



Charting a Course to 2040

SOUTH CAROLINA MULTIMODAL TRANSPORTATION PLAN

Regional Transit & Coordination Plan

UPPER SAVANNAH 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



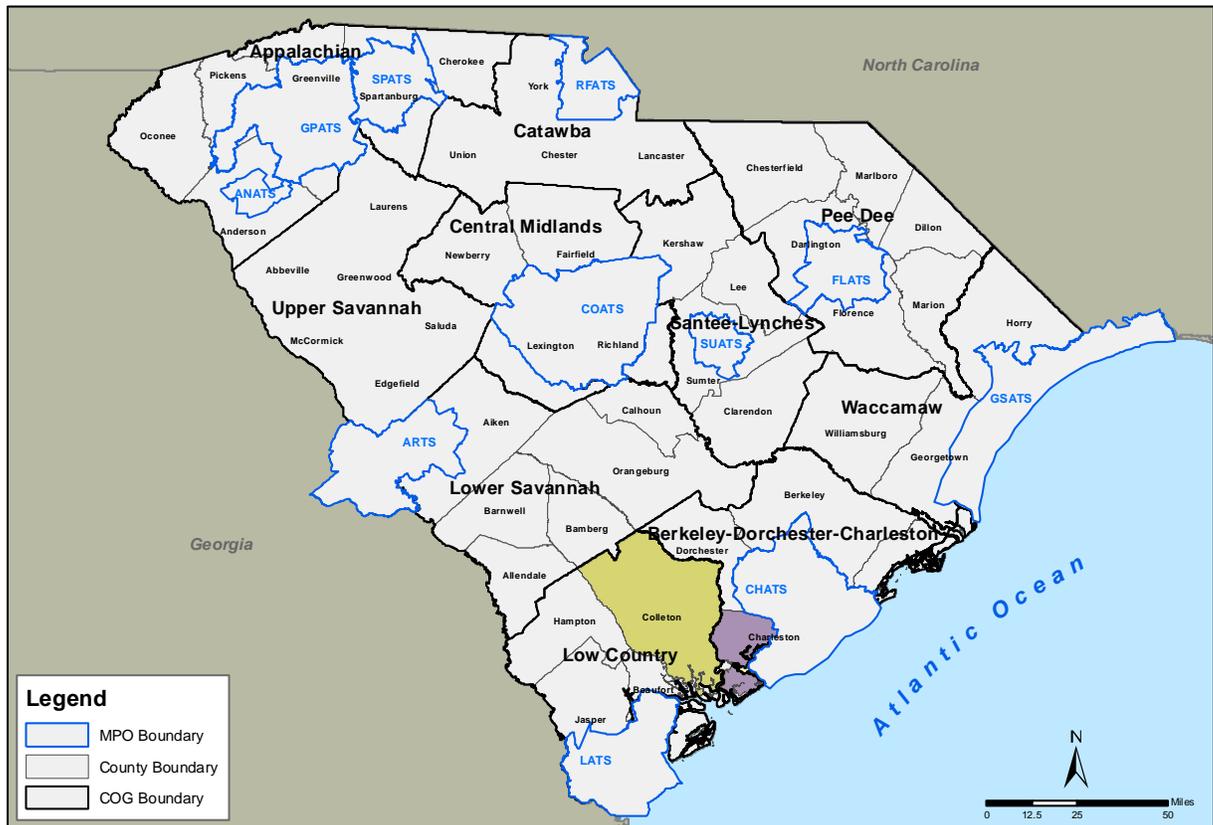
This Upper Savannah Regional Transit & Coordination Plan Update was prepared in coordination with the development of the 2040 MTP. The initial Regional Transit Plan was completed in 2008 and the following pages provide an update representing changes within the region and across the state for public transportation. The purpose of this Upper Savannah 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 Upper Savannah Regional Transit & Coordination Plan study area is located in the northwest region of South Carolina and includes six counties located within in the Upper Savannah COG boundaries: Abbeville, Edgefield, Greenwood, Laurens, McCormick, and Saluda. **Figure 1-1** illustrates the 10 COG areas across the state of South Carolina.

Figure 1-1: SC Councils of Government



Major urban centers in the Upper Savannah region include the areas in around the City of Abbeville, the Town of Edgefield, City of Greenwood, City of Laurens, City of Clinton, Town of McCormick, and the Town of Saluda.¹ The 3,057 square mile region is primarily rural, with the exception of the larger activity centers mentioned above.² The region is centrally located in relation to several major metropolitan areas, including Atlanta, Charleston, Charlotte, Greenville, and Spartanburg. A brief review of demographic and economic characteristics of the study area is presented as a basis for evaluating the Upper Savannah Region’s future transit needs.

¹ Comprehensive Economic Development Strategy, CEDS, July 2013, Upper Savannah Council of Governments.

² Upper Savannah COG Long Range Transportation Plan.

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.

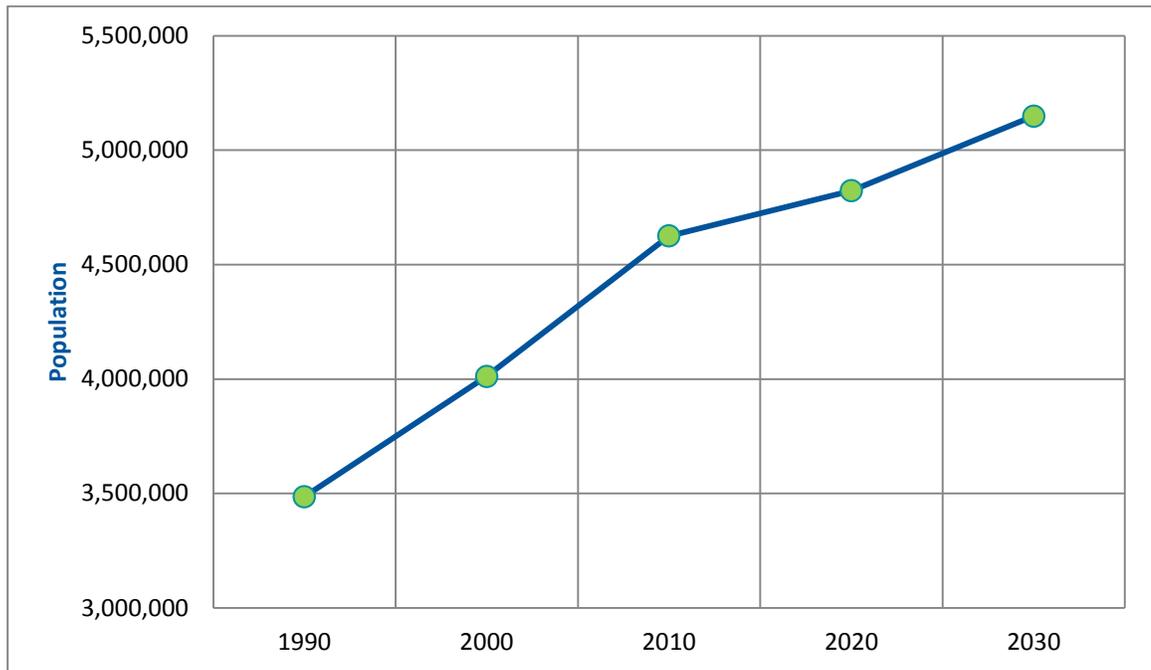
Table 1-2: Population Projections, 2010 – 2040

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	2010-2030
South Carolina	0.4%	0.7%	11.1%
North Carolina	1.2%	1.4%	26.5%
Tennessee	0.7%	0.9%	15.7%
Georgia	1.2%	1.1%	22.7%
Alabama	-0.1%	0.3%	2.0%
United States	1.1%	0.9%	20.0%

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

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



Regional Population Trends

The growth in population in South Carolina over the last 20 years has not been evenly distributed throughout the state. The growth in the Upper Savannah Region and the nine other regions is shown below in **Table 1-3**. All of the COG regions experienced growth from 1990 to 2010, with the Upper Savannah Region experiencing a 1.65 percent growth from 1990 to 2000, the fourth highest in the state. The following decade growth decreased to 0.14 percent, the second slowest growth in the state. Population projections by county are shown in **Table 1-4**.

Table 1-3: Population Growth by Council of Government

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

Upper Savannah	Population			
	2000	2010	2030	2040
Abbeville County	26,167	25,417	24,900	25,000
Edgefield County	24,595	26,985	30,100	33,800
Greenwood County	66,271	69,661	74,700	82,900
Laurens County	69,567	66,537	65,000	71,500
McCormick County	9,958	10,233	10,900	11,900
Saluda County	19,181	19,875	20,400	22,400
Total	215,739	218,708	226,000	247,500

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 Upper Savannah Region reported approximately 219,000 persons in 2010, with Greenwood County having the greatest population, with approximately 32 percent of the region’s total regional population, followed by Laurens County with 30 percent of the total population. Edgefield County and Aiken County are part of the Aiken-Augusta Metropolitan Statistical Area (MSA). With a population of more than 500,000 and a workforce of more than 245,000, population growth has been healthy. Nearby cities of Augusta, GA and Columbia, SC offer additional and varied residential, shopping, and entertainment opportunities to Edgefield and Aiken area employees. Quality of life is an important factor in the Upper Savannah region, from the small urban activity centers to the region’s lakes, forests, and countryside, residents enjoy affordable housing, shopping centers, healthcare, and educational facilities.

1.2.2 Economic Summary

The Upper Savannah region has long been characterized as a rural area, relying heavily on agricultural and textile production. However, in the past few decades this trend has changed and these two sectors are playing a decreasing role in the region’s economy, but remain very important aspects of the region’s economic vitality. The current recession has taken its toll on the Upper Savannah region and the state of South Carolina as a whole. Today, the majority of the population continues to reside in rural areas; however, the economy has transformed into one driven by manufacturing.

The forest lands and lakes have the greatest impact on the regional economy by attracting tourists to the area, which creates jobs in the region. In addition, forests produce timber for lumber and wood products. This valuable resource used for timber production is decreasing in the region, with increased efforts of forest preservation. The lakes within the region also attract tourism to the area. The major lakes include Lake Greenwood, Lake Russell, and Lake Thurmond.

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. Growth is anticipated in the future for the Upper Savannah region. Land use development should take into consideration travel demand and commuting patterns for the area.

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 The Upper Savannah region has several factors working in its favor, including the growing population and several educational institutions available to strengthen the workforce.

Table 1-5: Upper Savannah Major Employers

20 Largest Employers (Listed Alphabetically by Corporation Name)	
Abbeville County School District No.	Greenwood School District #50
Amick Farms LLC	Kraft Foods North America
Anthropologie Com LP	Lander University
Capsugel Manufacturing Inc.	Piedmont Technical College
Carolina Pride Foods Inc.	SC Department of Corrections
Eaton Corp	SC Dept. of Disabilities & Special N
Edgefield County Board Of Education	Self Regional Healthcare
Faurecia Interior Systems Inc.	Sykes Enterprises Inc.
Fujifilm Manufacturing USA Inc.	The Kendall Company LP
Goglanian Bakeries Inc.	Wal-Mart Associates Inc.

1.2.3 Income

The Upper Savannah region reports an increase for the median household income over the past decade. Incomes are distributed fairly evenly across the region, with the exception of Edgefield County which ranks as the highest and Abbeville County as the lowest in the region. The median incomes for each county are listed below:⁴

- Abbeville County \$34,670
- Edgefield County \$44,090
- Greenwood County \$39,366
- Laurens County \$38,713
- McCormick County \$36,243
- Saluda County \$39,095

The annual unemployment rate for the Upper Savannah region was reported at 9.5 percent in 2012, which is an improvement over the past few years through the recession. The state’s unemployment rate was 9.1 percent.⁵ Despite being slightly higher than the state and national values, unemployment rates in the six county region have generally followed the same cycles experienced by the state and the nation.

³ <http://www.lscog.org/Resources/494.pdf>.

⁴ <http://quickfacts.census.gov/qfd/states/45/45001.html>.

⁵ SC Department of Employment & Workforce.



2. EXISTING TRANSIT IN THE UPPER SAVANNAH REGION

2.1 Overview

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

Two public transit agencies provide service in the Upper Savannah region. Edgefield County Senior Citizens Council operates a coordinated public transportation system with the county. The agency provides service to the elderly, individuals with disabilities, Medicaid passengers, adult day center passengers, residents of assisted living facilities, and Piedmont Technical College students. The second agency is the McCormick County Senior Center, who provides Medicaid, elderly, and public transportation through McCormick Area Transit.



The total number of vehicles has increased since the last statewide plan due to the addition of McCormick County transit service. The amount of service has increased since FY 2005 as shown in the last statewide plan. Operating/administration expenditures have more than doubled since 2005, also due to the addition of transit service in McCormick County.

2.2 Existing Transit Services

2.2.1 Edgefield County Senior Citizen Council

Transportation to and from the Senior Center is provided. The Edgefield County Senior Citizens Council (ECSCC) owns and operates public transportation for Edgefield County, known as ECSCC Transportation. The agency provides daily round-trip transportation connecting Edgefield, Trenton, and Johnston to a variety of medical, shopping, and recreational facilities in Greenwood. The route departs Edgefield at 8:30 am and departs Greenwood at 3:00 pm. The agency also provides demand response transportation throughout Edgefield County between 6:30 am and 6:00 pm, Monday

through Friday. In fiscal year 2011, the agency provided 20,705 one-way trips, with 14,058 revenue vehicle hours, and over 399,548 revenue vehicle miles. In addition, ECSCC provided 313,930 Medicaid passenger trips in 2011.

2.2.2 McCormick County

Operated by the McCormick County Senior Center, McCormick Area Transit provides demand response service in the rural areas of the county. The service operates from 4:30 am to 7:30 pm, Monday through Saturday. In FY 2011, the agency provided 8,143 passenger trips, with 3,207 revenue vehicle hours, and over 119,200 revenue vehicle miles. In 2011, 8,124 Medicaid passenger trips were also provided by the agency.

2.3 Regional Trends and Summary

2.3.1 Vehicle Trends

Table 2-1 presents the total number of vehicles in the fleet for each system and peak number of vehicles. In 2011, the Upper Savannah Region had a total 2011 fleet of 13 vehicles for public transportation, with an additional 13 vehicles used for Medicaid service. During the peak hours, 11 of the 13 vehicles are in operation across the rural region.

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

Agency	Service	2009		2010		2011	
		Peak	Total	Peak	Total	Peak	Total
Edgefield County Senior Citizen Council	Fixed Route	0	0	0	0	0	0
	Demand Response	7	9	7	9	7	9
	Total	7	9	7	9	7	9
	Other - Medicaid	5	5	5	5	5	5
McCormick County Senior Center	Fixed Route	0	0	0	0	0	0
	Demand Response	8	8	9	10	4	4
	Total	8	8	9	10	4	4
	Other - Medicaid	9	9	9	8	6	6
Total Upper Savannah Region	Fixed Route	0	0	0	0	0	0
	Demand Response	15	17	16	19	11	13
	Total	15	17	16	19	11	13
	Other - Medicaid	14	14	14	13	11	11

2.3.2 Ridership and Service Trends

Table 2-2 and **Figures 2-1** and **2-2** present the annual passenger trips for Upper Savannah. In the past three years, the number of passengers in the region has decreased for both public transportation and for Medicaid passenger trips.

Table 2-2: Upper Savannah Region Ridership, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Edgefield County Senior Citizen Council	Fixed Route	0	0	0
	Demand Response	23,348	24,792	20,705
	Total	23,348	24,792	20,705
	Other - Medicaid	15,565	16,528	13,804
McCormick County Senior Center	Fixed Route	0	0	0
	Demand Response	9,785	9,606	8,143
	Total	9,785	9,606	8,143
	Other - Medicaid	10,072	9,473	8,124
Total Upper Savannah Region	Fixed Route	0	0	0
	Demand Response	33,133	34,398	28,848
	Total	33,133	34,398	28,848
	Other - Medicaid	25,637	26,001	21,928

Figure 2-1: Upper Savannah Region Ridership Trends

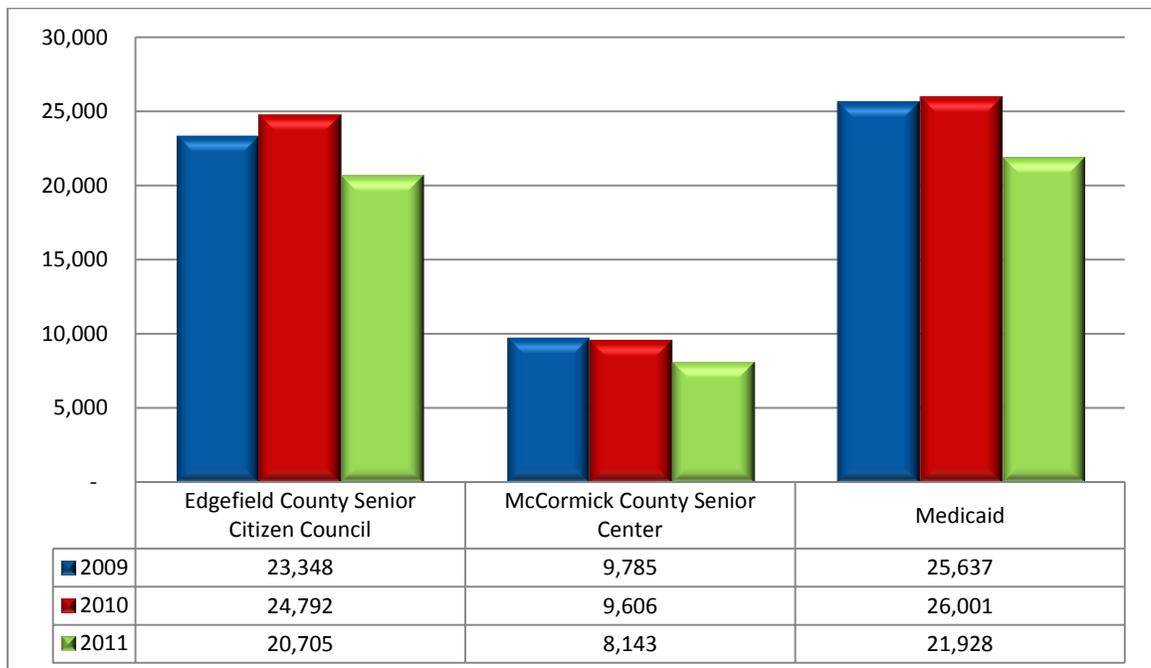


Figure 2-2: Upper Savannah Region Public Transportation Ridership

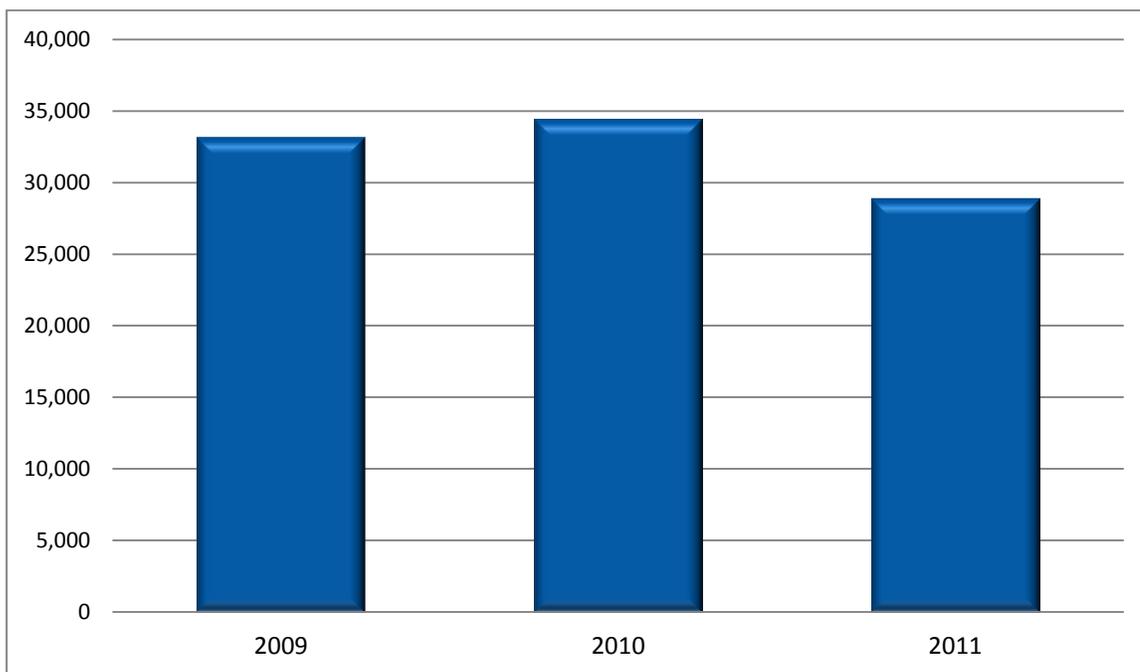


Table 2-3, Figure 2-3, and Figure 2-4 present the annual vehicle revenue miles. Table 2-4, Figure 2-5, and Figure 2-6 show the annual vehicle revenue hours. The amount of annual revenue miles and revenue hours for public transportation service decreased over the past three years.

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

Agency	Service	2009	2010	2011
Edgefield County Senior Citizen Council	Fixed Route	0	0	0
	Demand Response	452,647	436,382	399,548
	Total	452,647	436,382	399,548
	Other - Medicaid	358,847	342,872	313,930
McCormick County Senior Center	Fixed Route	0	0	0
	Demand Response	138,030	181,168	119,200
	Total	138,030	181,168	119,200
	Other - Medicaid	168,705	240,152	139,930
Total Upper Savannah Region	Fixed Route	0	0	0
	Demand Response	590,677	617,550	518,748
	Total	590,677	617,550	518,748
	Other - Medicaid	527,552	583,024	453,860

Figure 2-3: Upper Savannah Region Annual Vehicle Revenue Miles

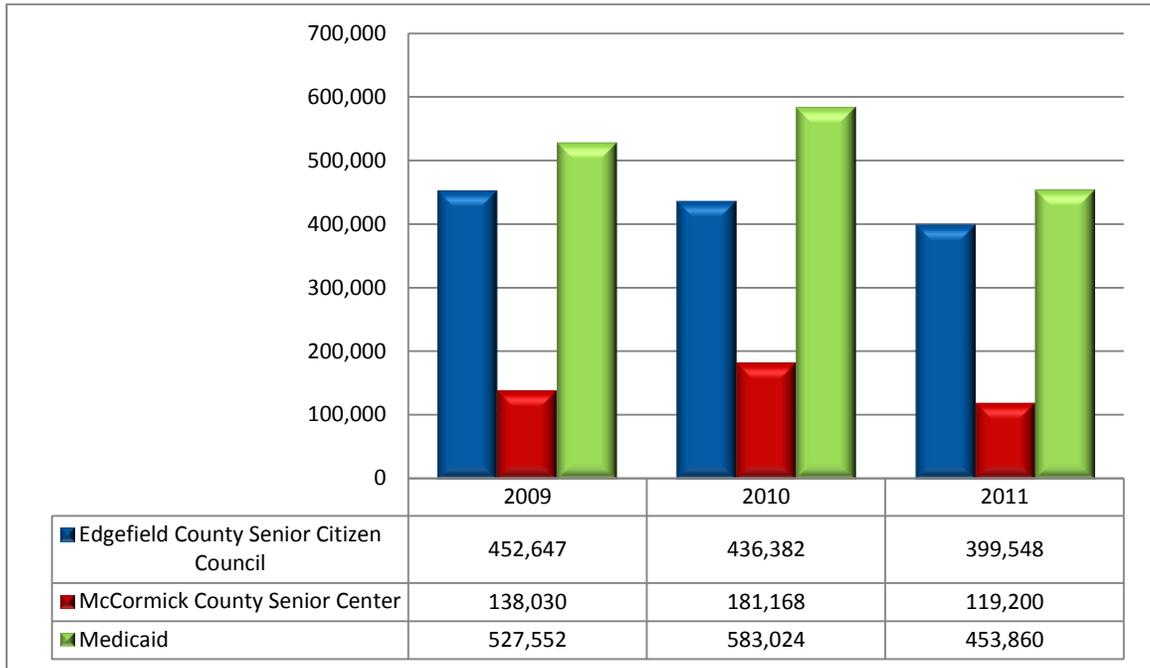


Figure 2-4: Upper Savannah Region Annual Vehicle Revenue Miles

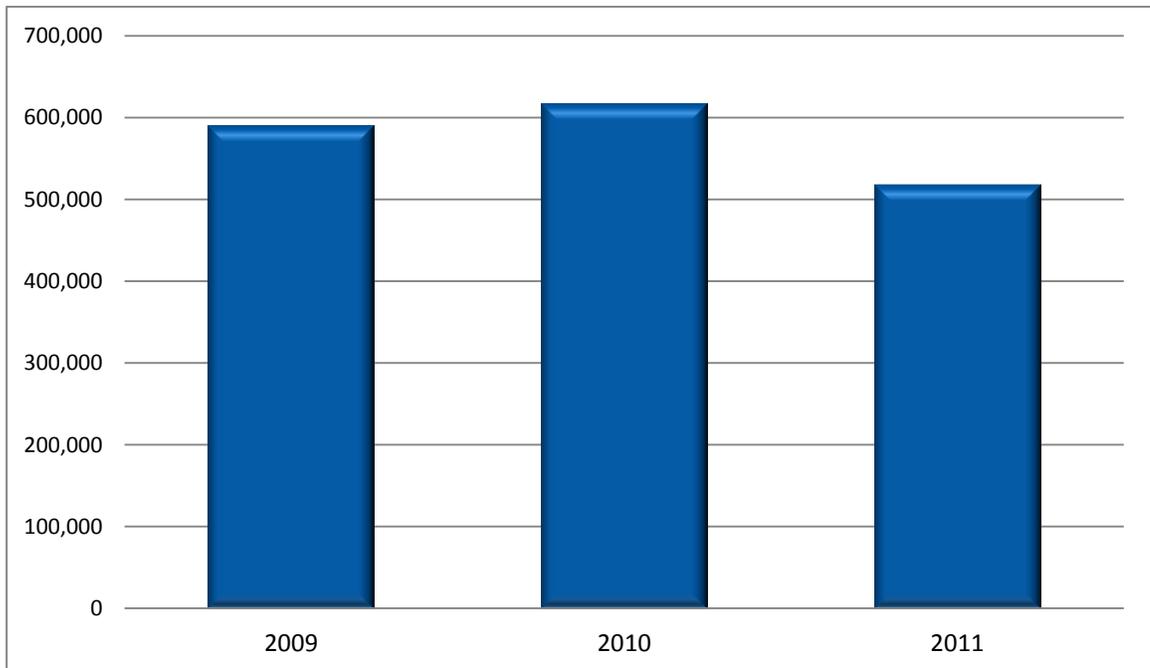


Table 2-4: Upper Savannah Region Annual Revenue Vehicle Hours, FY 2009 to FY 2011

Agency	Service	2009	2010	2011
Edgefield County Senior Citizen Council	Fixed Route	0	0	0
	Demand Response	10,075	14,423	14,058
	Total	10,075	14,423	14,058
	Other - Medicaid	10,075	10,023	9,771
McCormick County Senior Center	Fixed Route	0	0	0
	Demand Response	14,976	14,489	3,207
	Total	14,976	14,489	3,207
	Other - Medicaid	16,848	19,207	5,945
Total Upper Savannah Region	Fixed Route	0	0	0
	Demand Response	25,051	28,912	17,265
	Total	25,051	28,912	17,265
	Other - Medicaid	26,923	29,230	15,716

Figure 2-5: Upper Savannah Region Annual Vehicle Revenue Hours

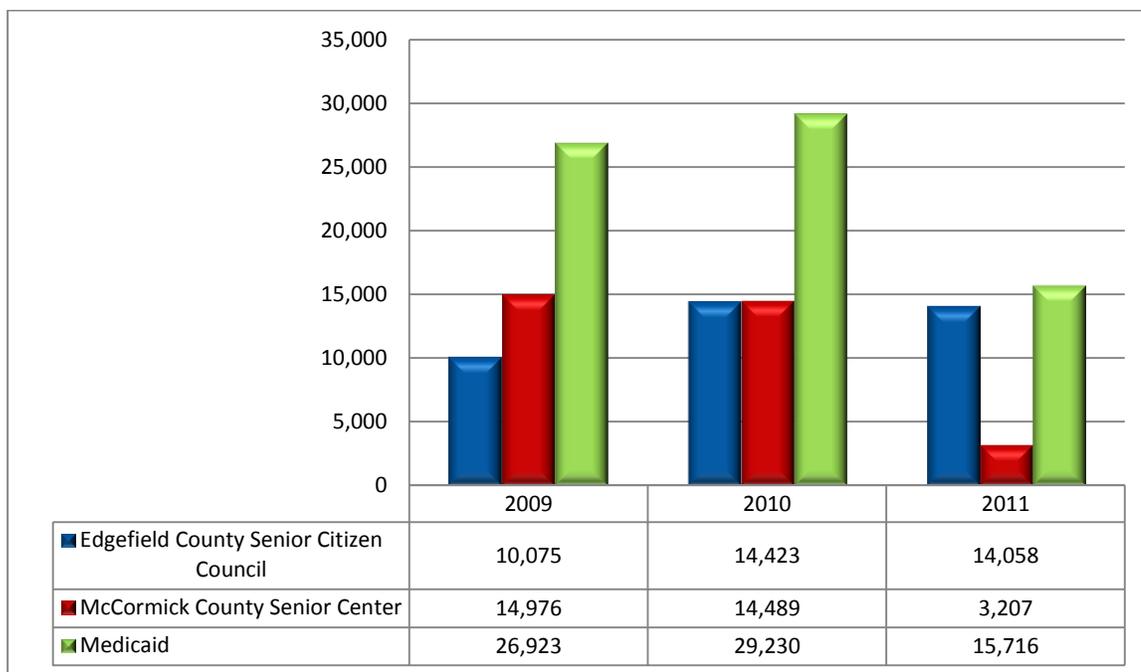
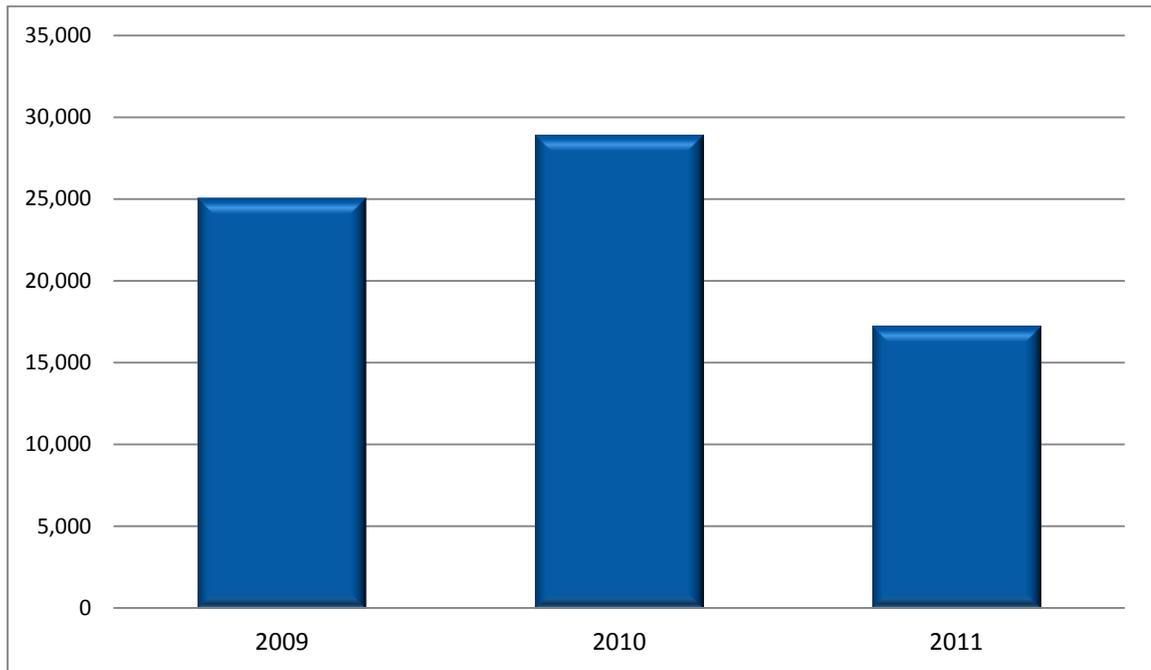


Figure 2-6: Upper Savannah Region Annual Vehicle Revenue Hours Trends



2.3.3 Trends In Expenditures, Efficiency, and Effectiveness

Table 2-5 and Figures 2-7 and 2-8 present the operating/administration expenditures for each transit agency and for the Upper Savannah region. Costs have increased in the region over the past three years. Expenditures have also increased, primarily due to the addition of service in McCormick County.

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

Agency	Service	2009	2010	2011
Edgefield County Senior Citizen Council	Fixed Route	\$0	\$0	\$0
	Demand Response	\$309,589	\$279,766	\$294,556
	Total	\$309,589	\$279,766	\$294,556
	Other - Medicaid	\$224,185	\$361,041	\$352,920
McCormick County Senior Center	Fixed Route	\$0	\$0	\$0
	Demand Response	\$132,560	\$284,322	\$217,203
	Total	\$132,560	\$284,322	\$217,203
	Other - Medicaid	\$249,436	\$245,845	\$235,802
Total Upper Savannah Region	Fixed Route	\$0	\$0	\$0
	Demand Response	\$442,149	\$564,088	\$511,759
	Total	\$442,149	\$564,088	\$511,759
	Other - Medicaid	\$473,621	\$606,886	\$588,722

Figure 2-7: Upper Savannah Region Operating/Admin Expenses

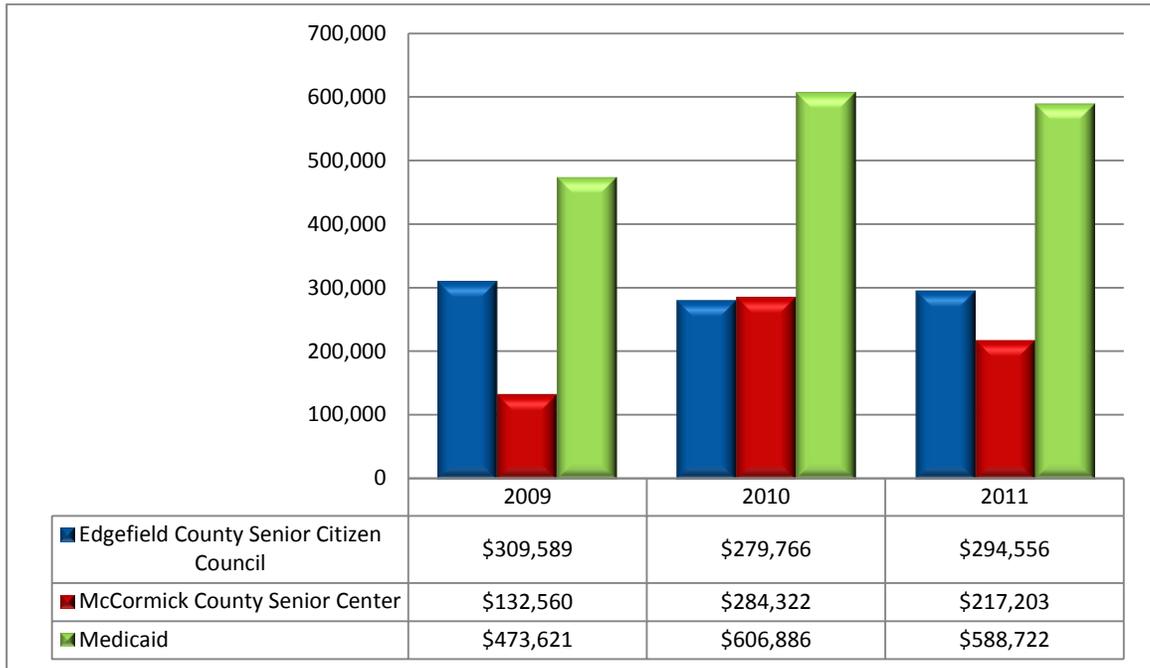
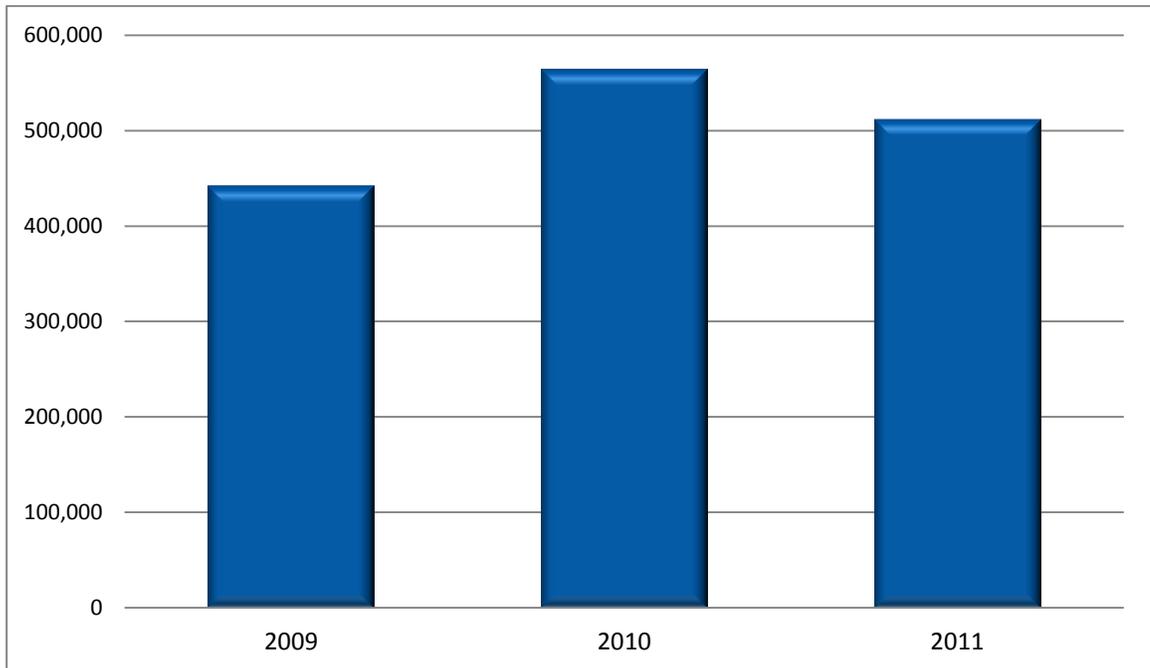


Figure 2-8: Upper Savannah Annual Operating/Admin Trends



As shown in **Table 2-6** and **Figures 2-9** and **2-10**, the performance measure, passengers per vehicle mile, has remained fairly stable for the region over the past three years.

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

Agency	Service	2009	2010	2011
Edgefield County Senior Citizen Council	Fixed Route			
	Demand Response	0.05	0.06	0.05
	Total	0.05	0.06	0.05
	Other - Medicaid	0.04	0.05	0.04
McCormick County Senior Center	Fixed Route			
	Demand Response	0.07	0.05	0.07
	Total	0.07	0.05	0.07
	Other - Medicaid	0.06	0.04	0.06
Total Upper Savannah Region	Fixed Route			
	Demand Response	0.06	0.06	0.06
	Total	0.06	0.06	0.06
	Other - Medicaid	0.05	0.04	0.05

Figure 2-9: Upper Savannah Region Passenger/Revenue Mile

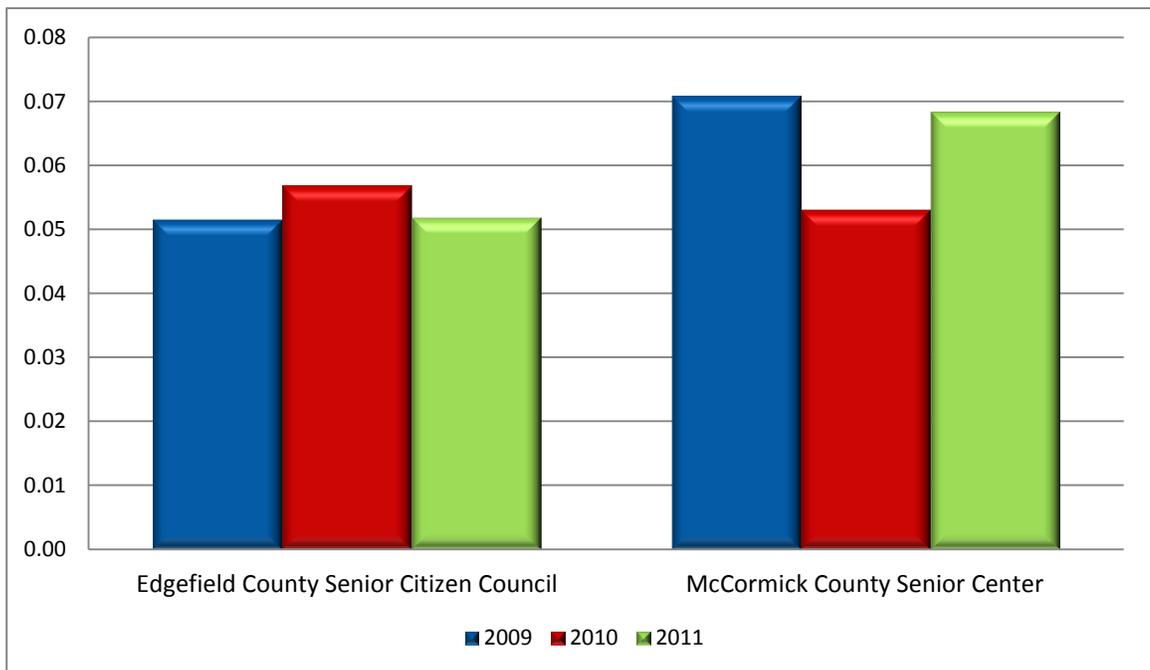


Figure 2-10: Upper Savannah Region Average Annual Passenger/Rev Mile

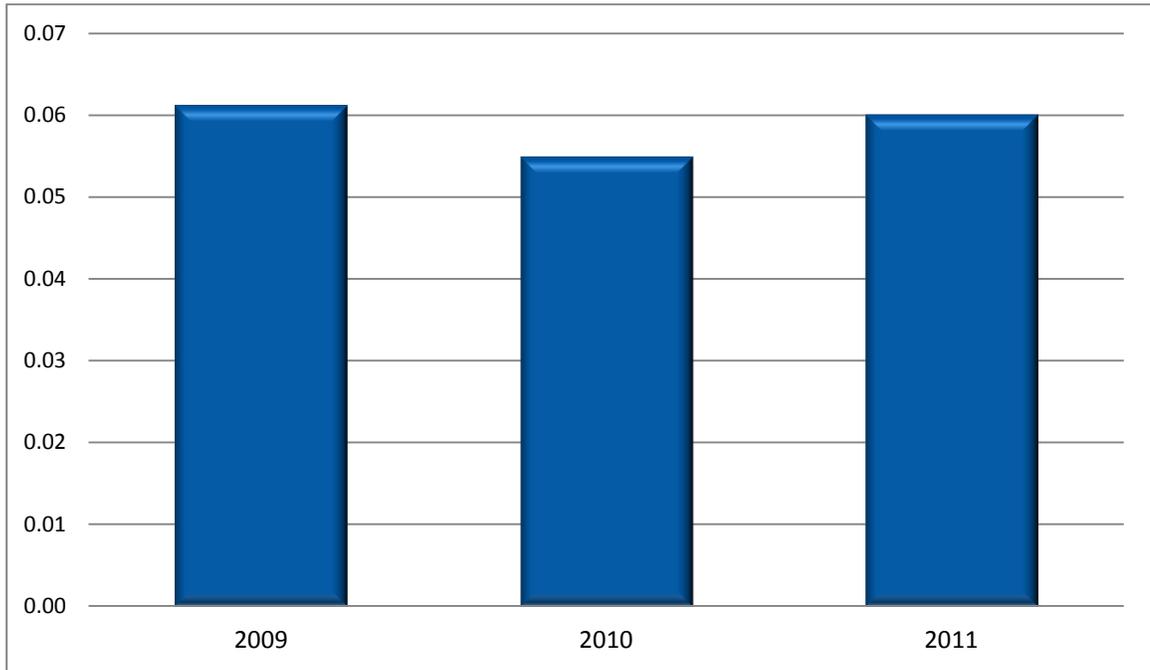


Table 2-7 and Figures 2-11 and 2-12 show passengers per revenue vehicle hour for 2009, 2010, and 2011, which has increased in the past three years for the overall region.

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

Agency	Service	2009	2010	2011
Edgefield County Senior Citizen Council	Fixed Route			
	Demand Response	2.32	1.72	1.47
	Total	2.32	1.72	1.47
	Other - Medicaid	1.54	1.65	1.41
McCormick County Senior Center	Fixed Route			
	Demand Response	0.65	0.66	2.54
	Total	0.65	0.66	2.54
	Other - Medicaid	0.60	0.49	1.37
Total Upper Savannah Region	Fixed Route			
	Demand Response	1.32	1.19	1.67
	Total	1.32	1.19	1.67
	Other - Medicaid	0.95	0.89	1.40

Figure 2-11: Upper Savannah Region Passenger/Revenue Hour

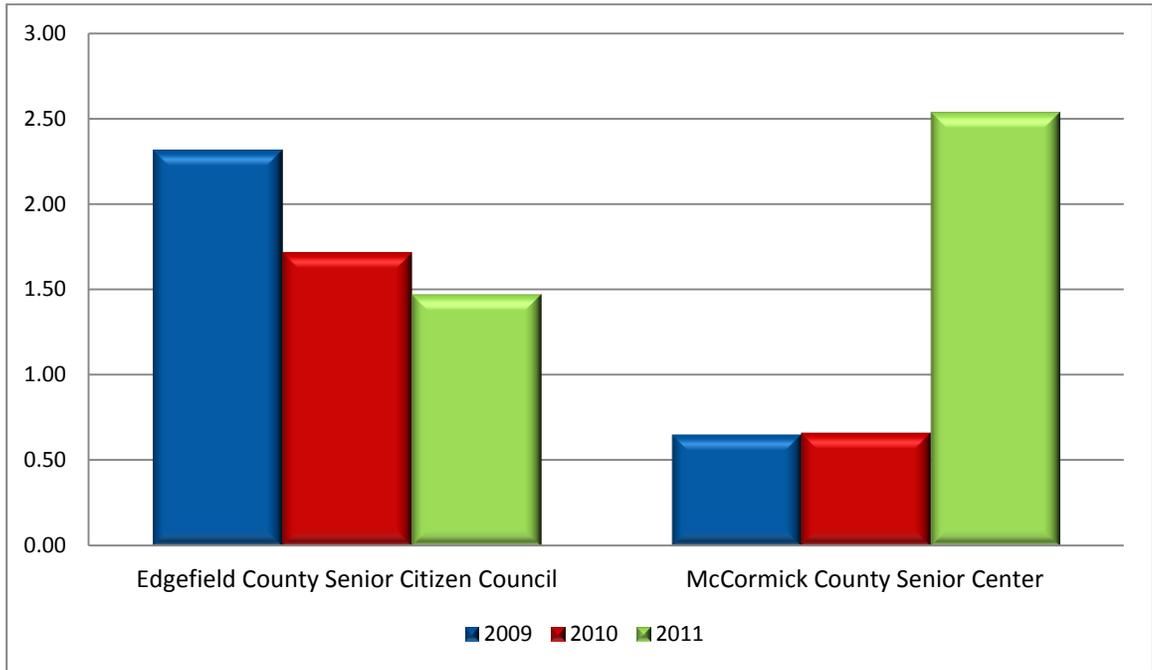


Figure 2-12: Upper Savannah Region Average Annual Passenger/Rev Hour

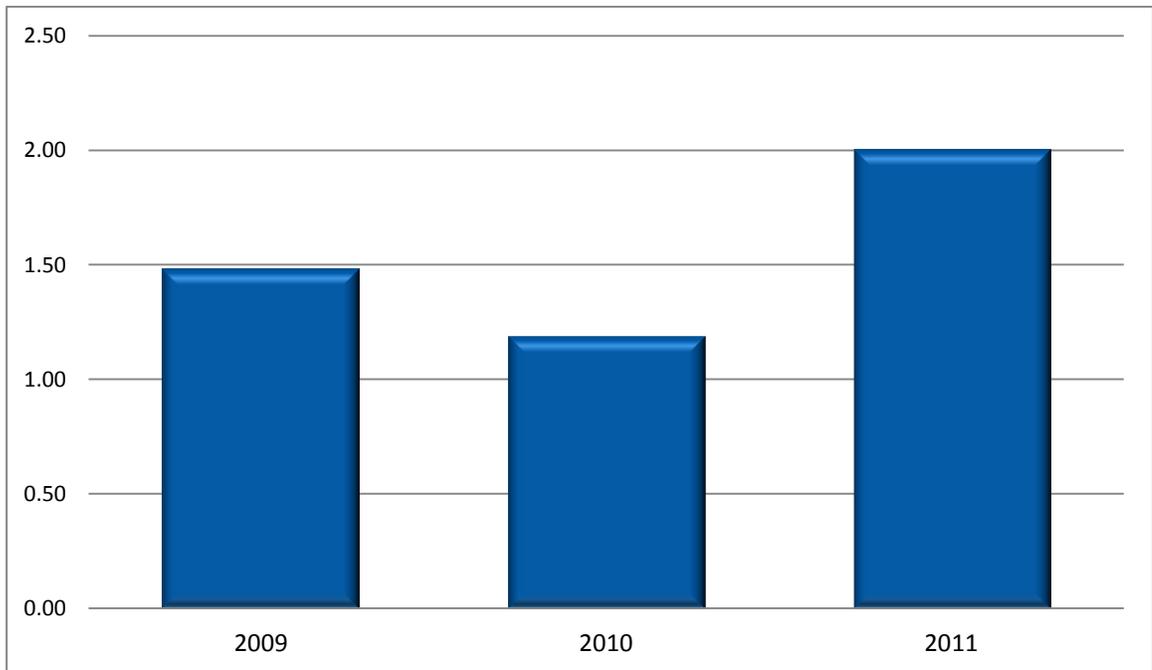


Table 2-8 and **Figures 2-13** and **2-14** present the cost per passenger trip data for 2009, 2010, and 2011. The cost per passenger trip increased over the past three years.

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

Agency	Service	2009	2010	2011
Edgefield County Senior Citizen Council	Fixed Route			
	Demand Response	\$13.26	\$11.28	\$14.23
	Total	\$13.26	\$11.28	\$14.23
	Other - Medicaid	\$14.40	\$21.84	\$25.57
McCormick County Senior Center	Fixed Route			
	Demand Response	\$13.55	\$29.60	\$26.67
	Total	\$13.55	\$29.60	\$26.67
	Other - Medicaid	\$24.77	\$25.95	\$29.03
Total Upper Savannah Region	Fixed Route			
	Demand Response	\$13.34	\$16.40	\$17.74
	Total	\$13.34	\$16.40	\$17.74
	Other - Medicaid	\$18.47	\$23.34	\$26.85

Figure 2-13: Upper Savannah Region Cost per Passenger Trip

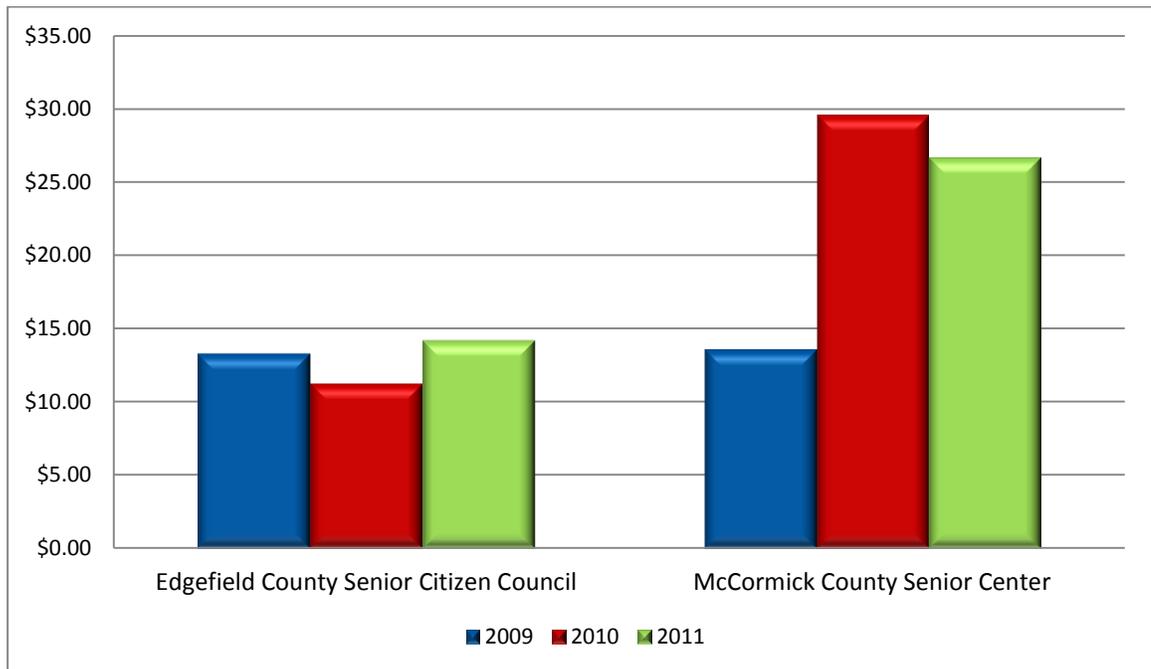
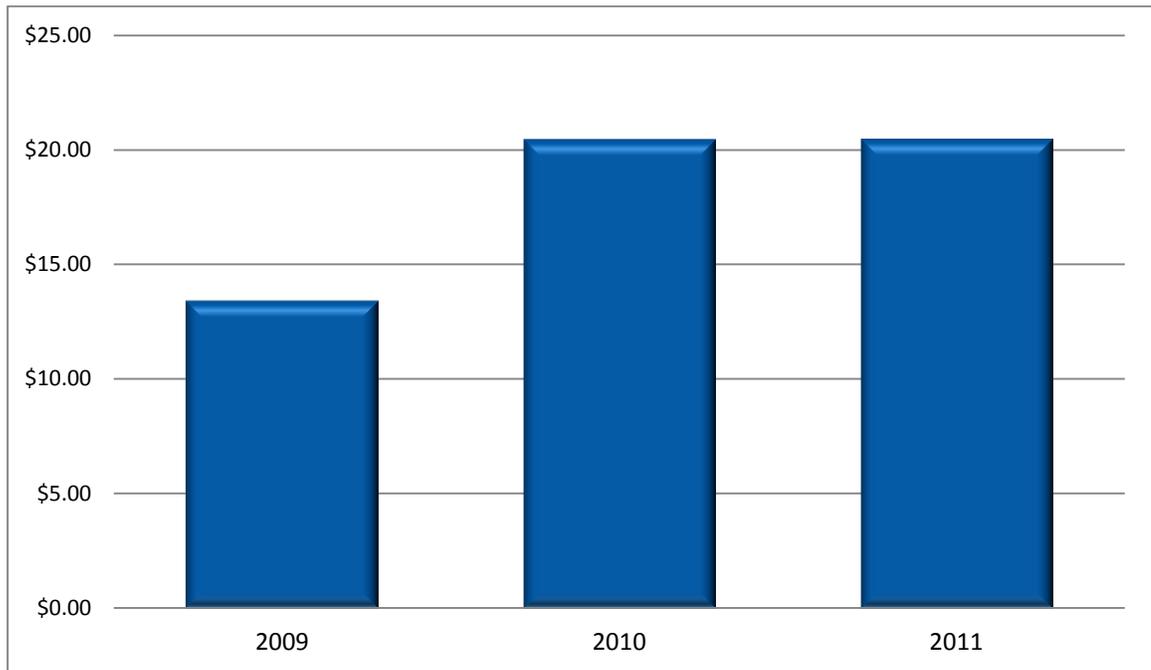


Figure 2-14: Upper Savannah Region Annual Cost/Passenger Trip



2.4 FY 2012 Discussion

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

- Edgefield County Seniors
 - Passengers – FY 2011 = 34,509; FY 2012 = 24,562
 - Revenue vehicle miles – FY 2011 = 713,478; FY 2012 = 555,516
 - Revenue vehicle hours – FY 2011 = 23,829; FY 2012 = 21,840
 - Operating expenses – FY 2011 - \$694,476; FY 2012 = \$586,849
 - Cost per passenger trip – FY 2011 = \$18.76; FY 2012 = \$23.89
 - Passengers per revenue vehicle hour – FY 2011 = 1.45; FY 2012 = 1.12

- McCormick County Senior Center
 - Passengers – FY 2011 = 16,267; FY 2012 = 19,685
 - Revenue vehicle hours – FY 2011 = 9,152; FY 2012 = 11,085
 - Operating expenses – FY 2011 - \$453,005; FY 2012 = \$516,125

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

Public transit services are limited to residents of McCormick and Edgefield County. Taxi service is available to some extent in the City of Greenwood and in Saluda. A large new park and ride facility is being built for the North Augusta area, located at I-20 and U.S. 25, just south of the Edgefield County line in urbanized Aiken County.⁶ In the future, bus service from the Upper Savannah region could connect to the park and ride for employment opportunities.

2.6 Intercity Services

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

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

Intercity rail transportation, particularly high speed rail service, has a greater potential than intercity bus to significantly impact how South Carolina residents and visitors travel between cities in the future, due to the reduced travel times, level of comfort, and direct service. As part of the 2040 MTP, a separate Rail Plan is being developed that will address passenger rail options. Future planning for the Upper Savannah area should include connecting intercity buses from the Upper Savannah Region to the Charlotte –Atlanta, I-85, high speed rail corridor, including connections between the Greenwood area to the high speed rail station planned for the Greenville-Spartanburg-Anderson areas. Other opportunities for intercity services in the future include connections for the Anderson, Greenwood, Saluda area, and the Saluda, Batesburg, Leesville, Columbia areas using U.S. 378. The Upper Savannah region does not currently have intercity bus service. Southeastern Stages used to serve Edgefield and Greenwood, but service was discontinued.



⁶ August Regional Transportation Study.



3. HUMAN SERVICES COORDINATION

3.1 Introduction

The Upper Savannah region has been coordinating informally for many years. In 2007, the Upper Savannah region completed the Human Services Transportation Coordination Plan. That planning effort included extensive public outreach within the region and feedback from local stakeholders. The plan included:

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

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



3.2 Federal Requirements

3.2.1 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 Fiscal year 2009, including \$52.6 billion for federal transit programs. SAFETEA-LU was extended multiple times in anticipation of a new surface transportation act. Both the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21) predate SAFETEA-LU. SAFETEA-LU was the most recent surface transportation act authorizing federal spending on highway, transit, and transportation-related projects, until the passage of Moving Ahead for the 21st Century (MAP-21) was signed into law in June 2012.

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

3.2.2 Today

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

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

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

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

Making the
MOST
of MAP-21

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.

3.3 Goals for Coordinated Transportation

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

The goals are:

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

3.4 Coordination Plan Update - Outreach Process

Because of the extensive outreach conducted in the region throughout the development of the one-stop call center and during the original 2007 Human Services Coordinated 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, 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 2007 Human Services Coordinated Plan, the one-stop call center vision, 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 Upper Savannah Region, the gaps and needs in the region, and strategies to meet future needs.

3.5 State of Coordination in the Upper Savannah Region

Since the Upper Savannah Regional Human Service Coordination Plan was completed in 2007, there has been slow, but steady progress in the region. The following activities describe past and existing coordination efforts for the Upper Savannah Council of Governments.

- Through the Information Referral and Assistance Program (IR&A) of the Area Agency on Aging (AAA), we have an on-going effort to assist Senior Citizens in finding transit alternatives within and out of the region. Timeframe: On-going, Daily.
- Transportation is discussed regularly at meetings of the AAA at the Upper Savannah COG office. In the region, two public transit providers are presented to county Senior Citizens Centers. Timeframe: Two times per year.
- Public administrators and economic developers meet several times a year at Upper Savannah COG to discuss regional issues. Transit access is a topic of conversation at least annually. Public administrators in areas without public transit access do not currently see access to public transit as a high priority due to cost and limited ridership. Timeframe: Three times per year.
- Upper Savannah COG Board of Directors is regularly updated on activities related to transit and transportation planning around the region. Timeframe: Five times per year.

- Annually review grant applications for transit funds and submit a ranked priority funding recommendation to SCDOT Office of Public Transit. Timeframe: Annually.
- The Upper Savannah COG is a regular participant on the boards and committees of the United Way of Greenwood and Abbeville Counties, where they hear transit concerns and provide assistance where possible. Timeframe: Bi-monthly.
- The Upper Savannah COG participated in the latest version of a regional transit coordination feasibility study completed in April 2010. No coordination has occurred based on these recommendations to date.

3.6 Barriers and Needs in the Upper Savannah Region

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

Support for public transit varies by county in the region and is largely tied to politics. In areas where there are the most conservative elected officials, maintaining support for basic transit infrastructure is a challenge each year, even in light of overwhelming evidence of the need for expanding and improving service. A large new park and ride facility is being built on Interstate 20 in North Augusta (in urbanized Aiken County). There will be a need for bus service from the park and ride to industrial sites. The Upper Savannah COG should be involved in the planning of services for this area.

In rural counties, transportation for seniors and people with disabilities who are trying to get to necessary destinations of daily living are perpetually inadequately met. Cuts to 5310 rural funds will greatly exacerbate the level of unmet needs in this population group. More specialized service to accommodate seniors and people with disabilities is widely needed. There is also consistent need for people to access jobs and job training.

In summary, challenges to coordination include the following:

- Reductions in FTA Section 5310 funding under MAP 21 for rural areas will further erode the opportunities for the most vulnerable populations to receive critically needed transportation services and for coordination with other funding sources to provide more filled seats on board human service and public transit vehicles.
- Uncertain budget times and gridlock in Washington have created an environment which makes it extremely difficult to plan in a rational and systematic manner for the improved efficiency and effectiveness of transit service. This lack of pro-activity comes in a demographic environment in which more and more of the population is certain to need enhanced and expanded public transit services. The age-wave of baby boomers coupled with the influx of minority populations into the region assures the need for planning of transit services

- One way to make these enhancements affordable is through continued emphasis on the coordination of services and the assurance of the continued availability of a conduit for public information and assistance to learn about and link to available resources. All entities which are using public dollars to provide constituencies with transportation should be mandated to coordinate services and streamline administrative costs through consolidation and coordination of these resources. There will also be a need for transit planners and those who strive to coordinate and enhance transit service across the state and in the region to be “nimble” in being able to adapt to changing circumstances without losing sight of visions and goals.
- Adoption of a regional fare structure and billing rules would advance coordination among programs, agencies and geographic boundaries.
- Scheduling of vehicles—some operators do not have additional capacity to include other agency’s riders.
- Difficult to control the scheduling of users; medical appointments and dialysis can be inflexible.
- Recent move by Department of Health and Human Services to the brokerage system for providers of Medicaid transportation.
- Awareness among operators regarding coordination opportunities.
- Some turfism.
- Tele-communications; ability of operators to share schedules and information.
- Trusting of other service providers to take care of clients of other agencies.

3.7 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.

The addition of transit service in McCormick County is moving towards the right direction for increasing public transportation in the Upper Savannah region since the publication of the 2007 Regional Coordination Plan. Described in the previous section are challenges in many areas, including in the Medicaid NET program, which has morphed from a central part of a coordinated regional system to become a parallel transportation system with direct impacts on human service agencies and public transit.

Opportunities to coordinate in the Upper Savannah region must include creative ways to meet unmet transit needs in unsettled economic times, and continue to encourage and/or mandate coordination of

resources among publicly funding programs. Helping transit providers - both public and human services -in determining the full and actual cost of providing transportation services and developing regional fare and billing structures would also be a strategy which would help to advance the ability to coordinate among agencies and funding streams.

Encouragement of local elected officials to employ creative ways to generate more local dollars to invest in public transit in order to draw in and use available federal funds would also help local providers in taking advantage of resources to address un-met needs. Acting on these strategies has potential to address issues and challenges surrounding coordination of resources.

Strategies to address the challenges to coordination could include the following:

- Changing the practices and requirements for scheduling of Medicaid Non-Emergency Transportation trips to support coordination are needed .
- Requiring more coordination at all levels among funding agencies and programs providing transportation for the public, preferably mandated at the state agency level and involving local participation and input. This strategy could streamline conflicting administrative policies, facilitate more coordination among resources, help to develop uniform business practices, cost calculation and cost allocation among coordinating funding sources and ultimately result in more rides for the dollar invested.
- Maintenance of flexibility among regions as to approaches for coordination. Federal and state agencies should integrate local input in decision making prior to making the decision or recommendation.
- Adoption of policies which discourage the proliferation of single purpose vehicle acquisition or services, except for well-justified cases, such as transportation of prisoners or seriously ill or fragile individuals, etc.
- Continuing to assign higher priority for use of funds to projects in the region which:
 - Are region-wide in scope and which support mobility management and coordination initiatives.
 - Involve coordination among programs and agencies, when there is an appropriate option for that instead of single purpose services benefitting a small number of people.
 - Provide the most good for the most target group people, given the nature of the project.
 - Address unmet needs or barriers and strategies to coordination included in this plan.
 - Provide for maintenance, enhancement or expansion of transit technology which can address unmet needs and contribute to coordination of services.
 - Maintain a needed program or service which involves coordinated service to transit dependent individuals.
- Helping local transit providers enhance service and make best use of technology and other resources.
- On-going assessment of needs in local communities for transit and work at the regional and local level to plan ways to enhance or modify transit operations to meet those needs should

also be an on-going strategy. Local stakeholders should continue to seek new opportunities for coordination among resources and to avoid wasteful and duplicative practices.

- Encourage state and local governments to find additional, creative means to generate more local revenue to help with matching requirements for transit service.
- Development and implementation by transit stakeholders of a process of public education and advocacy with local leaders and potential new funders on the need for transit service enhancements to meet needs among the workforce, veterans, seniors and people with disabilities. The needs of people who will use the North Augusta Park and Ride are different from the needs of people who live in outlying rural areas of the region and who need to access job opportunities in other communities, but they are all important. Local leaders are concerned about economic development, attracting new business and industry coupled with the need for citizens to be able to gain and retain employment when it can be found.
- Adoption of a regional methodology for determining full cost of the provision of various types of transit service, and development of a common fare structure and billing rules will be a needed next step to advance coordination among programs, geographic areas and agencies.
- Centralized Scheduling/brokerage for the region.
- Regional vehicle maintenance should be considered.
- Training and procurement sharing may be a good opportunity for coordination.
- Administration –centralized bookkeeping/accounting. Many agencies use their host agency to accomplish these functions.
- Provide more service (more days, hours, geographic coverage).
- Implement Interregional Trips.
- Develop Spanish language public information.
- Continue to educate the public and elected officials the benefits of public transportation for ALL residents of the region.
- Increase communication to share resources.

The above coordination information summarizes the gaps, barriers, strategies and priorities 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.



4. VISION AND OUTREACH

4.1 MTP Vision and Goals

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

The vision statement of the 2040 MTP is as follows:

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

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



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

4.2 2040 MTP Performance Measures

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

4.2.1 Mobility and System Reliability Goal

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

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

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

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

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

Specific public transportation measures as shown above include:

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

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

4.2.2 Safety Goal

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

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

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

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

Specific public transportation measures as shown above include:

- Annual preventable accidents per 100,000 service miles
 - Measured by tracking of accidents at transit agency/NTD.
- Integrate safety improvements – guiding principle that all public transportation projects in the region should continue to include multimodal aspects that integrate safety measures. One example of safety measures from transit agencies in the Upper Savannah 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 Upper Savannah 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 for the 2008 Statewide plan was extensive. The 2040 MTP planning process continues to build from the momentum of those previous efforts to improve the overall statewide transportation network. The following section summarizes public input received for the previous plan and for the recent 2040 MTP efforts that began in July 2012.

4.4.1 Stakeholder Input

2008 Statewide Public Transportation Plan - Public Outreach

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

- Public transportation is considered a social service for low-income citizens.
- Traffic congestion is not an issue in the region, but long commutes to jobs are a challenge for low-wage workers. Retirees to the region have few family ties in the region and may face future transportation deficiencies.
- Very little service is available, and even intercity bus service has been eliminated in the region.

- More local funding is needed along with more coordination of existing human service agency transportation.
- More state funding, training, and technical assistance is needed.

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

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

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

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

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

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

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

Councils of Government

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

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

Public Transportation Statewide Opinion Survey

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

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

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

Figure 4-1: Survey Summary, Need

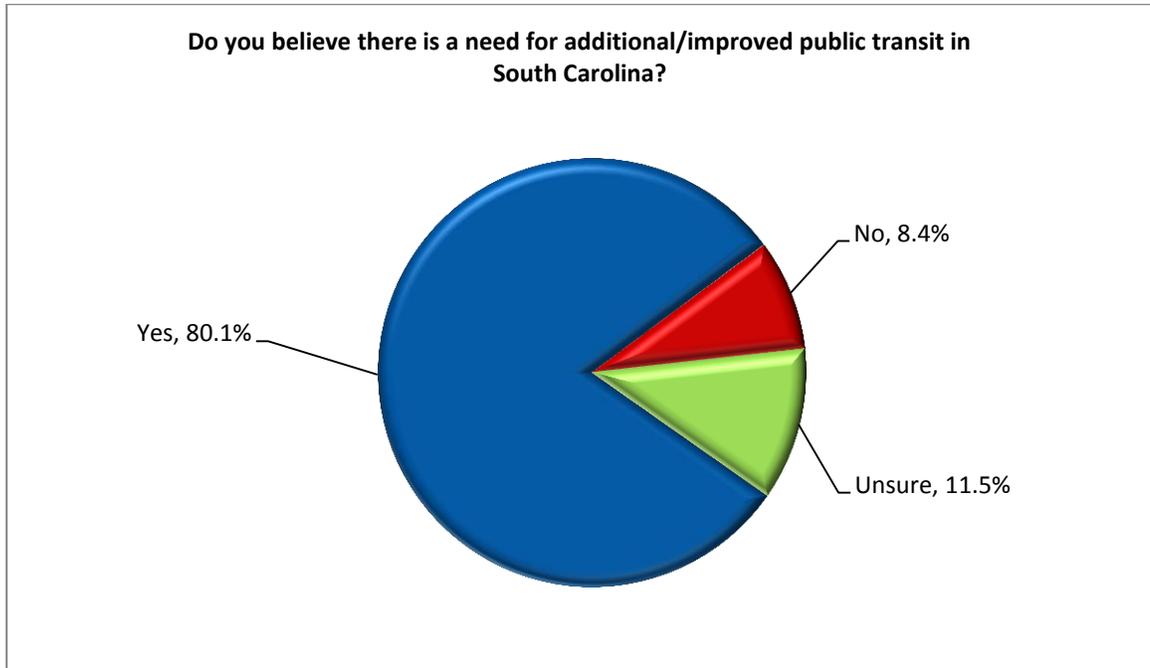


Figure 4-2: Survey Summary, Importance

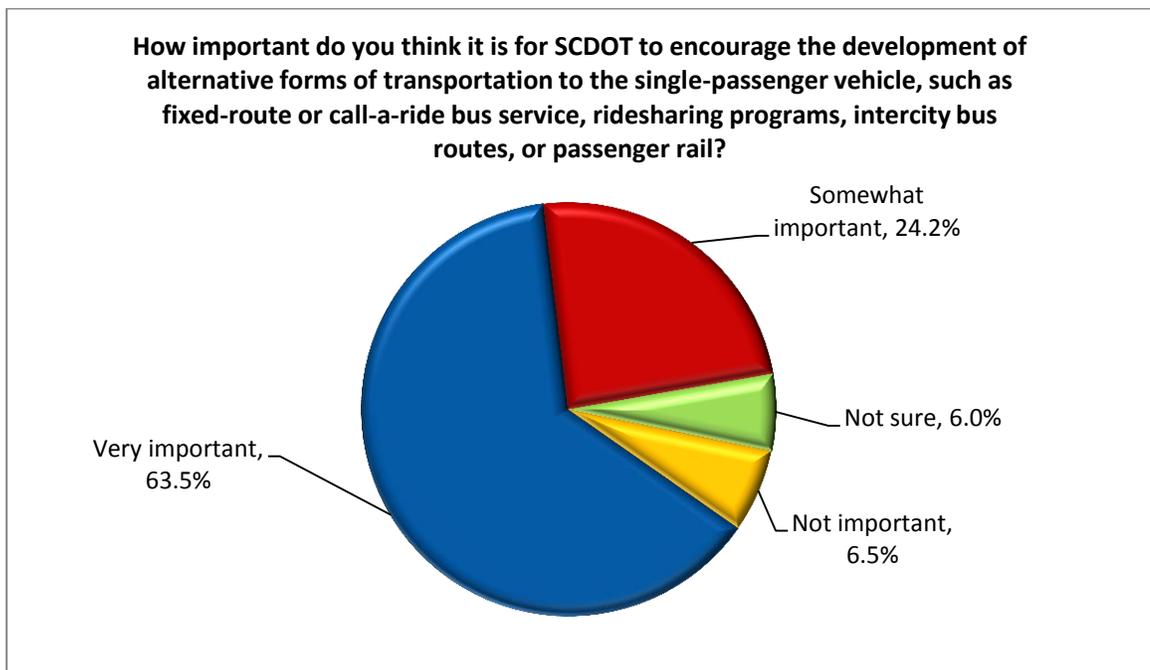
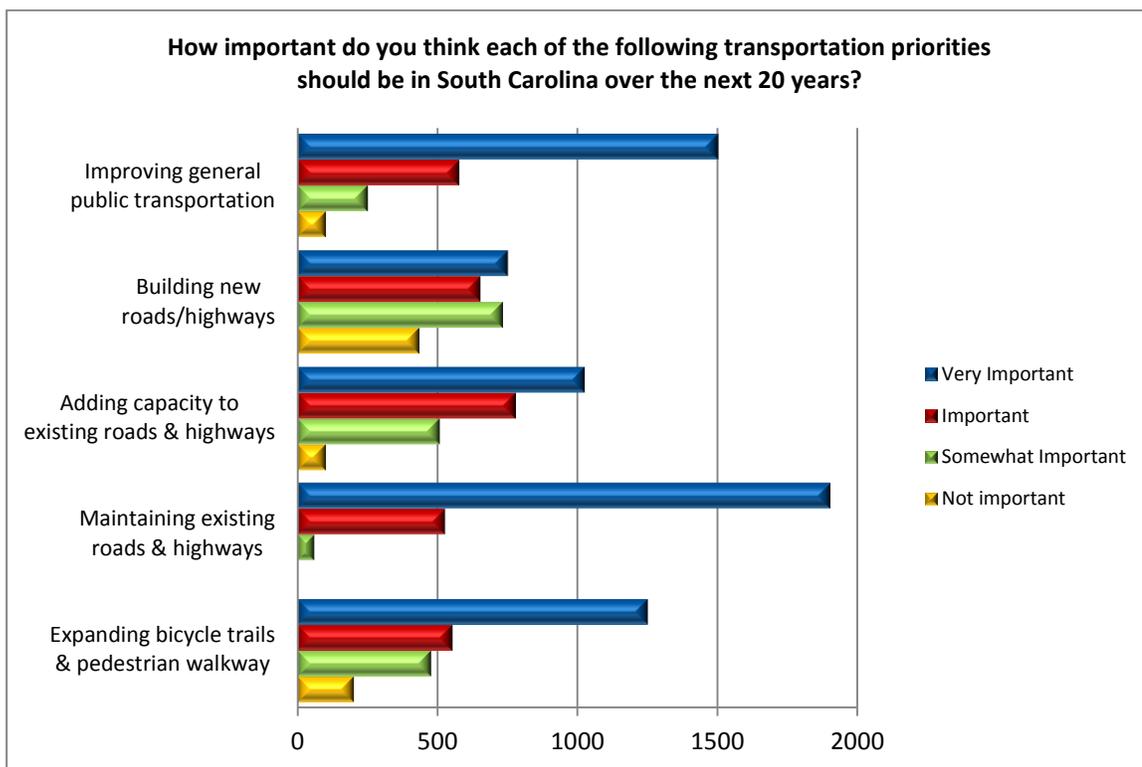


Figure 4-3: Survey Summary, Priorities



4.5 Regional Vision Summary

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

The primary goal for public transportation in the Upper Savannah Region is to enable transit to be a viable transportation option for citizens throughout the region. 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.



5. REGIONAL TRANSIT NEEDS

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

5.1.1 Baseline Data

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

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

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

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

5.2 Maintain Existing Services

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

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

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

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

Table 5-1: Upper Savannah Region, Maintain Existing Services Cost Summary

Upper Savannah Region	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain Services Annual	Maintain 2040 Total (29 yrs)	Maintain 2040 Total (29 yrs)
	Oper/Admin	Oper/Admin	Capital	Capital	Oper/Admin/Cap
Edgefield County Senior Citizen Council	\$647,000	\$18,129,000	\$161,000	\$4,514,000	\$22,643,000
McCormick County Senior Center	\$453,000	\$12,684,000	\$89,000	\$2,492,000	\$15,177,000
Total Upper Savannah Region	\$1,100,000	\$30,813,000	\$250,000	\$7,007,000	\$37,820,000

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 Upper Savannah Region than exists today. The data sources for obtaining future transit needs were obtained from:

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

The aforementioned planning documents were the primary resources used to identify future transit needs for the Upper Savannah 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: Upper Savannah Region Enhanced Services Cost Summary

Upper Savannah Region	Enhance Services		2040 TOTAL (29 yrs) Enhance Service
	Oper/Admin	Capital	Oper/Admin/Cap
Edgefield County Senior Citizen Council	n/a	\$95,000	\$95,000
McCormick County Senior Center	\$14,972,600	\$3,445,000	\$18,417,600
Total Upper Savannah Region	\$14,972,600	\$3,540,000	\$18,512,600

Table 5-3: Upper Savannah Region Public Transportation Needs ROUND

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
Edgefield County Senior Citizen Council	\$647,000	\$18,129,000	\$161,000	\$4,514,000	\$22,643,000	n/a	\$95,000	\$95,000	\$22,738,000
McCormick County Senior Center	\$453,000	\$12,684,000	\$89,000	\$2,492,000	\$15,177,000	\$14,972,000	\$3,445,000	\$18,417,600	\$33,594,000
Total Upper Savannah Region	\$1,100,000	\$30,813,000	\$250,000	\$7,007,000	\$37,820,000	\$14,972,600	\$3,540,000	\$18,512,600	\$56,333,000

5.4 Needs Summary

To summarize, the total public transportation needs to maintain existing transit services and for enhanced transit services for the Upper Savannah 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 Upper Savannah Region. Feedback from the transit agencies, the general public and the local project teams identified many needs including the expansion of daily hours of service, extending the geographic reach of service, broadening coordination activities within the family of service providers, and finding better ways of addressing commuter needs. Other needs include more frequent service, greater overall capacity, expanding beyond the current borders of the service areas, and better handling of commuter needs.

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

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

5.5.1 Arkansas Public Transportation Needs Assessment (APTNA) Method

The APTNA 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.

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

Table 5-4: Upper Savannah Region Population Groups

	Elderly (Over 65)				Disabled (Under 65)				Poverty (Under 65)			
	2010	2020	2030	2040	2010	2020	2030	2040	2010	2020	2030	2040
Abbeville County	4,103	4,054	4,032	3,430	1,097	1,167	1,230	1,302	2,999	3,188	3,361	3,558
Edgefield County	3,335	3,498	3,597	4,179	1,176	1,341	1,484	1,667	3,195	3,642	4,033	4,532
Greenwood County	10,127	10,390	10,668	12,051	3,837	4,115	4,386	4,689	8,396	9,005	9,598	10,262
Laurens County	9,585	9,374	9,656	10,300	4,467	4,975	5,436	5,997	9,269	10,322	11,280	12,444
McCormick County	2,234	2,270	2,342	2,598	546	606	665	734	1,515	1,682	1,845	2,036
Saluda County	3,072	3,121	3,110	3,462	1,027	1,098	1,157	1,228	2,613	2,794	2,944	3,125
Upper Savannah Total	32,456	32,707	33,405	36,020	12,150	13,302	14,358	15,618	27,987	30,633	33,061	35,957

Source: 2008 Upper Savannah Regional Transit Plan.

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

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

To derive transit demand, the following equations are used:

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

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

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

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

*P*_{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 Upper Savannah Region. The daily transit trips are 1,862 for the year 2010 and 2,296 for 2040. The annual transit trips for the region are projected to be approximately 838,000 for 2040.

Table 5-5: Upper Savannah Region Ridership Projections using APTNA Method

	Annual Transit Demand				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Abbeville County	74,209	76,988	79,667	79,139	203	211	218	217
Edgefield County	72,725	81,026	87,998	99,721	199	222	241	273
Greenwood County	208,671	220,881	232,907	253,018	572	605	638	693
Laurens County	223,297	240,612	259,288	283,863	612	659	710	778
McCormick County	38,392	41,316	44,403	49,090	105	113	122	134
Saluda County	62,409	65,716	68,136	73,324	171	180	187	201
Upper Savannah COG	679,703	726,540	772,399	838,155	1,862	1,991	2,116	2,296

¹⁰ Upper Savannah Regional Transit Plan, 2008; NHTS.

5.5.2 Mobility Gap Methodology

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

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

The primary strength of this method is that it is based upon data that is easily available: household data and trip rate data for households with and without vehicles. Updated population and household data were obtained from the 2010 U.S. Census. 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 5-7 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

¹¹ Upper Savannah Regional Transit Plan, 2008.

¹² 2001 NHTS.

Table 5-6: Mobility Gap Rates

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

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

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

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 Upper Savannah 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 Upper Savannah 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 daily demand for transit-trips is approximately 32,000 person-trips per day. The Mobility Gap method estimates the Upper Savannah Region transit demand (based upon 365 days of service) at 11.5 million person-trips per year for 2010, and approximately 14.8 million per year for 2040. Daily person-trips for the Upper Savannah Region would be approximately 40,000 by 2040.

Table 5-7: Upper Savannah Region Travel Demand using Mobility Gap Method

	Annual Trip Demand - Mobility Gap				Daily Trip Demand			
	2010	2020	2030	2040	2010	2020	2030	2040
Abbeville County	1,226,157	1,303,350	1,373,849	1,454,251	3,359	3,571	3,794	4,032
Edgefield County	1,088,023	1,240,338	1,373,261	1,542,968	2,981	3,398	3,762	4,227
Greenwood County	3,984,663	4,273,692	4,554,863	4,869,892	10,917	11,709	12,479	13,342
Laurens County	3,714,896	4,137,077	4,521,055	4,987,762	10,178	11,334	12,386	13,664
McCormick County	598,176	663,803	728,354	803,723	1,639	1,819	1,995	2,201
Saluda County	919,879	983,335	1,036,137	1,099,694	2,520	2,694	2,839	3,013
Upper Savannah Total	11,531,794	12,601,595	13,587,519	14,758,289	31,594	34,525	37,255	40,479

5.5.3 Comparison Between Demand Methodologies

The transit demand results estimated by the two methods show a substantial difference in the range of transit service for the Upper Savannah Region. The APTNA method estimates annual transit demand at 680,000 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 5-8: Upper Savannah Region Transit Demand Comparison for Two Methods

	Demand	2010	2020	2030	2040
APTNA ⁽¹⁾	Annual	679,703	726,540	772,399	838,155
Mobility Gap ⁽²⁾	Annual	11,531,794	12,601,595	13,587,519	14,758,289
Actual	Trips 2011	50,776	--	--	--

⁽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 Upper Savannah region (50,776 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.

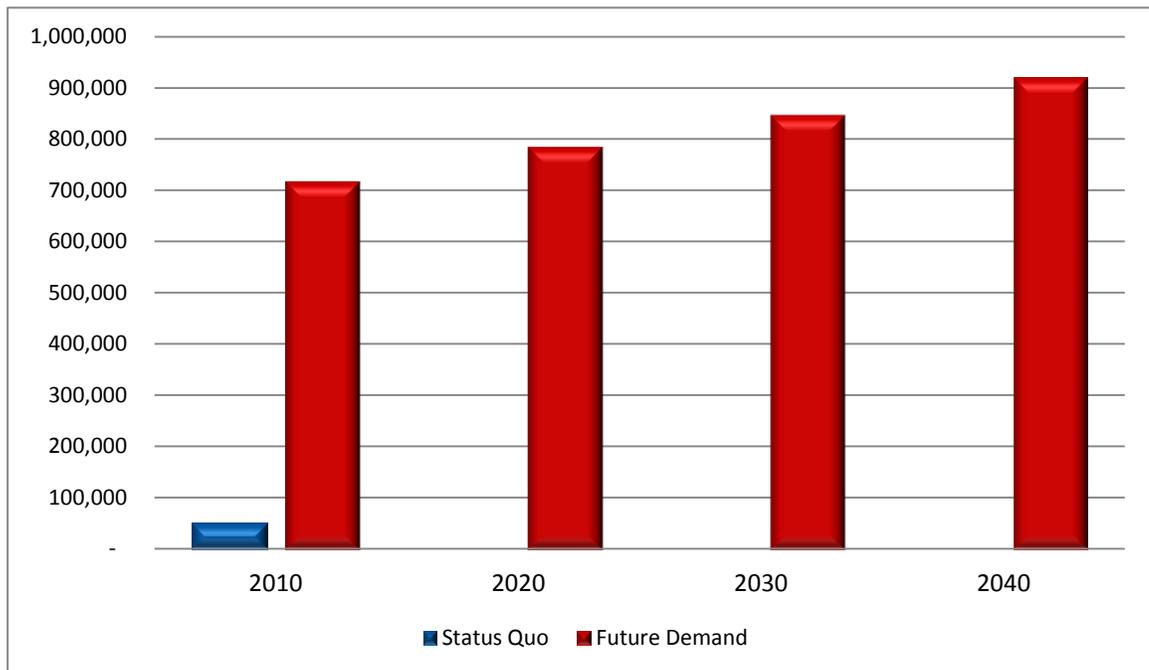
The APTNA method’s estimate for urban transit need is not realistic, and the Mobility Gap method for estimating urban transit need is too overstated. In the previous 2008 Plan, the methodology calculations were modified by the study team to produce a more realistic estimate. This updated 2040 plan continues 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 Upper Savannah Region’s transit needs. A comparison with the current level of transit service in the Upper Savannah Region (50,776 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 5-9: Upper Savannah Region Adjusted Transit Demand

Demand	2010	2020	2030	2040
2013 Adjusted Needs	718,000	785,000	847,000	921,000
Actual Trips 2011	50,776	--	--	--
Needs Met	7%	--	--	--

Based on the adjusted transit demand forecast, the total transit demand in 2010 was estimated at 718,000 one-way trips. In FY 2011, 50,776 trips were provided. Using the adjusted transit demand forecast, the percent of demand met for the Upper Savannah Region is seven percent. To meet 100 percent of the current demand, 667,211 addition trips are needed among the existing transit systems. The demand forecast shows that by 2040, the estimated transit demand will exceed 920,000 trips. (Figure 5-1)

Figure 5-1: Upper Savannah Region Transit Demand



5.6 Benefits of Expansion in Public Transportation

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

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



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

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



6. POTENTIAL FUNDING SOURCES

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

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

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

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

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

6.1 Upper Savannah Region

Given the continued growth in population and employment projected for South Carolina and the Upper Savannah Region, particularly in the growing Edgefield and Greenwood counties, 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.

Transit funding revenues for the Upper Savannah Region are shown in **Figure 6-1** and **Table 6-1**. Approximately one percent of total funding for transit operations is from local funds in the region. Approximately 33 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 30 percent of the capital expenditures in the region. State funding represents approximately four percent for operations. The region has a farebox return ratio of approximately two percent.

Figure 6-1: Upper Savannah Region Operating Revenues

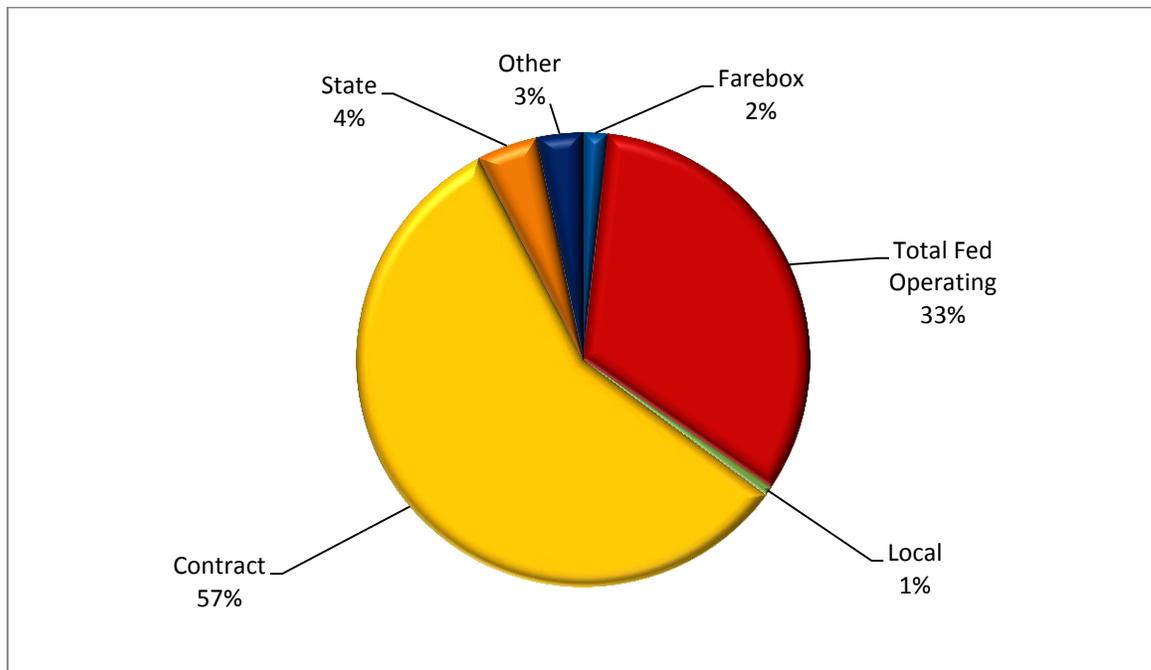


Table 6-1: Upper Savannah Region Transit Funding Revenues

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	
Edgefield County Senior Citizen Council	\$10,122	\$297,127		\$359,616	\$27,442		\$694,307	\$24,571				\$24,571	\$718,878
McCormick County Senior Center	\$9,340	\$68,060	\$6,983	\$278,396	\$20,872	\$36,607	\$420,258	\$26,030	\$116,630			\$142,660	\$562,918
Total Upper Savannah Region	\$19,462	\$365,187	\$6,983	\$638,012	\$48,314	\$36,607	\$1,114,565	\$50,601	\$116,630			\$167,231	\$1,281,796
	2%	33%	1%	57%	4%	3%		30%	70%				

6.2 Statewide Transit Funding

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

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

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

6.3 Federal Funding Sources

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

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

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

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

(a) Such sums as are necessary.

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

Source: APTA 2013.



7. FINANCIAL PLAN

The transit needs and projects identified in this Plan were outlined based primarily upon improved transit coverage, higher service levels, and stakeholder and public comments in locally adopted plans. The following financial plan considers fiscal constraints and other trade-offs in the planning process. The identified transit needs require funding above and beyond what is spent today. The existing transit agencies in the Upper Savannah Region provide approximately 51,000 trips annually, which meets seven percent of the overall transit needs for the region. The unmet needs will include more connectivity, opportunities for improved efficiencies, greater emphasis on increased coordination, and a need for the increases in the overall funding for transit. The Upper Savannah Region represents a cross-section of the rural networks and human service transportation programs.

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

7.1 Increase to 10 Percent of Needs Met

The existing transit demand for 2010, as discussed earlier in the report, was identified as approximately 718,000 trips, with approximately 7 percent (50,776 trips) of that need currently being met with existing services. The 2020 projected demand increases to 785,464 trips. One goal for the Upper Savannah Region may be to increase the need met to 10 percent by 2020, which equates to providing 78,546 trips or an increase of 27,770 one-way trips. With an existing regional average of 1.5 passengers per hour, transit agencies in the region would need to increase revenue service hours by 18,038 annually ($27,770/1.5$). The average operating cost per hour for the region is \$33.37. To meet approximately 10 percent of the need in 2020 (78,546 trips), operating and administrative budgets would need to increase by approximately \$601,875 ($18,038 \times \33.37) annually.

The above scenario with the goal of meeting 10 percent of the public transportation needs in the region is one example of increasing public transportation services for residents in the region. Citizens of the Upper Savannah Region must work with local officials to determine priorities for their community. The actions listed below support increasing the levels of public transportation.¹³

¹³ 2008 Upper Savannah Regional Transit Plan.

Table 7-1: Upper Savannah 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				
Edgefield County Senior Citizen Council	\$647,476	\$647,476	\$647,476	\$647,476	\$647,476	\$647,476	\$647,476	\$647,476	\$5,179,808	\$6,474,760	\$6,474,760	\$18,129,328
McCormick County Senior Center	\$453,005	\$453,005	\$453,005	\$453,005	\$453,005	\$453,005	\$453,005	\$453,005	\$3,624,040	\$4,530,050	\$4,530,050	\$12,684,140
Total Upper Savannah Region	\$1,100,481	\$1,100,481	\$8,803,848	\$11,004,810	\$11,004,810	\$30,813,468						

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 transit agencies avert service impacts due to annual fluctuations in municipal allocations. Transit continues to become an increasingly viable mobility option in Upper Savannah. Higher funding commitment levels from municipal governments in this region are necessary to support mobility needs both internally, as well as connections to major commuter sheds outside of the Region.
2. A number of potential local funding mechanisms could be implemented at the local (some at the state) level to generate funds. Most of these methods require substantial political capital in order to implement them. Adding to the difficulty of establishing these mechanisms is the fact that there are legislative restrictions against them. A concerted effort among transit providers and SCDOT should be undertaken to approach the State Legislature about changes in the restrictions placed on local funding mechanisms.
3. Broad flexibility with local control for funding options must also be made available such as sales and gas taxes, vehicle registration fees, property taxes and tax allocation districts. Local governments within South Carolina (Charleston and Columbia) and elsewhere in the Southeast (including Atlanta, Charlotte and Charleston) have used local sales tax revenues to pay for transit services.
4. State funding support for public transit should be increased to expand service and provide increased mobility and travel choices. As is the case with local funding mechanisms, legislation has restricted the use of state motor fuel user fee receipts for transit to ¼-cent out of 16.8 cents per gallon. This translates to about \$6 million per year for transit programs. This fee is based purely on the level of fuel consumption, and is not indexed to inflation.
5. Engage non-traditional partners. Coordination among Councils on Aging and the Upper Savannah COG programs are proven to be beneficial in terms of service planning and outreach. Bi-state coordination may continue to assist in the development of connecting routes between Augusta, Georgia, Aiken County, and the local stakeholders in Edgefield.
6. South Carolina has one of the fastest growing elderly populations in the U.S. because of the State's allure as a retirement destination. Many of these individuals have higher incomes (although may still be fixed incomes) and come from areas of the country where transit plays a greater role as a transportation option. Transit systems cannot be slow to react to new developments with elderly populations and should look for opportunities to partner with these developments to help fund transit programs. Transit service demand among the elderly population is expected to continue growing in the Region.

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

7.2 Conclusion

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



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

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

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

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

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



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

- *Lexington-Irmo trail system*
 - *long continuous system*
 - *good connection*
- *1% sales tax – Beaufort – great projects*
- *East Coast greenway*
- *Palmetto Trail*
 - *Ecotourism*
- *Swamp Rabbit - Greenville*
 - *TR*
 - *high use*
 - *economic development*
 - *public-private partnership*
 - *restrooms/parking*
 - *economic benefits*
- *Charleston*
 - *Cruise ship impact mitigation*
 - *300K riders on trolley*
 - *IM*
 - *CVB, Ports/Chas/CARTA*
- *Multituse 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

UPPER SAVANNAH REGION

Transit Agency	Operating Needs					Capital Needs					2040 expansion	
	Existing Description	Annual Cost	Expansion Description	Annual Cost		Existing Description	Cost	Expansion Description	Cost		Total Op Needs	Capital Needs
Edgefield County								Replace 2 veh	\$100,000	Yr 2	\$0	
								Replace 2 veh	\$100,000	Yr 3	\$0	
								Technology upgrade	\$3,000	Yr 3	\$0	\$3,000
								Replace 2 veh	\$100,000	Yr 4	\$0	
								Replace 3 veh	\$160,000	Yr 5	\$0	
								Replace 1 veh	\$55,000	Yr 6	\$0	
								Replace 3 veh	\$180,000	Yr 7	\$0	
								Upgrade facility	\$20,000	Yr 8	\$0	\$80,000
								Upgrade technology	\$3,000	Yr 8	\$0	\$12,000
McCormick Cnty	Maintain existing	\$80,000						Replace ex 6 at \$60K	\$360,000	Yr 1-6		\$360,000
			Hire 2 new PT	\$30,000	Beg Yr 1			Replace comp	\$20,000	Yr 1-6	\$780,000	\$20,000
			Hire 4 new veh att	\$40,000	Beg Yr 1			AVL	\$60,000	Yr 1-6	\$780,000	\$60,000
			Hire new trainer	\$25,000	Yr 1-6			Shop equ	\$20,000	Yr 1-6	\$625,000	\$20,000
			Hire new maintenance asst	\$30,000	Yr 1-6			Facility main	\$250,000	Yr 1-6	\$750,000	\$250,000
								Fare boxes	\$5,000	Yr 1-6		\$5,000
			Hire 2 ft admin	\$60,000	Beg Yr 7			Dsp software	\$150,000	Yr 1-6	\$1,320,000	\$150,000
			Hire 10 veh att	\$100,000	Beg Yr 7			Facility main	\$500,000	Yr 7-20	\$2,200,000	\$500,000
			route expansion	\$218,400	Beg Yr 7			Replace 20 veh	\$1,200,000	Yr 7-20	\$4,804,800	\$1,200,000
			route expansion	\$218,400	beg yr 12			Rep comp hd	\$40,000	Yr 7-20	\$3,712,800	\$40,000
								Shop equ	\$120,000	Yr 7-20		\$120,000
								Fare boxes	\$10,000	Yr 7-20		\$10,000
								Dsp software	\$150,000	Yr 7-20		\$150,000
								replace exp vehicles	\$560,000	Yr 7-20		\$560,000
Total Upper Savannah											\$14,972,600	\$3,540,000



APPENDIX C: SOUTH CAROLINA LOCAL SALES AND USE TAXES

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

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

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

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

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

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

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

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

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

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

CHART 1: COUNTY SALES AND USE TAXES¹³

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

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

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

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

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

CHART 2: CATAWBA INDIAN RESERVATION TRIBAL TAX¹⁴

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

CHART 3: MUNICIPAL SALES AND USE TAXES¹⁵

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

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

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