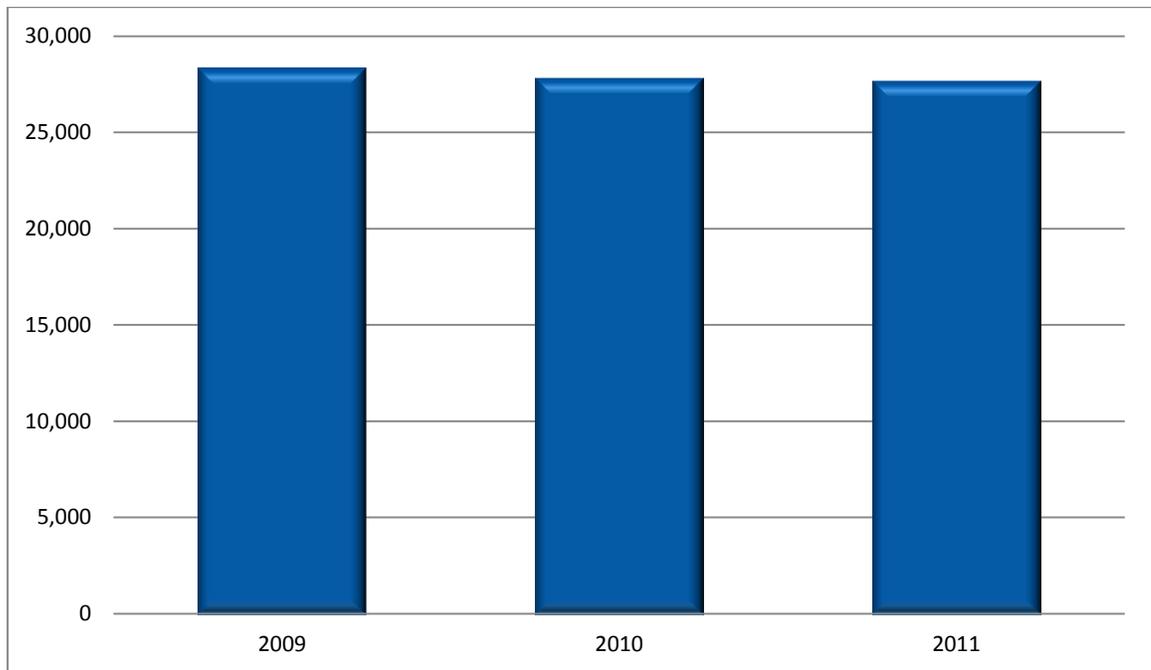


Table 2-4: Lowcountry Region Annual Revenue Vehicle Hours, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Palmetto Breeze/ Lowcountry RTA	Fixed Route	14,180	13,503	13,716
	Demand Response	14,145	14,292	13,931
	Total	28,325	27,795	27,647
Total Lowcountry Region	Fixed Route	14,180	13,503	13,716
	Demand Response	14,145	14,292	13,931
	Total	28,325	27,795	27,647

Figure 2-4: Lowcountry Region Annual Vehicle Revenue Hours



2.3.3 Trends In Expenditures, Efficiency, and Effectiveness

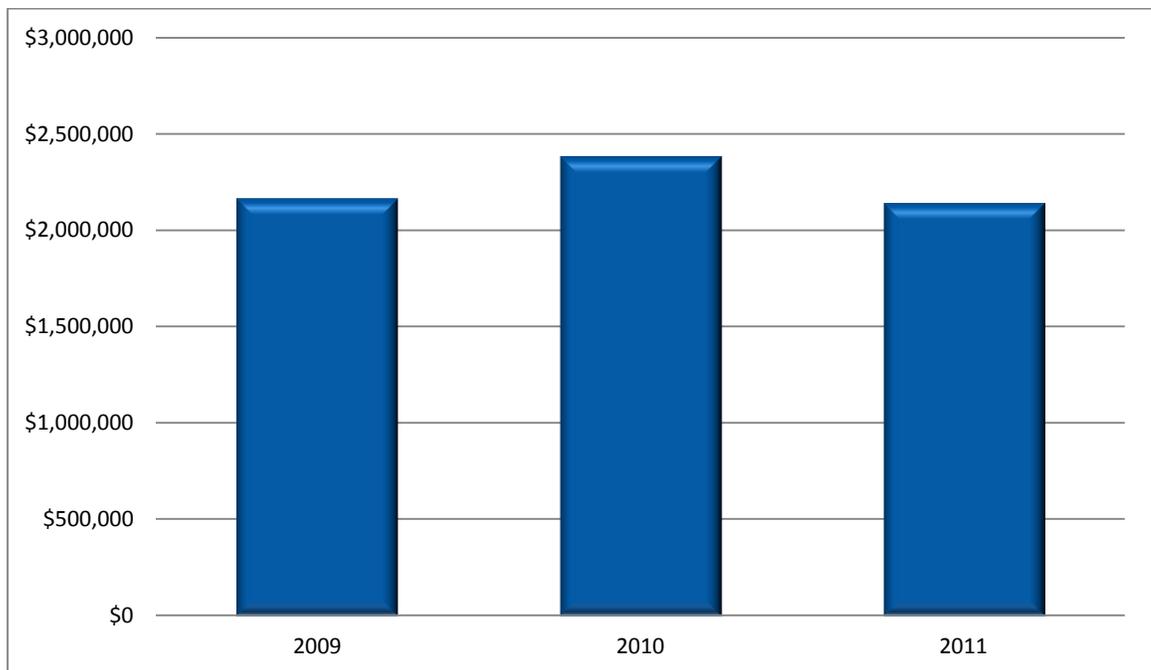
Table 2-5 and **Figure 2-5** present the operating/administration expenditures for the Lowcountry Region. Costs have fluctuated in the region, with an increase in 2010, but a decrease in 2011.

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

Agency	Service	2009	2010	2011
Palmetto Breeze/ Lowcountry RTA	Fixed Route	\$1,351,473	\$1,567,920	\$1,513,475
	Demand Response	\$815,370	\$816,961	\$630,415
	Total	\$2,166,843	\$2,384,881	\$2,143,890
Total Lowcountry Region	Fixed Route	\$1,351,473	\$1,567,920	\$1,513,475
	Demand Response	\$815,370	\$816,961	\$630,415
	Total	\$2,166,843	\$2,384,881	\$2,143,890

(1) Estimated FY 2013 cost of the Daufuskie Island Ferry is \$256,000.

Figure 2-5: Lowcountry 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 increased for demand response services in the region.

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

Agency	Service	2009	2010	2011
Palmetto Breeze/ Lowcountry RTA	Fixed Route	0.23	0.21	0.22
	Demand Response	0.17	0.29	0.26
	Total	0.19	0.24	0.24
Total Lowcountry Region	Fixed Route	0.23	0.21	0.22
	Demand Response	0.17	0.29	0.26
	Total	0.19	0.24	0.24

Figure 2-6: Lowcountry Region Passenger/Revenue Mile

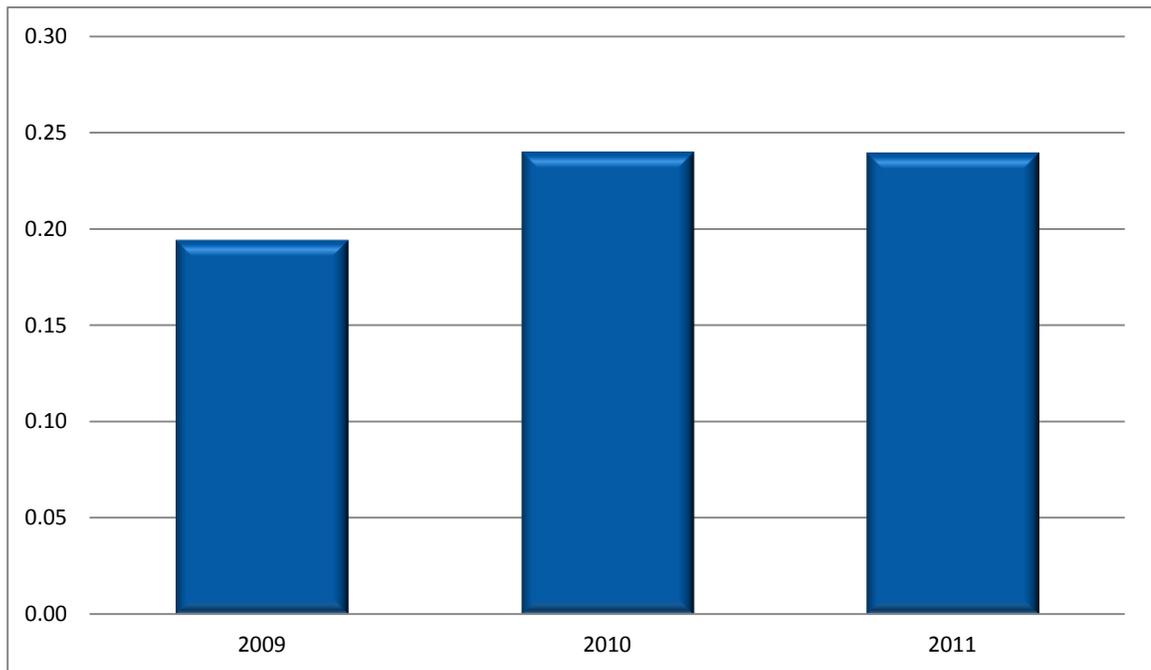


Table 2-7 and **Figure 2-7** show passengers per revenue vehicle hour for 2009, 2010, and 2011, which has slightly decreased over the past three years.

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

Agency	Service	2009	2010	2011
Palmetto Breeze/ Lowcountry RTA	Fixed Route	6.45	5.87	6.25
	Demand Response	6.86	5.04	4.69
	Total	6.65	5.44	5.46
Total Lowcountry Region	Fixed Route	6.45	5.87	6.25
	Demand Response	6.86	5.04	4.69
	Total	6.65	5.44	5.46

Figure 2-7: Lowcountry Region Passenger/Revenue Hour

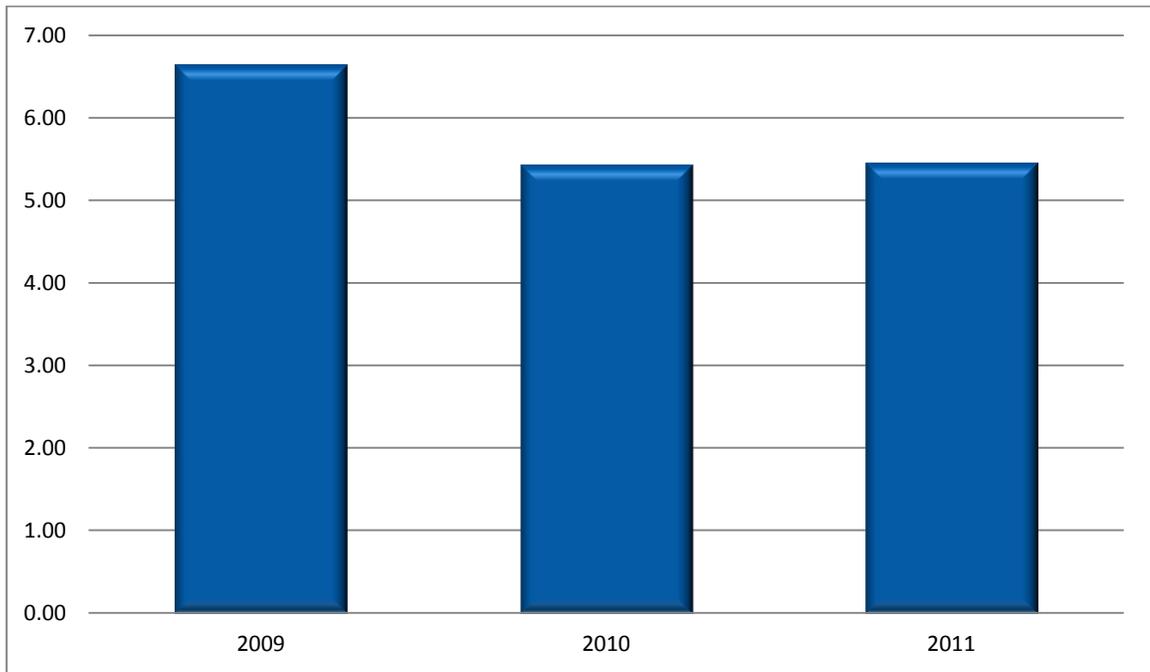
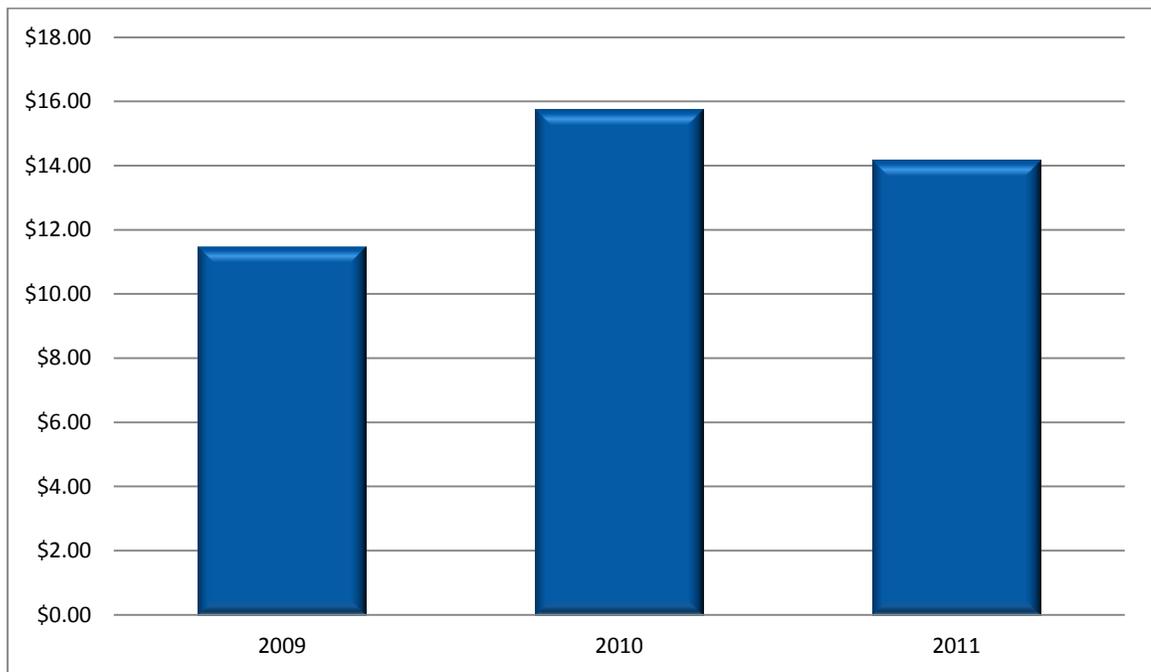


Table 2-8 and **Figure 2-8** presents the cost per passenger trip data for 2009, 2010, and 2011. The cost per passenger trip fluctuated for both fixed route and demand response services.

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

Agency	Service	2009	2010	2011
Palmetto Breeze/ Lowcountry RTA	Fixed Route	\$14.78	\$19.79	\$17.66
	Demand Response	\$8.40	\$11.34	\$9.65
	Total	\$11.50	\$15.77	\$14.19
Total Lowcountry Region	Fixed Route	\$14.78	\$19.79	\$17.66
	Demand Response	\$8.40	\$11.34	\$9.65
	Total	\$11.50	\$15.77	\$14.19

Figure 2-8: Lowcountry 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 Lowcountry Region, which are noted below:

- Cost per passenger trip – FY 2011 = \$14.91; FY 2012 = \$15.81

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

The existing Palmetto Breeze services utilize existing businesses for stops along the multiple routes. In 2003, the Lowcountry COG completed the Lowcountry Public Transit Coordination Feasibility Study: A Public Transportation Strategy,” which included specific recommendations for transportation facilities to be developed including park and ride lots, a transportation center, and transfer hubs for the Lowcountry region. In addition, the previous Regional Public Transportation Business Plan: US 278 Bus System, 2008, the study identified the following park and ride lots:

- US 278, near I-95
- US 278, near SC 170
- SC 170/SC 802 intersection
- US 21/SC 802 intersection on Lady’s Island

The 2007 Lowcountry Regional Transportation Plan identified the need for a transfer facility in Bluffton or further west, along US 278. Passengers are currently transferred outside a maintenance building at LRTA headquarters, less than two miles off US 278, in Bluffton.

2.6 Agency Coordination

Over the past decade, significant coordination among Palmetto Breeze, human service agencies, and some private businesses in the region has increased to promote the extensive transit system available in the Lowcountry Region. One example is the connecting and coordinated services within Allendale County. Palmetto Breeze continues to participate in many ongoing marketing efforts and initiatives to educate citizens of its services and the many benefits of transit.

2.7 Intercity Services

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

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



Intercity rail transportation, particularly high speed rail service, has a greater potential than intercity bus to significantly impact how South Carolina residents and visitors travel between cities in the future, due to the reduced travel times, level of comfort, and direct service. As part of the 2040 MTP, a separate Rail Plan is being developed that will address passenger rail options. Future planning for the Lowcountry area should include connecting intercity buses from Hilton Head and Beaufort areas to the high speed rail I-95 corridor. Intercity bus services in the Lowcountry Region are provided by Greyhound and Southeastern Stages, with stops in Beaufort and Walterboro.





3. HUMAN SERVICES COORDINATION

As mentioned previously in Section 2, the Lowcountry region has been coordinating over the past decade, at first informally; then more formally beginning in 2003. In 2003, the Lowcountry COG completed the Lowcountry Public Transit Coordination Feasibility Study: A Public Transportation Strategy,” which included goals and objectives for the region. In 2004, the Lowcountry Regional Transportation Authority (LRTA) partnered with several human services agencies in Allendale County to establish the Allendale County Scooter, a coordinated transportation service which was the first of its kind in South Carolina.

In 2006, LRTA assisted in the establishment of the Bamberg County Handy Ride coordinated transportation service in Bamberg County. A mobility manager was hired to support these two coordinated services. This position has since been absorbed by the mobility management program at the Lower Savannah Council of Governments in Aiken, SC, and is housed under their Aging, Disability and Transportation Resource Center.

Within Beaufort, Colleton, Hampton and Jasper Counties 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. Palmetto Breeze, in conjunction with the Lowcountry COG sees this network of services as an opportunity to effectively address the unmet mobility needs in the four Counties. Palmetto Breeze and LCOG envision the creation of a transportation service that will be similar to the ongoing programs in Allendale and Bamberg Counties.



Several planning studies completed in recent years have suggested a framework for coordination of public and human service agency transportation services. In particular, Palmetto Breeze and LCOG envision that coordination may entail consolidation of human service transportation routes by Palmetto Breeze, where appropriate to achieve maximum efficiency of services. Coordination strategies might also include voucher, carpool/vanpool, volunteer driver programs and vehicle sharing. Transportation providers, including taxi companies, might participate in the coordination program as certified providers. In an effort to involve all potential partners, coordination and collaboration with churches and recreation departments may also be considered.

In 2007, the Lowcountry 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 in 2010 to facilitate coordination among the transportation providers in Beaufort, Colleton, Hampton and Jasper Counties. The LCOG was also selected as a grant recipient of the Federal Transit Administration's Veterans Transportation and Community Living Initiative. The grant enables installation of mobile data terminals in regional transit vehicles to support automatic vehicle location and create a customer portal website to enhance the efficiency of existing transportation systems and allow providers to more effectively meet the transportation needs of veterans.

3.1 Federal Requirements

3.1.1 Background

In 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU legislation authorized the provision of \$286.4 billion in funding for federal surface transportation programs over six years through FY 2009, including \$52.6 billion for federal transit programs. SAFETEA-LU was extended multiple times in anticipation of a new surface transportation act. 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 Lowcountry region met all federal requirements by focusing on the transportation needs of disadvantaged persons.

3.1.2 Today

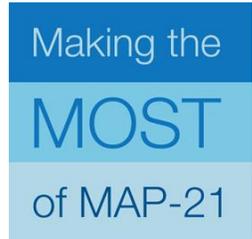
In June 2012, Congress enacted a new two-year federal surface transportation authorization, MAP-21, which retained many but not all of the coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom are eliminated as stand-alone programs, and the Section 5310 and New Freedom Programs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

operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21.

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

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

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



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

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

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

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

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

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

3.2 Goals for Coordinated Transportation

The 2007 Lowcountry Human Services Transportation Coordination Plan did not include specific coordination goals within the report, but did include challenges facing agencies in the region. These included:

1. Need to get away from 48-hour advanced reservation requirement; allow for more spontaneous trips.
2. Cost of fuel.
3. Need to up-grade vehicles and other transportation equipment.
4. Need for additional funding to provide expanded services.
5. Implementation of mechanism to centralize transportation services (i.e. no mobility manager present).
6. Need for technology to coordinate trips amongst agencies across multiple jurisdictional lines.
7. Vehicle assets rapidly deteriorating.

Regional stakeholders indicate that six of the seven challenges have been met through consolidation efforts in 2013. The one remaining challenge is the cost of fuel.

In order to evaluate the needs and strategies identified below, the following coordinated transportation goals are presented below. These goals also support the overall SCMTTP goals, which are presented in Chapter 4.

The goals are:

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

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

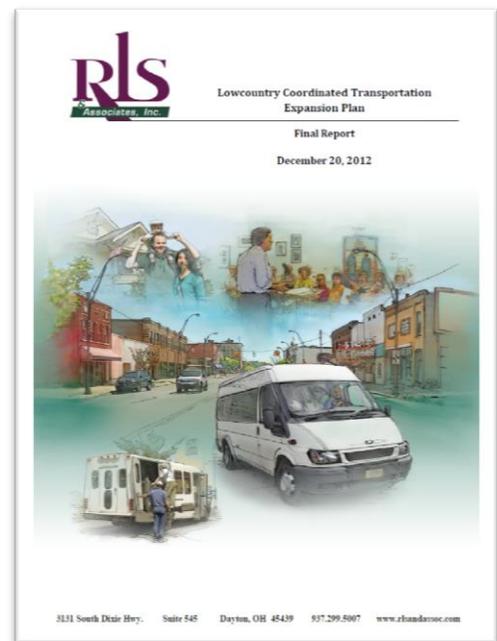
In addition to these goals, the Lowcountry Coordinated Transportation Expansion Plan was completed in December 2012, by the Community Transportation Association of America and RLS Associates, Inc., which provides a roadmap for the Mobility Manager to use as guidance for coordination and consolidation strategies for the region. As mentioned above, several planning studies have been completed over the past decade with recommended framework for coordination or consolidation of public and human service agency transportation services. The recent study builds from the previous efforts and provides tangible steps for the future.

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 recently adopted December 2012 Lowcountry Coordinated Transportation Expansion Plan, the SCDOT approached outreach specific to the update of this Regional Transit & Coordination Plan in a streamlined fashion, working primarily with the COGs, MPOs, Mobility Manager, and transit agencies who are knowledgeable of, and serve, the target populations in their communities. The outreach effort was based upon the following principles:

- Build on existing knowledge and outreach efforts, including outreach conducted for the 2012 Lowcountry Coordinated Transportation Expansion Plan, 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 Lowcountry Region, the gaps and needs in the region, and strategies to meet future needs.

3.4 State of Coordination in the Lowcountry Region

Since the Lowcountry Regional Human Service Coordination Plan was completed in 2007, there have been many changes initiated in the region. These include the implementation of a Mobility Manager and champion for coordination in the region. The Mobility Manager is tasked with involving all potential partner organizations, agencies, governments, businesses, and transportation providers. The Mobility Manager also explores all potential coordination options that would improve mobility in Beaufort, Colleton, Hampton, and Jasper counties. The Mobility Manager continuously works toward facilitating coordinated transportation agreements among the human service agencies, Palmetto Breeze, private transportation systems, transportation for veterans, and nonprofit organizations.

3.5 Barriers and Needs in the Lowcountry Region

An important step in completing this updated plan was to identify transportation service needs, barriers and gaps. The needs assessment provides the basis for recognizing where—and how—service for transit dependent persons can be improved. The plan provides an opportunity for a diverse range of stakeholders with a common interest in human service transportation to convene and collaborate on how best to provide transportation services for transit dependent populations. Through outreach described above through the COG and through the recently completed plan, data was collected regarding transportation gaps and barriers faced in the region today. The results of the needs assessment are summarized below.⁶

- Need for uniformity in how services are delivered and information communicated.
- Idea of “one-stop shopping” or mobility management is key to coordination.
- Palmetto Breeze works with various agencies to help buy vehicles or provide services on a contractual basis.
- Lack of capacity to handle additional trips.
- Funding rules and restrictions.
- Territorial, but slowly moving away from this issue.
- Transit vehicles operated by human service agencies in the planning area are aging and most are beyond their useful life. Aging vehicles lead to increased maintenance costs and safety risks. A vehicle replacement schedule will be necessary in



⁶ 2008 Lowcountry Human Services Transportation Coordination Plan, Lowcountry Coordinated Transportation Expansion Plan, 2012 RLS Associates, Inc., W.K. Kellogg Foundation Logic Model, Regional Transit Council Review Coordination Plan.

the short- and long-term. New vehicles are a necessity to move forward in the consolidation process.

- Federal funding for human service agency programs will be subject to budgetary constraints in the near future. Due to the reduction in funds in rural areas in part due to changes in Map-21, rural areas will likely be impacted by loss of Section 5310 funds.
- There is duplication in human service agency routes as well as redundant trip scheduling and employee training programs that lead to unnecessary expenses for the individual programs.
- Under the current scheduling procedures, there are both temporal and spatial elements associated with unmet transportation needs. There are capacity constraints during certain peak periods where the general public cannot access agency vehicles if those vehicles were open to the public because they are already full. Some capacity issues could be alleviated with a mixed fleet of vehicles. One barrier is agency requirements and restrictions for non-program participants not eligible for transportation services/vehicles.
- Palmetto Breeze is concerned that it does not have the adequate capacity to provide the necessary contract oversight for contracted service providers that would receive Section 5311 Rural Transit funding from Palmetto Breeze for providing general public trips under a coordinated model. This concern precludes Palmetto Breeze from brokering trips to nonprofit, human service agency, private, or public transportation operators because of federal requirements.
- If consolidation is achieved, Palmetto Breeze must address the issue of capacity constraints caused by the aging vehicles currently operated by the human service agencies. This issues also pertains to regional, state and federal coordination regulations.
- In some situations, there are opportunities for the agencies and Palmetto Breeze to share scheduling, maintenance, and training without giving up the respective control and/or autonomy of their programs. These actions will have beneficial effects on all programs.
- Some of the projected demand is in the outlying areas. These trips are difficult to serve with traditional transit services because of their low population densities. Traditional transportation services may not be cost effective.

3.6 Coordination Strategies and Actions

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



results to address service deficiencies.

A range of potential coordination strategies was identified primarily through collaboration with the COG with direct outreach to key stakeholders in the region involved in providing service and planning of human service transportation. Many of the strategies were identified in the June 2012 Workshop, along with local stakeholders who were involved in the December 2012 Lowcountry Coordinated Transportation Expansion Plan completed by the Community Transportation Association of American and RLS Associates, Inc. They were asked to review and update the strategies for the region. The updated strategies for the Lowcountry region are:

- Gradually consolidate human service agency and public transportation.
- Consolidate human service agency vehicles that are in acceptable condition and Palmetto Breeze into the public transit system in the short-term. With only six vehicles that meet the SCDOT definition of ‘useful life,’ the implementation must be gradual as new vehicles are added to expand the Palmetto Breeze fleet. Additional driving staff, dispatchers, mechanics, and operational managers will also be necessary to increase Palmetto Breeze’s capacity to assume operations of additional human service agency routes (beyond the agency routes it currently operates).
- Establish brokerage contract agreements with private providers who can effectively ‘fill-in’ the gaps that are not effectively served by traditional public transit. Voucher program to accompany the brokerage. (Alternatively, the voucher program could be implemented independently from the brokerage.) Both options would require Federal Transit Administration program compliance oversight. Palmetto Breeze is not interested in taking on oversight responsibilities at this time due to the expense of providing oversight (and complying with the federal requirements) to multiple entities. The federal requirements outweigh the available funds. Ongoing additional operational funds would also be required.
- Coordinate driver and Passenger Service and Safety (PASS) training to ensure safety standards are equitable across the service area. Standardized training will facilitate future consolidation or brokerage plans.
- Establish standard maintenance and safety standards for all vehicles (including those vehicles that are owned or operated by participating human service agencies) used in the provision of consolidated transportation services.
- Create a volunteer transportation program to serve the individual trips that cannot be effectively accommodated with public or private transit services. A volunteer program is a long-term goal.

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



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



4. VISION AND OUTREACH

4.1 MTP Vision and Goals

The Lowcountry 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 an 'X' in the 'T' column under Plan Coordination.

4.2.1 Mobility and System Reliability Goal

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

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

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.

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 Lowcountry region includes mandatory safety meetings and daily announcements to operators.

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

4.2.3 Infrastructure Condition Goal

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

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

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

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

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

Specific public transportation measures as shown above include:

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

4.2.4 Economic and Community Vitality Goal

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

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

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

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

Specific public transportation measures as shown above include:

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

4.2.5 Environmental Goal

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

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

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

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

Specific public transportation measures as shown above include:

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

4.2.6 Equity Goal

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

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

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

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

Specific public transportation measures as shown above include:

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

4.3 Public Transportation Vision/Goals

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



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

The vision for South Carolina’s public transportation⁷ was developed in 2008 with accompanying goals to support that vision. This vision continues to support the 2040 MTP and public transportation efforts within each region of the state. The vision statement⁸ and goals were developed for purposes of guiding future decisions for public transportation in the future.

4.3.1 South Carolina’s Public Transportation Vision

*Public Transit –
Connecting Our Communities*

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

4.3.2 South Carolina’s Public Transportation Goals

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

Economic Growth

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

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

⁸ Lowcountry Regional Transit Plan, May 2008.

Sound Investment Approach

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



Viability of Transit

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

Accessibility to All

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

4.4 Public Outreach

As discussed in the previous section, the public outreach for the 2008 Statewide plan was extensive, as was for the 2012 Lowcountry Coordinated Transportation Expansion Plan completed by the Community Transportation Association of America and RLS Associates, Inc. The 2040 MTP planning process continues to build from the momentum of those previous efforts to improve the overall statewide transportation network. The following section summarizes public input received for the previous plan and for the recent 2040 MTP efforts that began in July 2012.

4.4.1 Stakeholder Input

2008 Statewide Public Transportation Plan - Public Outreach

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

- Public transportation is considered a social service that serves low-income citizens.
- Traffic congestion was increasing in the Beaufort/Hilton Head area with geography limiting the transportation corridors available in the region. This was thought to be an opportunity for transit. There was an increasing realization that the region cannot build its way out of congestion. (Since then, the addition of the Bluffton Parkway along with a downturn in the economy has lessened the immediate concerns about traffic congestion in the region.) The special atmosphere of Hilton Head could be lost if development and the resulting traffic congestion continue.
- Most of the service in the region is for commuters, and there is a desire for more general public service.
- There are opportunities for transit to serve the increasing number of retirees and tourists and to provide more service to existing riders. Service to Savannah and its supply of employees has potential.
- Low density development patterns hinder transit's success.
- More regional transit planning is needed.
- More state funding, training, and technical assistance is needed along with relaxed procedures. SCDOT should help change the perception of transit and encourage transit planning.
- Facilities for modes which support transit such as pedestrian, bicycle, and ride-sharing should be included in SCDOT projects.

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 ▪ LATS – Lowcountry Area Transportation Study ▪ RFATS – Rock Hill Area Transportation Study ▪ SPATS – Spartanburg Area Transportation Study ▪ SUATS – Sumter Area Transportation Study

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

Existing transit service data, future needs, and strategies are presented in the following chapters. These data were collected from various collaboration opportunities between the study team and local agencies, including the transit agencies, COGs, and MPOs. Data, comments and input from the local agencies and the community-at-large were carefully considered in the development of this Lowcountry 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.

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

Figure 4-1: Survey Summary, Need

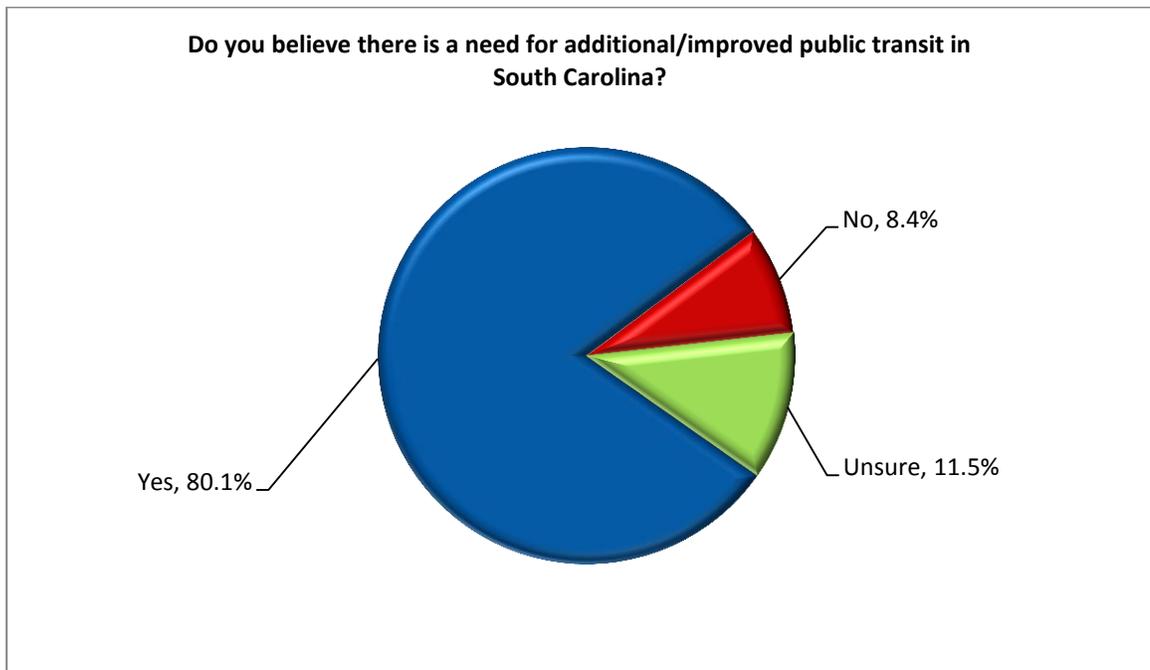


Figure 4-2: Survey Summary, Importance

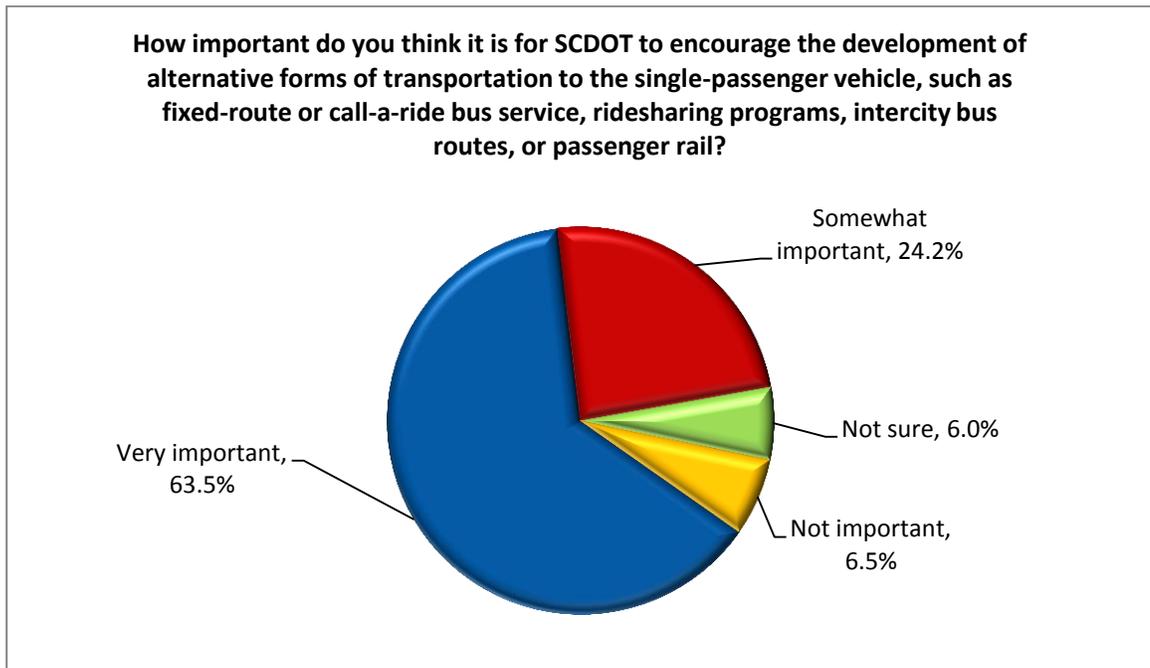
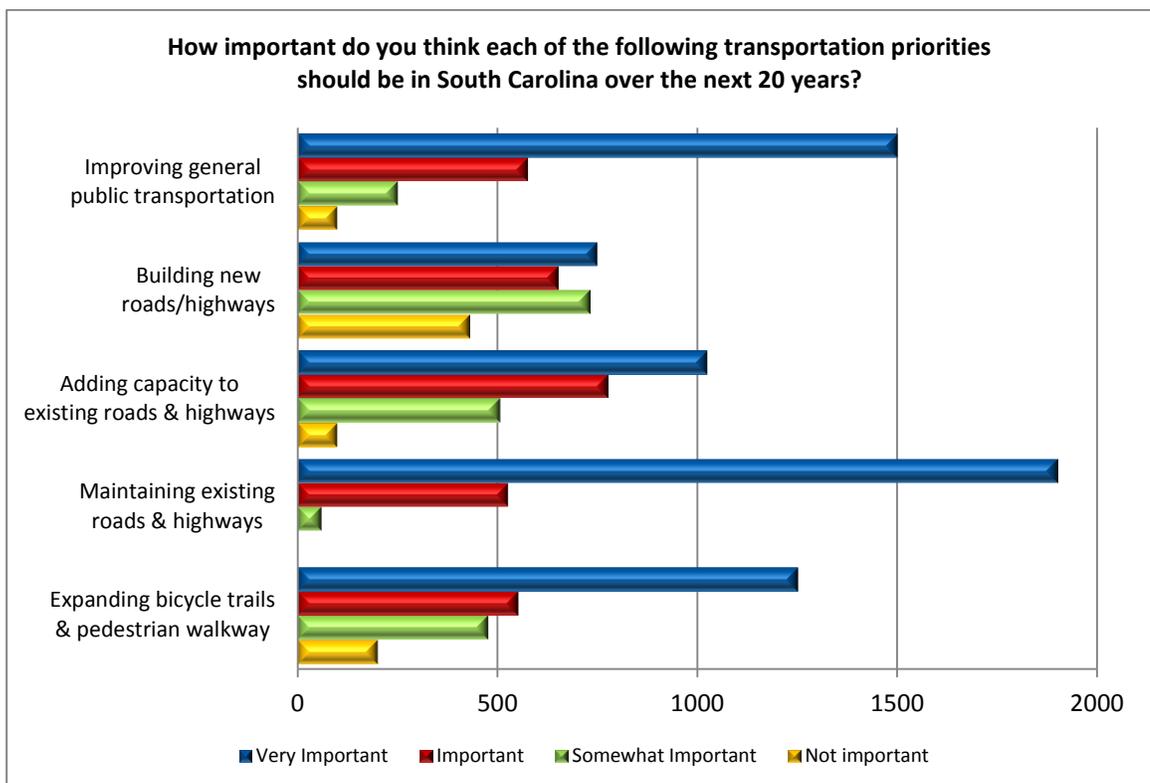


Figure 4-3: Survey Summary, Priorities



4.5 Regional Vision Summary

Through the recent efforts of the Mobility Manager and the 2012 Lowcountry Coordinated Transportation Expansion Plan, completed by the Community Transportation Association of America and RLS Associates, Inc., the regional vision and roadmap for public transportation is clearly defined and summarized below.

The primary goal for public transportation in the Lowcountry Region is to enable transit to be a viable transportation option for citizens throughout the region. Palmetto Breezes has various commuter fixed routes into Hilton Head for residents and visitors. 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 Lowcountry Regional Transit

Transit is an important component of the transportation network in the Lowcountry 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 strategies from the 2012 Lowcountry Coordinated Transportation Expansion Plan related to public transportation are described below in the following categories:

- Develop performance standards for regional partners. The standards are for transit operations and for maintenance.
- Develop park and ride locations to support transit infrastructure.
- Establish MOUs among partner agencies.
- Add a new board member to the Palmetto Breeze Board of Directors to represent coordination partners.
- Develop final cost for steps to consolidation.
- Secure additional vehicles for consolidated services.
- Hire new staff to support consolidation.
- Develop monitoring, billing, and recordkeeping policies.
- Develop and implement consolidated routes in the region.
- Develop Request for Proposal for private operators to participate in the bidding of services.
- Implement a voucher program.
- Coordinate driver and passenger assistant training among agencies.
- Create a volunteer program.



5. REGIONAL TRANSIT NEEDS

Section 5 provides the public transportation needs and deficiencies identified for the Lowcountry 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 Lowcountry 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 2007-2011
- 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 Palmetto Breeze 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: Lowcountry Region, Maintain Existing Services Cost Summary

Lowcountry Region	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 (29 yrs)	Maintain 2040 Total (29 yrs)
	Oper/Admin	Oper/Admin	Capital	Capital	Oper/Admin/Cap
Palmetto Breeze/ Lowcountry RTA	\$2,144,000	\$60,029,000	\$192,000	\$5,364,000	\$65,392,000
Total Lowcountry Region	\$2,144,000	\$60,029,000	\$192,000	\$5,364,000	\$65,392,000

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 Lowcountry Region than exists today. Examples of enhanced service could include expanded service areas or more frequent service on existing routes, etc. 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 Lowcountry 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: Lowcountry Region Enhanced Services Cost Summary

Lowcountry Region	Enhance Services		2040 TOTAL (29 yrs) Enhance Service
	Oper/Admin	Capital	Oper/Admin/Cap
Palmetto Breeze/ Lowcountry RTA	\$6,500,000	\$14,279,500	\$20,779,500
Total Lowcountry Region	\$6,500,000	\$14,279,500	\$20,779,500

5.4 Needs Summary

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

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 Lowcountry Region. Feedback from the transit agencies, the general public and the various outreach from the COG 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, and expanding beyond the current borders of the service areas.

Table 5-3: Lowcountry 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
Palmetto Breeze/ Lowcountry RTA	\$2,144,000	\$60,029,000	\$192,000	\$5,364,000	\$65,392,000	\$6,500,000	\$14,279,500	\$20,780,000	\$86,172,000
Total Lowcountry Region	\$2,144,000	\$60,029,000	\$192,000	\$5,364,000	\$65,392,000	\$6,500,000	\$14,279,500	\$20,780,000	\$86,172,000

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

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

- 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.

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

¹⁰ Lowcountry Regional Transit Plan, 2008; NHTS.

Table 5-4: Lowcountry Region Population Groups

	Elderly (Over 65)				Disabled (Under 65)				Poverty (Under 65)			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Beaufort County	15,809	18,467	20,981	23,193	2,520	2,944	3,344	3,697	6,750	7,884	8,958	9,902
Colleton County	4,770	4,808	4,845	5,421	3,136	3,161	3,185	3,564	5,520	5,564	5,606	6,273
Hampton County	2,072	2,053	2,033	2,043	1,627	1,612	1,597	1,605	2,663	2,639	2,614	2,626
Jasper County	2,182	2,404	2,536	2,871	1,238	1,364	1,439	1,629	3,855	4,248	4,481	5,072
<i>Rural</i>	<i>24,833</i>	<i>27,732</i>	<i>30,395</i>	<i>33,528</i>	<i>8,521</i>	<i>9,081</i>	<i>9,565</i>	<i>10,494</i>	<i>18,788</i>	<i>20,335</i>	<i>21,659</i>	<i>23,874</i>
Beaufort County	14,056	16,419	18,654	20,621	3,795	4,433	5,036	5,567	7,086	8,277	9,404	10,395
Colleton County	861	867	874	978	0	0	0	0	1,736	1,750	1,763	1,973
Hampton County	723	717	710	713	0	0	0	0	899	891	882	887
Jasper County	512	565	596	674	0	0	0	0	510	562	593	671
<i>Urban</i>	<i>16,152</i>	<i>18,567</i>	<i>20,833</i>	<i>22,986</i>	<i>3,795</i>	<i>4,433</i>	<i>5,036</i>	<i>5,567</i>	<i>10,231</i>	<i>11,480</i>	<i>12,642</i>	<i>13,926</i>
Lowcountry COG	40,985	46,299	51,228	56,514	12,316	13,514	14,602	16,062	29,019	31,814	34,301	37,800

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

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 Lowcountry Region. The daily transit trips are 2,124 for the year 2010 and 2,816 for 2040. The annual transit trips for the region are projected to be approximately 1.0 million for 2040. About 36 percent of the projected daily ridership is attributed to urban areas and the remaining 64 percent to rural areas.

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

	Annual Transit Demand				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Beaufort County	215,841	252,118	286,444	316,645	591	691	785	868
Colleton County	142,416	143,544	144,643	161,853	390	393	396	443
Hampton County	68,778	68,158	67,506	67,832	188	187	185	186
Jasper County	81,081	89,338	94,247	106,682	222	245	258	292
Rural	508,117	553,158	592,839	653,012	1,392	1,516	1,624	1,789
Beaufort County	217,062	253,544	288,063	318,435	595	695	789	872
Colleton County	25,820	26,024	26,224	29,344	71	71	72	80
Hampton County	15,091	14,955	14,812	14,884	41	41	41	41
Jasper County	9,195	10,131	10,688	12,098	25	28	29	33
Urban	267,168	304,655	339,787	374,761	732	835	931	1,027
Lowcountry COG	775,284	857,813	932,625	1,027,772	2,124	2,350	2,555	2,816

5.5.2 Mobility Gap Methodology¹¹

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

¹¹ Lowcountry Regional Transit Plan, 2008.

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 Lowcountry 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.

Table 5-6: Lowcountry 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
Beaufort County	2,322	2,712	3,082	3,406	2,378	2,778	3,156	3,489	1,454	1,698	1,930	2,133
Colleton County	1,282	1,292	1,302	1,457	1,479	1,491	1,502	1,681	1,189	1,198	1,208	1,351
Hampton County	573	568	562	565	704	698	691	694	478	474	469	471
Jasper County	457	504	531	601	443	488	515	583	410	452	477	539
<i>Rural</i>	4,634	5,076	5,477	6,030	5,004	5,454	5,864	6,447	3,531	3,822	4,083	4,495
Beaufort County	924	1,079	1,226	1,356	868	1,014	1,152	1,273	1,792	2,093	2,378	2,629
Colleton County	290	292	295	330	93	94	94	106	383	386	389	435
Hampton County	226	224	222	223	95	94	93	94	321	318	315	317
Jasper County	33	36	38	43	47	52	55	62	80	88	93	105
<i>Urban</i>	1,473	1,632	1,781	1,951	1,103	1,254	1,394	1,535	2,576	2,885	3,175	3,486
Lowcountry COG	6,107	6,708	7,258	7,981	6,107	6,708	7,258	7,981	6,107	6,708	7,258	7,981

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.¹²

Table 5-7: Mobility Gap Rates

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

As illustrated in the calculation below, the Mobility Gap was calculated by multiplying the trip rate difference for households without vehicles available compared to households with one or more vehicle 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 Lowcountry 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 Lowcountry 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 10,500 person-trips per day. The Mobility Gap method estimates the Lowcountry Region transit demand (based upon 365 days of service) at 11.5 million person-trips per year for 2010, and approximately 15 million per year for 2040. Daily person-trips for the Lowcountry Region would be approximately 41,000 by 2040.

¹² 2001 NHTS.

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

	Annual Trip Demand - Mobility Gap				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Beaufort County	3,152,417	3,682,254	4,183,585	4,624,678	8,637	10,088	11,462	12,670
Colleton County	2,577,871	2,598,286	2,618,171	2,929,700	7,063	7,119	7,173	8,027
Hampton County	1,036,352	1,027,015	1,017,187	1,022,101	2,839	2,814	2,787	2,800
Jasper County	888,921	979,438	1,033,254	1,169,586	2,435	2,683	2,831	3,204
Rural	7,655,561	8,286,994	8,852,196	9,746,065	20,974	22,704	24,253	26,702
Beaufort County	2,662,106	3,109,534	3,532,890	3,905,378	7,293	8,519	9,679	10,700
Colleton County	568,966	573,471	577,860	646,618	1,559	1,571	1,583	1,772
Hampton County	476,862	472,566	468,043	470,304	1,306	1,295	1,282	1,289
Jasper County	118,844	130,946	138,141	156,367	326	359	378	428
Urban	3,826,777	4,286,517	4,716,934	5,178,668	10,484	11,744	12,923	14,188
Lowcountry COG	11,482,338	12,573,510	13,569,130	14,924,733	31,458	34,448	37,176	40,890

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 Lowcountry Region. The APTNA method estimates annual transit demand at 775,000 person-trips per year for 2010, while the Mobility Gap method estimates annual transit demand at 11.5 million person-trips per year. **Table 5-9** compares results for the two methods.

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

	Demand	2010	2020	2030	2040
APTNA	Annual	775,284	857,813	932,625	1,027,772
Mobility Gap	Annual	11,482,338	12,573,510	13,569,130	14,924,733
Actual	Trips 2011	151,056	–	–	–

⁽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 Lowcountry region (151,056 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.

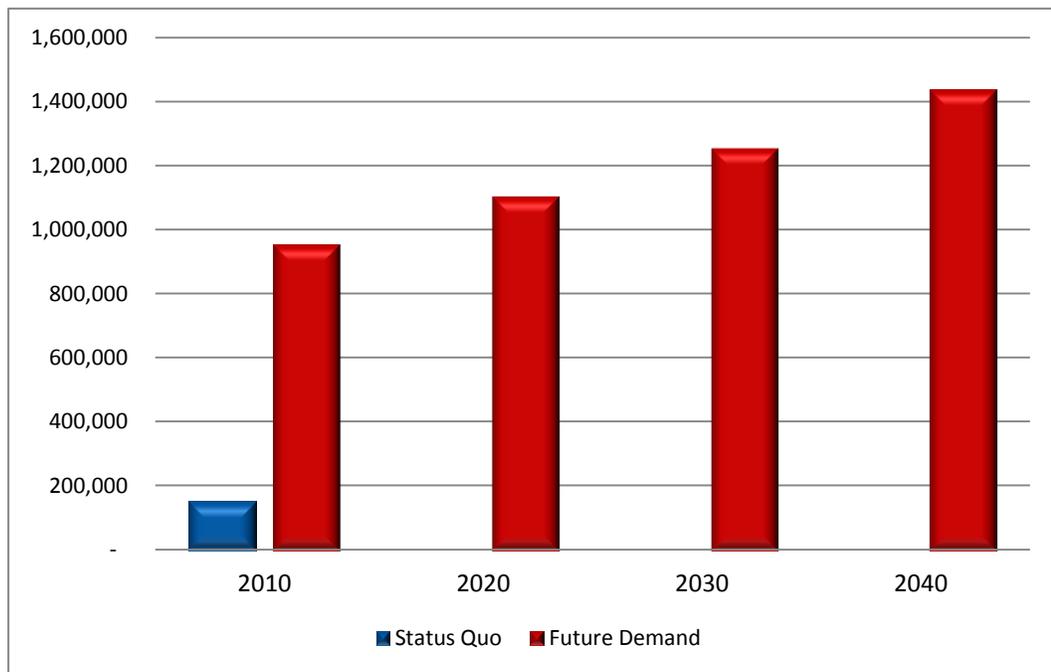
The APTNA method’s estimate for urban transit need is not realistic, and the Mobility Gap method for estimating urban transit need is too overstated. In the previous 2008 Plan, the methodology calculations were modified by the study team to produce a more realistic estimate. This updated 2040 plan continues 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 Lowcountry Region’s transit needs. A comparison with the current level of transit service in the Lowcountry Region (151,056 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: Lowcountry Region Adjusted Transit Demand

Demand	2010	2020	2030	2040
2013 Adjusted Needs	955,000	1,104,000	1,255,000	1,438,000
Actual Trips 2011	151,056	--	--	--
Needs Met	16	--	--	--

Based on the adjusted transit demand forecast, the total transit demand in 2010 was estimated at 955,379 one-way trips. In FY 2011, 151,056 trips were provided. Using the adjusted transit demand forecast, the percent of demand met for the Lowcountry Region is 16 percent. To meet 100 percent of the current demand, 804,323 trips are needed among the existing transit systems. The demand forecast shows that by 2040, the estimated transit demand will exceed 1.4 million trips. (Figure 5-1)

Figure 5-1: Lowcountry 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). In addition, the new Generation Y population is showing trends to not want to drive and expect high-end technology to assist them in their travel needs.



- **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.



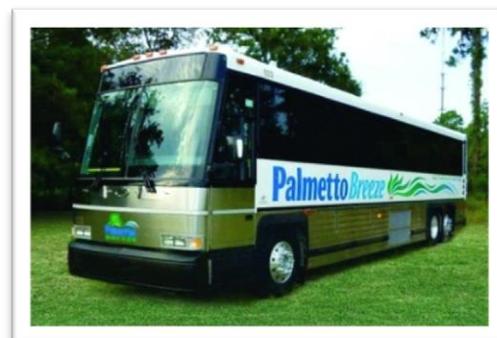
6. POTENTIAL FUNDING SOURCES

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 Palmetto Breeze. 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, such as the Sales Tax passed in 2004. 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 Lowcountry Region

Given the continued growth in population and employment projected for South Carolina and the Lowcountry Region, particularly in the growing Beaufort 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 Lowcountry Coordinated Transportation Expansion Plan identifies specific and general transportation system improvement recommendations and strategies to accommodate future transportation demands while promoting safety and efficiency. The 2007 LRTP supports a multimodal transportation system that addresses the economic, social, and environmental needs of the Lowcountry 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 Lowcountry residents.

Transit funding revenues for the Lowcountry Region are shown in **Figure 6-1** and **Table 6-1**. Approximately 23 percent of total funding for transit operations is from local funds in the region. Approximately 46 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 83 percent of the capital expenditures in the region. State funding represents approximately 10 percent for operations and 17 percent of regional capital projects. The region has a farebox return ratio of approximately 11 percent, and is impacted by the high number of contracts held at the agency.

Figure 6-1: Lowcountry Region Operating Revenues

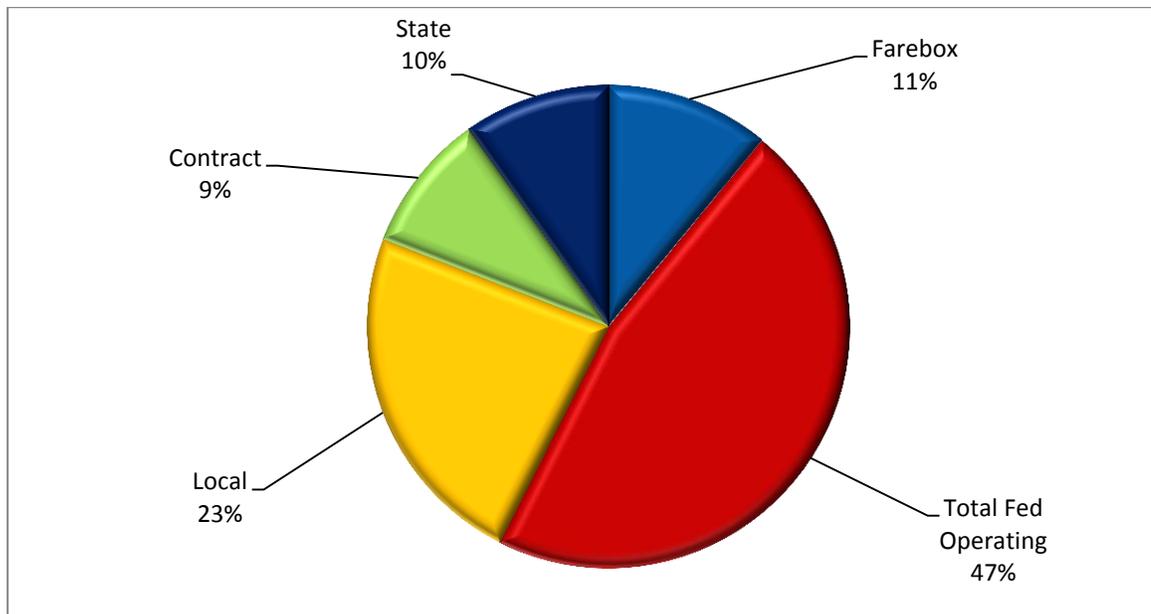


Table 6-1: Lowcountry Region Transit Funding Revenues

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	
Palmetto Breeze/ Lowcountry RTA	\$261,647	\$1,109,153	\$559,597	\$222,968	\$233,102		\$2,386,468	\$256,141		\$52,463		\$308,604	\$2,695,072
Total Lowcountry Region	\$261,647	\$1,109,153	\$559,597	\$222,968	\$233,102		\$2,386,468	\$256,141		\$52,463		\$308,604	\$2,695,072
	11%	46%	23%	9%	10%			83%		17%			--

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 agency in the Lowcountry Region provides approximately 151,000 trips annually, which meets 16 percent of the overall transit needs for the region.

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

Table 7-1 presents the projected financial plan for the Lowcountry 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 Lowcountry Region would increase.

7.1 Increase to 20 Percent of Needs Met

The existing transit demand for 2010, as discussed earlier in the report, was identified as approximately 955,379 trips, with approximately 16 percent (151,056 trips) of that need currently being met with existing services. The 2020 projected demand increases to 1.1 million trips. One goal for the Lowcountry Region may be to increase the need met to 20 percent by 2020, which equates to providing 220,858 trips or an increase of 69,802 one-way trips. With an existing regional average of 5.5 passengers per hour, Palmetto Breeze would need to increase revenue service hours by 12,775 annually (69,802/5.5). The average operating cost per hour for the region is \$77.55. To meet approximately 20 percent of the need in 2020 (220,858 trips), operating and administrative budgets would need to increase by approximately \$990,672 (12,775 x \$77.55) annually.

Table 7-1: Lowcountry 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				
Palmetto Breeze/ Lowcountry RTA	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$17,151,122	\$21,438,903	\$21,438,903	\$60,028,928
Total Lowcountry Region	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$2,143,890	\$17,151,122	\$21,438,903	\$21,438,903	\$60,028,928

The above scenario with the goal of meeting 20 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 Lowcountry Region must work with local officials to determine priorities for their community. The actions listed below support increasing the levels of public transportation.¹³

1. 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 Lowcountry. Higher funding commitment levels from municipal governments in this region may be necessary to support mobility needs both internally, similar to the service initiative on US 278, as well as connections to major commuter sheds outside of the Region, such as Charleston and the Savannah area.

The Hilton Head and Beaufort areas of the Lowcountry Region are in close geographic proximity to the Savannah, Georgia urbanized area. Under current FTA policy, most operating expenses accrued in Savannah and other urbanized areas above 200,000 population are ineligible for federal assistance. If the urbanized area expands across the state line in conjunction with the growth of this part of the Lowcountry Region, the difference in federal funding rules for larger areas will create greater pressure on city and county governments to generate enough revenue to cover transit operating expenses.



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

¹³ 2008 Lowcountry Regional Transit Plan.

(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. Palmetto Breeze has demonstrated its capacity to partner successfully with human service providers to enhance mobility options, connecting its riders with Council on Aging buses in Allendale County for trips to Charleston and Columbia. With the presence of vastly growing tourism centers such as Hilton Head Island in this region, the transit providers should redouble their efforts to approach the business community and tourism industry for their support of transit. Bi-state coordination may assist in the development of connecting routes between Savannah, Georgia and Hilton Head Island. Opportunities to partner with military installation representatives should also be pursued, as was done in the past by the COG in a joint VTCLI grant effort with Marine Corps Air Station Beaufort to study land use patterns and related needs.



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 Lowcountry Region and particularly Beaufort

County, with its highly active retirement population, 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 industrial parks, retailers, activity centers, etc. 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 US 278 corridor.

7.2 Conclusion

This Lowcountry 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 SC DOT Complete Streets policy. The concept/policy needs to be implemented and supported at all levels.*

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

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

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

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

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

- *No; not enough.*

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

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

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

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

Other Notes

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

Wrap-up & Summary

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



APPENDIX B: DETAILED AGENCY DATA FOR ENHANCED SERVICES

Lowcountry Region

Transit Agency	Operating Needs				Capital Needs			2040 expansion		
	Existing Description	Annual Cost	Expansion Description	Annual Cost	Expansion Description	Cost		Total Op Needs	Capital Needs	
Lowcountry	Maintain Ex Rural	\$1,100,000	Add consolidation	\$250,000	Yr 1-6	Replace 3 veh	\$66,000	Yr 1	\$6,500,000	
	Maintain Ex in new small urban area	\$800,000			Yr 1-6	Replace 3 veh	\$66,000	Yr 2	\$0	
						Replace 7 veh	\$520,000	Yr 3	\$0	
						Replace 4 veh	\$320,000	Yr 4	\$0	
						Replace 4 veh	\$2,120,000	Yr 6	\$0	
						Add vehicles	?	?	\$0	
						Add veh fo cons - 5	\$385,000	Yr 1	\$0	\$385,000
						Add veh fo cons - 5	\$385,000	Yr 2	\$0	\$385,000
						Add veh fo cons - 5	\$385,000	Yr 3	\$0	\$385,000
						Add veh fo cons - 5	\$385,000	Yr 4	\$0	\$385,000
						Add veh fo cons - 5	\$385,000	Yr 5	\$0	\$385,000
						Add veh fo cons - 5	\$385,000	Yr 6	\$0	\$385,000
						Computers for cons	\$7,500	Yr 2	\$0	\$7,500
						Rebuild engines	\$80,000	Yr 1	\$0	\$80,000
						Rebuild engines	\$80,000	Yr 2	\$0	\$80,000
						Rebuild engines	\$20,000	Yr 6	\$0	\$20,000
						Upgrade facility	\$5,000	Yr 1	\$0	\$5,000
						Purchase veh lifts	\$30,000	Yr 1	\$0	\$30,000
						Purchase generator	\$40,000	Yr 2	\$0	\$40,000
						Upgrade cameras	\$50,000	Yr 2	\$0	\$50,000
						Radio system	\$300,000	Yr 4	\$0	\$300,000
						Transfer facility	?	Yr 3	\$0	\$500,000
						Bus shelters	?	Yr 3	\$0	\$100,000
						TDP	\$200,000	Yr 2	\$0	\$200,000
						Signs	?	Yr 1-6	\$0	\$50,000
						Replace 2 computers	\$5,000	Yr 1	\$0	\$5,000
						Replace 2 computers	\$5,000	Yr 3	\$0	\$5,000
						Replace 4 computers	\$10,000	Yr 4	\$0	\$10,000
						Replace server	\$12,000	Yr 5	\$0	\$12,000
						Replace copier	\$5,000	Yr 4	\$0	\$5,000
						Replace counter	\$12,000	Yr 6	\$0	\$12,000
						Renovate facility	?	Yr 5	\$0	\$300,000
						Replace bus wash	?	Yr 6	\$0	\$50,000
						Upgrade technology	?	Yr 1-6	\$0	\$60,000
						Replace serv veh	\$24,000	Yr 3	\$0	
						Replace serv veh	\$16,000	Yr 4	\$0	
	Maintain Ex Rural	\$1,100,000	Add consolidation	?	Yr 7-20	Replace 7 veh	\$2,190,000	Yr 7	\$0	
	Maintain Ex in new small urban area	\$800,000			Yr 7-20	Replace 3 veh	\$70,000	Yr 8	\$0	
						Replace 7 veh	\$550,000	Yr 10	\$0	
						Replace 1 veh	\$530,000	Yr 11	\$0	
						Replace 4 veh	\$340,000	Yr 12	\$0	
						Replace 3 veh	\$75,000	Yr 13	\$0	

Transit Agency	Operating Needs				Capital Needs			2040 expansion	
	Existing Description	Annual Cost	Expansion Description	Annual Cost	Expansion Description	Cost		Total Op Needs	Capital Needs
					Replace 3 veh	\$75,000	Yr 14	\$0	
					Replace 7 veh	\$600,000	Yr 17	\$0	
					Replace 4 veh	\$2,225,000	Yr 18	\$0	
					Replace 7 veh	\$3,250,000	Yr 19	\$0	
					Replace 1 veh	\$550,000	Yr 20	\$0	
					Fleet expansion	?	Yr 7-20	\$0	\$4,000,000
					Repower engines	\$200,000	Yr 12	\$0	\$200,000
					Repower engines	\$200,000	Yr 13	\$0	\$200,000
					Repower engines	\$50,000	Yr 17	\$0	\$50,000
					Rebuild engines		Every 5 years	\$0	\$2,800,000
					Renovate facility	\$1,500,000	Yr 10	\$0	\$1,500,000
					Replace lifts	\$30,000	Yr 10	\$0	\$30,000
					Replace lifts	\$30,000	Yr 20	\$0	\$30,000
					Replace bus wash	\$40,000	Yr 7	\$0	\$40,000
					Add bus shelters	?	Yr 7-20	\$0	\$100,000
					TDP	\$225,000	Yr 8	\$0	\$225,000
					TDP	\$250,000	Yr 14	\$0	\$250,000
					TDP	\$275,000	Yr 20	\$0	\$275,000
					Replace 2 computers	\$5,000	Yr 7	\$0	\$5,000
					Replace 2 computers	\$5,000	Yr 9	\$0	\$5,000
					Replace 4 computers	\$10,000	Yr 10	\$0	\$10,000
					Replace server	\$14,000	Yr 10	\$0	\$14,000
					Replace 2 computers	\$5,000	Yr 12	\$0	\$5,000
					Replace 2 computers	\$5,000	Yr 14	\$0	\$5,000
					Replace server	\$16,000	Yr 15	\$0	\$16,000
					Replace 4 computers	\$10,000	Yr 16	\$0	\$10,000
					Replace 2 computers	\$5,000	Yr 18	\$0	\$5,000
					Replace 2 computers	\$5,000	Yr 20	\$0	\$5,000
					Replace server	\$18,000	Yr 20	\$0	\$18,000
					Replace serv veh	\$25,000	Yr 8	\$0	
					Replace serv veh	\$38,000	Yr 9	\$0	
					Replace serv veh	\$20,000	Yr 10	\$0	
					Replace serv veh	\$25,000	Yr 11	\$0	
					Replace serv veh	\$27,000	Yr 16	\$0	
					Replace serv veh	\$40,000	Yr 17	\$0	
					Replace serv veh	\$22,000	Yr 18	\$0	
					Replace serv veh	\$29,000	Yr 19	\$0	
Beaufort County Ferry	Maintain ex	\$300,000			Study Regional Ferry	\$250,000	Yr 1-6	\$0	\$250,000
Total Lowcountry Region								\$6,500,000	\$14,279,500



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.