

Oconee County Transit Feasibility Study

DRAFT Implementation Plan Presentation

July 24, 2014



URS

Overview

- Original Study Completed in December 2008
- Goals of Update
 - Re-engage public
 - Integrate 2010 Census data
 - Review current transit service
 - Benchmark peer communities
 - Recommended next steps
 - Phased expansion of service to Walhalla and Westminster



Review of Current Transit Service in Oconee County

- Clemson Area Transit (CAT) operates transit service within Seneca and Oconee County
- City of Seneca and Oconee County provide operating funds for service
- Began operating in Oconee County in 2006
 - Three routes
 - 50% in City of Seneca
 - 50% in unincorporated Oconee County



Path Forward

- Form Transit Advisory Task Force
- Perform an origin-destination study
- Implement transit service in phased approach:
 - Phase 1: Between Seneca and Walhalla
 - Phase II: Between Seneca and Westminster
- Identify funding
- Finalize service plan
- Finalize financial plan



Implementation Plan Elements

- Develop and administer survey of key area employers and perform O & D Study
- Develop a Service Implementation Plan
- Estimate operational, maintenance, and capital costs
- Determine capital equipment and facility requirements
- Prepare Financial Plan
- Conduct meetings with Transit Advisory Task Force Committee



Key Area Employer Survey

- Designed key employer survey and initiated survey website
- The Greater Oconee County Chamber of Commerce sent an electronic link for survey to their membership in an e-newsletter
- Conducted telephone interaction with area employers to encourage them to participate in employer survey
- Limited response - low interest from employers



Commute Patterns (O&D Study)

- Utilized US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES)
- Describes geographic patterns of jobs by employment locations and residential locations as well as the connections between the two locations



Commute Patterns (O&D Study)

- LEHD data was analyzed to determine the census tract location of employees residing in the communities of Clemson, Seneca, Walhalla, and Westminster



CLEMSON RESIDENTS' COMMUTE PATTERNS AND JOB LOCATIONS (2011)

LEGEND

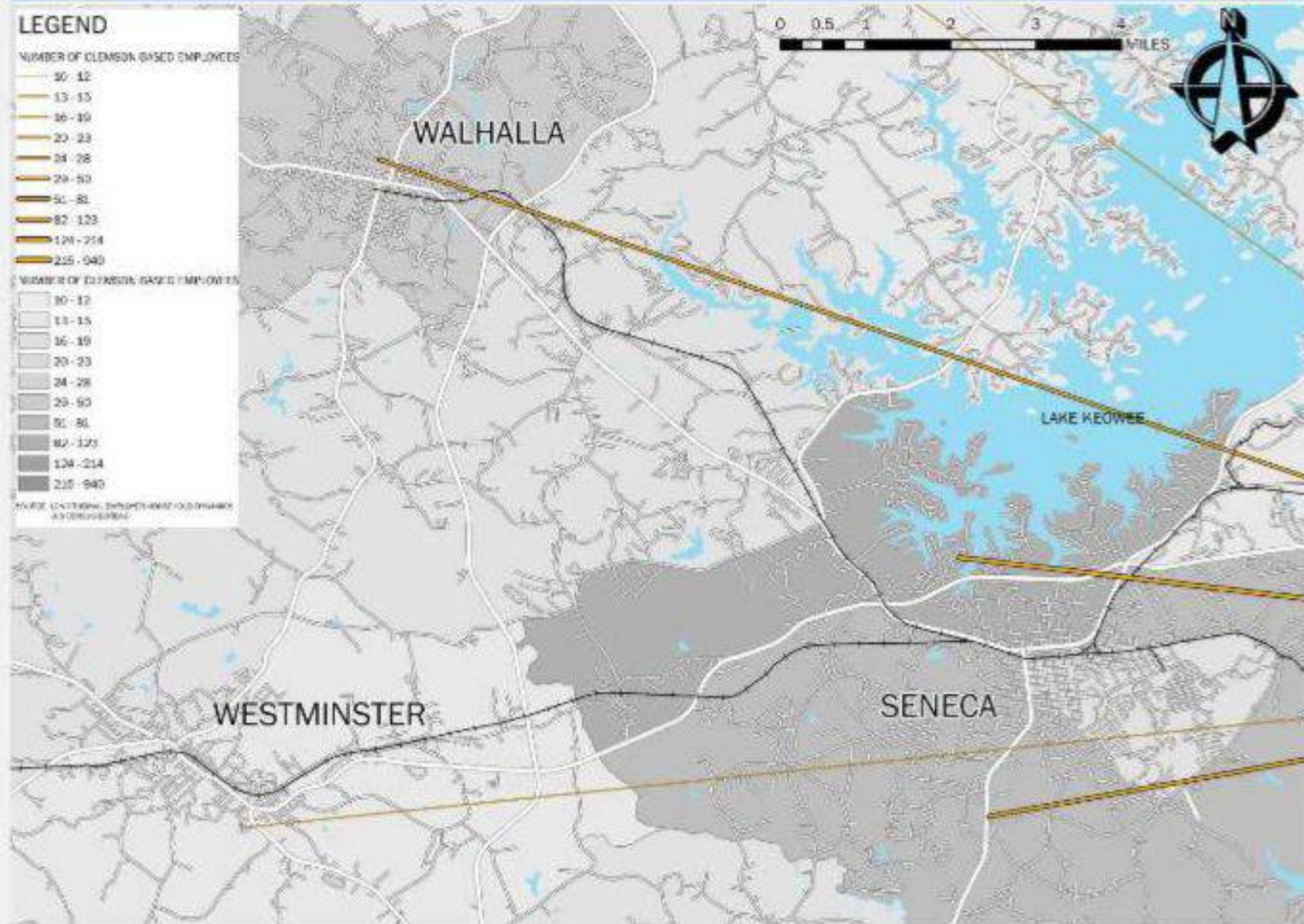
NUMBER OF CLEMSON-BASED EMPLOYEES



NUMBER OF CLEMSON-BASED EMPLOYEES



SOURCE: CLEMSON UNIVERSITY AND U.S. BUREAU OF ECONOMIC ANALYSIS



SENECA RESIDENTS' COMMUTE PATTERNS AND JOB LOCATIONS (2011)

LEGEND

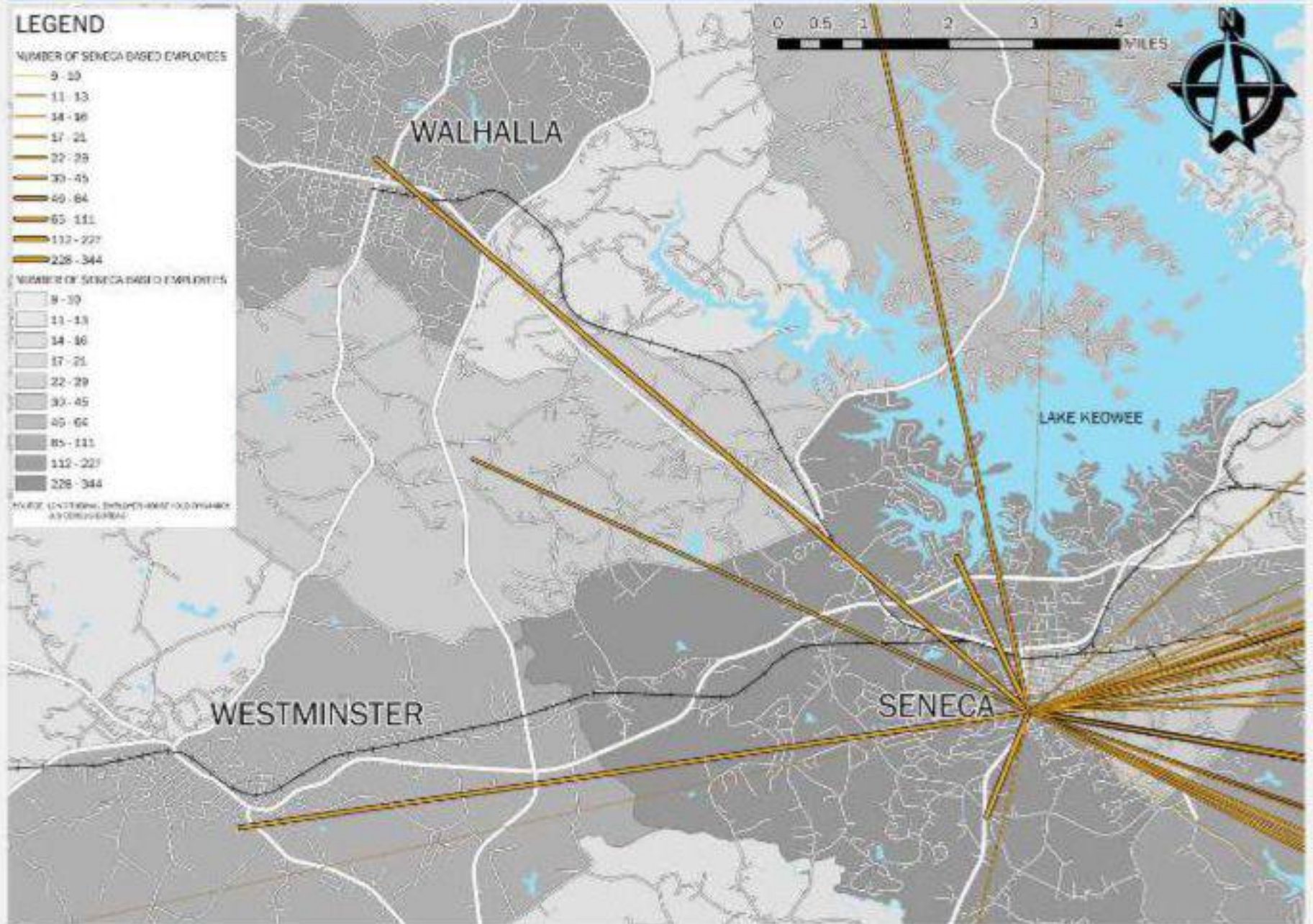
NUMBER OF SENECA BASED EMPLOYEES



NUMBER OF SENECA BASED EMPLOYEES



SOURCE: CENTRAL BUSINESS AND HOUSING AND COMMUNITY DEVELOPMENT



WALHALLA RESIDENTS' COMMUTE PATTERNS AND JOB LOCATIONS (2011)

LEGEND

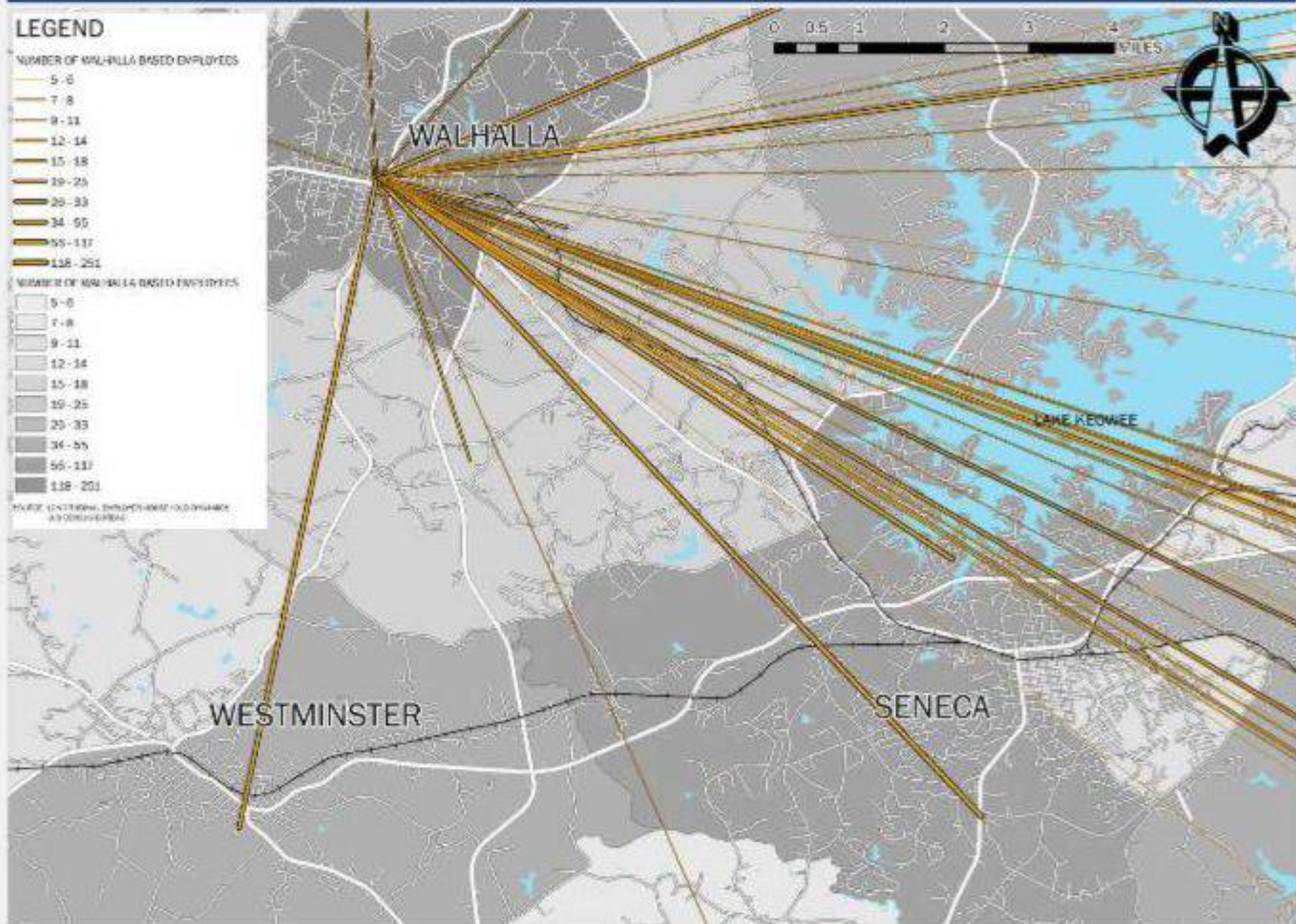
NUMBER OF WALHALLA BASED EMPLOYEES

- 5-6
- 7-8
- 9-11
- 12-14
- 15-18
- 19-25
- 26-33
- 34-55
- 56-117
- 118-251

NUMBER OF WALHALLA BASED EMPLOYEES

- 5-6
- 7-8
- 9-11
- 12-14
- 15-18
- 19-25
- 26-33
- 34-55
- 56-117
- 118-251

SOURCE: CENTRAL BUSINESS DISTRICTS AND COMMUNITY ASSESSMENT



WESTMINSTER RESIDENTS' COMMUTE PATTERNS AND JOB LOCATIONS (2011)

LEGEND

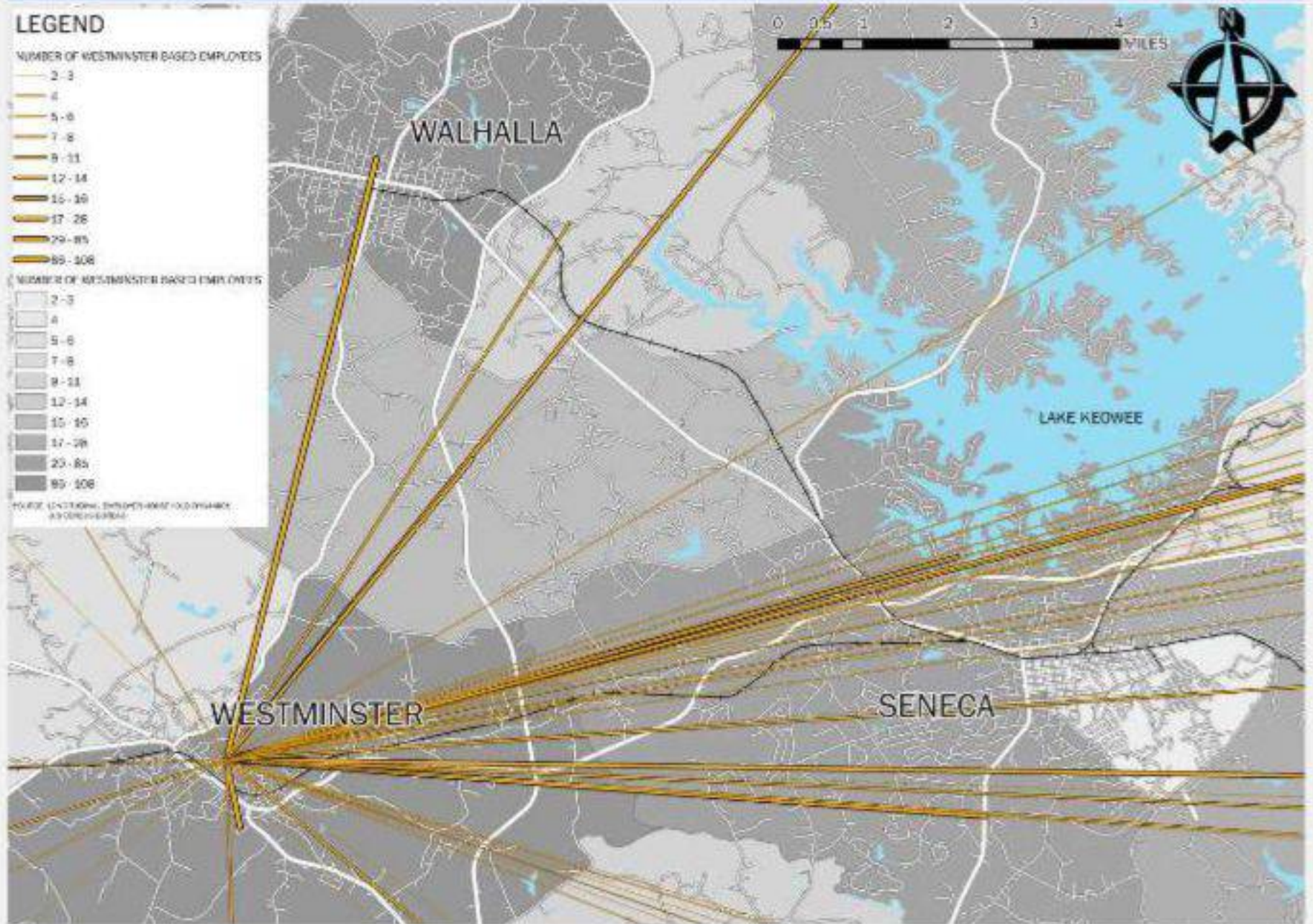
NUMBER OF WESTMINSTER BASED EMPLOYEES



NUMBER OF WESTMINSTER BASED EMPLOYEES



SOURCE: LONGTERRAIN, EMPLOYERS AND HOUSING AND COMMUNITY SERVICES



Commute Patterns (O&D Study)

- Findings:
 - Many Oconee County residents commute in direction of Anderson or Greenville
 - Fairly significant interaction between all four communities that were analyzed
 - More people than expected traveling between Walhalla and Westminster



Service Implementation Plan

- Purple Route: Seneca to Walhalla
- Green Route: Seneca to Westminster
- Gold Route: Walhalla to Westminster
- Re-charge units at Medical Center and downtown Seneca



SENECA AREA EXISTING AND POTENTIAL NEW TRANSIT SERVICE

LEGEND

EXISTING SENECA ROUTES

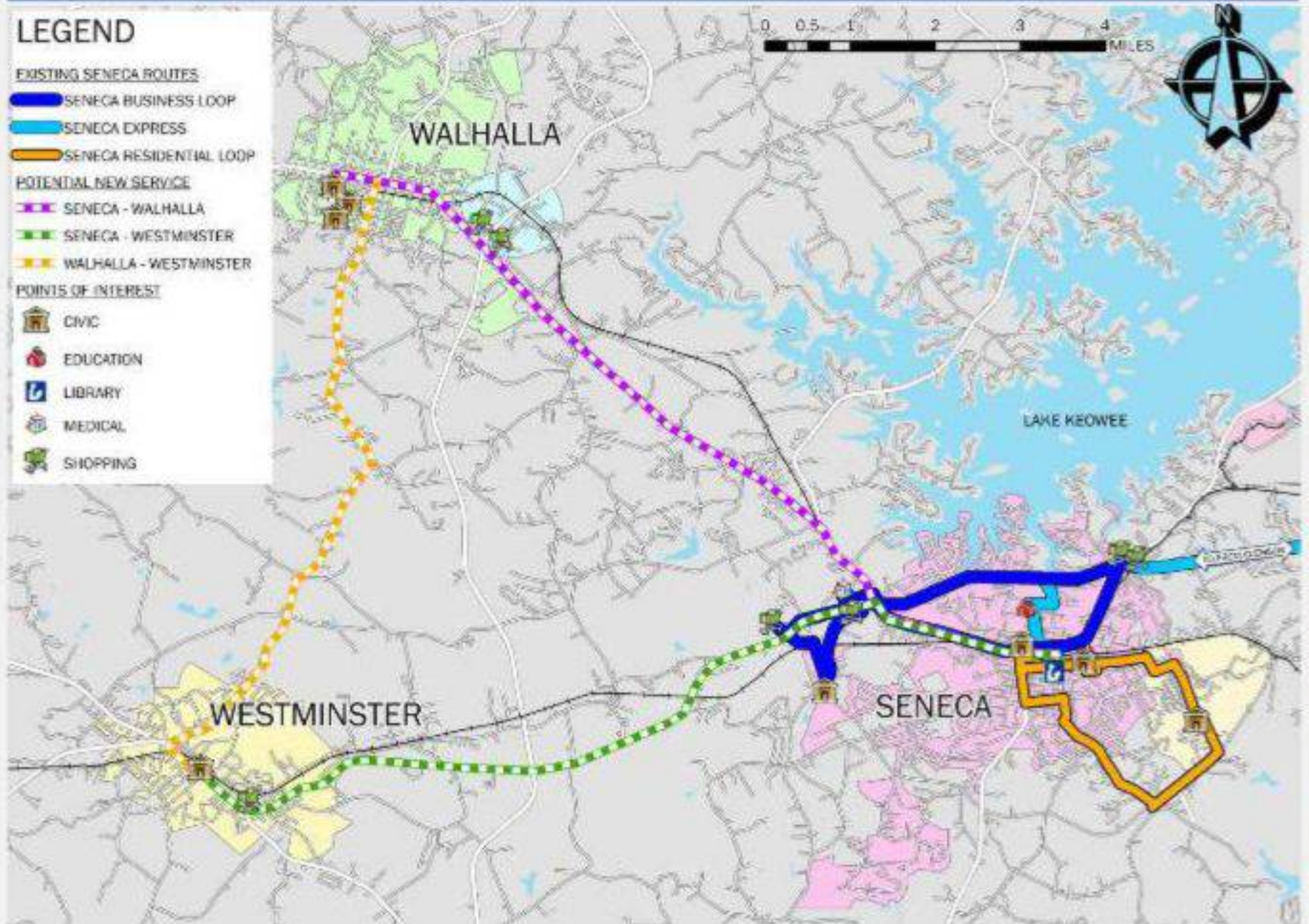
- SENECA BUSINESS LOOP
- SENECA EXPRESS
- SENECA RESIDENTIAL LOOP

POTENTIAL NEW SERVICE

- SENECA - WALHALLA
- SENECA - WESTMINSTER
- WALHALLA - WESTMINSTER

POINTS OF INTEREST

- CIVIC
- EDUCATION
- LIBRARY
- MEDICAL
- SHOPPING



O&M and Capital Cost Estimates

- Assumptions

- Operating 12 hours/day for 255 weekdays/year
- O&M costs of \$65.32 per revenue hour based on actual City of Seneca data
- Ridership estimates:
 - Low - 10 passengers per revenue hour;
 - Moderate - 20 passengers per revenue hour;
 - High - 30 passengers per revenue hour
 - Note: Seneca service has ~ 35 passengers per revenue hour



O&M and Capital Cost Estimates

Purple Route: Seneca to Walhalla – Phase I

Annual Service Statistics	60 Minute Frequency
Peak Vehicles	1
Fleet Vehicles	2
Vehicle Revenue Hours	3,060
Vehicle Revenue Miles	67,300
Annual O&M Cost ¹	\$199,879
<i>Estimated Cost per Revenue Hour</i>	<i>\$65.32</i>

1. O&M costs based on City of Seneca data



O&M and Capital Cost Estimates

Green Route: Seneca to Westminster – Phase II

Annual Service Statistics	60 Minute Frequency
Peak Vehicles	1
Fleet Vehicles	2
Vehicle Revenue Hours	3,060
Vehicle Revenue Miles	67,300
Annual O&M Cost ¹	\$199,879
<i>Estimated Cost per Revenue Hour</i>	<i>\$65.32</i>

1. O&M costs based on City of Seneca data



O&M and Capital Cost Estimates

Gold Route: Walhalla to Westminster – Phase III

Annual Service Statistics	30 Minute Frequency
Peak Vehicles	1
Fleet Vehicles	2
Annual Vehicle Revenue Hours	3,060
Annual Vehicle Revenue Miles	91,800
Annual O&M Cost ¹	\$199,879
<i>Estimated Cost per Revenue Hour</i>	<i>\$65.32</i>

1. O&M costs based on City of Seneca data



O&M and Capital Cost Estimates

Summary

Annual Service Statistics	Purple Route Only	Purple and Green Routes	Gold Route Only	Purple, Green, and Gold Routes
	60 Minute Frequency	60 Minute Frequency	30 Minute Frequency	
Peak Vehicles	1	2	1	3
Fleet Vehicles	2	3	1	4
Annual Vehicle Revenue Hours	3,060	6,120	3,060	9,180
Annual Vehicle Revenue Miles	67,300	125,400	91,800	217,200
O&M Cost ¹	\$199,879	\$399,758	\$199,879	\$599,638
Estimated Cost per Revenue Hour	\$65.32	\$65.32	\$65.32	\$65.32

1. O&M costs based on City of Seneca data



O&M and Capital Cost Estimates

- Capital Requirements
 - One to three buses
 - Potential for up to 87% Federal capital contribution for ADA accessible buses
 - Approximately ten shelter locations
- Capital Cost Estimates
 - Dependent on type of bus, shelters and signage



Financial Plan

- Finalizing operating and maintenance cost task
- Determining the capital cost estimate
- Reviewing potential funding sources



Discussion



Next Steps

- Summarize and consider TATFC comments
- Refine conceptual transit service alternatives and phases
- Finalize Financial Plan
- Prepare final Implementation Plan
- Additional Considerations TBD
 - Fare Policy
 - Governance – Transit Board?



Beth Hulse

From: Beth Hulse
Sent: Wednesday, July 09, 2014 9:22 AM
To: Beth Hulse; Carlos Galarza; Chad Dorsett; DJM News Editor; Fox News; Greenville News (localnews@greenvillenews.com); Kevin; Norman Cannada (ncannada@upstatetoday.com); Ray Chandler; Steven Bradley (sbradley@upstatetoday.com); Westminster News / Keowee Courier (westnews@bellsouth.net); WGOG (dickmangram@wgog.com); WSPA TV - Channel 7 (assignmentdesk@wspa.com); WYFF 4 News
Subject: Oconee County Transit Advisory Task Force Committee Meeting Schedule Change

Please note that the **Oconee County Transit Advisory Task Force Committee** meeting scheduled for July 31, 2014 has been cancelled.

The meeting has been rescheduled for Thursday, July 24, 2014 at 6:00 p.m. in Council Chambers, Oconee County Administrative Offices, 415 S. Pine Street, Walhalla, SC.

Elizabeth G. Hulse, CCC

Clerk to Council

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