



**Waccamaw Regional Transportation Authority  
Board of Directors Meeting Agenda  
October 27, 2022  
12:00 PM**

- I. Welcome and Call to Order
- II. Invocation and Pledge of Allegiance
- III. Approval of Agenda
- IV. Approval of Minutes – September 29, 2022
- V. Acknowledgement of Visitors
- VI. Public Comment (3-minute time limit)
- VII. Committee Reports
  - a. Finance Committee
  - b. Service/PAC Committee
  - c. Compensation Committee
  - d. Other Ad Hoc Committees
- VIII. Old Business
- IX. New Business
- X. General Manager's Report
  - a. Update on Sunshine Service (L. Morris)
- XI. Good of the Order
- XII. Announcements
- XIII. Adjournment

Next meeting date: Thursday, December 15, 2022 @ 12:00PM

# FY2023 BOARD OF DIRECTORS ATTENDANCE ROSTER



	OCT	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
<b>D'Angelo, Katharine</b>											
<b>Eickhoff, Darrell</b>											
<b>James, Greg</b>											
<b>Johnson, Lillie Jean</b>											
<b>Keene, Marvin, Ph.D. CFA</b>											
<b>Lazzara, Joseph</b>											
<b>Sheehan, Rob, Ph.D.</b>											
<b>Silverman, Bernard</b>											
<b>Wallace, Randal</b>											
<b>Twigg, Nicholas, DBA</b>											
<b>Conway (Vacant)</b>											

X = In Attendance

A = Absent

E = Excused Absence

\* = Arrived after roll call

#= In attendance via conference call

revised June 2022

# FY2022 BOARD OF DIRECTORS ATTENDANCE ROSTER



	OCT 25	DEC 4	JAN 27	FEB 24	MAR 31	APR 28	MAY 26	JUN 23	JUL 28	AUG 25	SEP 29
<b>D'Angelo, Katharine</b>	X	X	X	X	X	X	X	X	N	X	#
<b>Eickhoff, Darrell</b>	X	X	X	X	X	X	X	X	O	X	X
<b>James, Greg</b>	X*#	A	X	X	X*	A	A	A		A	#
<b>Johnson, Lillie Jean</b>	X#	X	E	E	X	X	X	X	M	X	#
<b>Keene, Marvin, Ph.D. CFA</b>	X	X	X	X	X	X	X	X	E	X	X
<b>Lazzara, Joseph</b>	E	X	A	X	X	X	E	E	E	E	X
<b>Sheehan, Rob, Ph.D.</b>	X	X	X	X	X	X	X	X	T	X	X
<b>Silverman, Bernard</b>	X	X	X	X	X	X	X	X	I	X	X
<b>Wallace, Randal</b>	X	X	X	X	E	X	A	X	N	X	X
<b>Twigg, Nicholas, DBA</b>	-	-	-	-	-	-	X	X	G	X	X
<b>Conway (Vacant)</b>	-	-	-	-	-	-					

X = In Attendance

A = Absent

E = Excused Absence

\* = Arrived after roll call

# = In attendance via conference call

revised June 2022



**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY  
d/b/a THE COAST RTA  
REGULAR BOARD OF DIRECTORS MEETING  
Thursday, September 29, 2022  
10:00 PM**

**Board Present:** Darrell Eickhoff  
Marvin Keene  
Bernard Silverman  
Rob Sheehan  
Katharine D'Angelo  
Nicholas Twigg  
Lillie Jean Johnson  
Randal Wallace  
Joe Lazarra  
Greg James

**Staff Present:** Brian Piascik, General Manager/CEO  
Lauren Morris, PIO  
Ron Prater, CFO  
Ann-Martin Buffkin, Board Liaison

**Visitors:** None

In accordance with the Freedom of Information Act (FOIA), the 2022 meeting schedule was provided to the press at the beginning of the 2022 fiscal year, stating the date, time and location. In addition, notice of this meeting was provided to the press and stakeholders, stating the date, time, and location on September 29, 2022.

**CALL TO ORDER:** Chairman Keene called the meeting to order at 10:00 AM and welcomed everyone.

**INVOCATION/PLEDGE OF ALLEGIANCE:** Dr. Keene gave the invocation, then led the Pledge of Allegiance.

**ROLL CALL/ANNOUNCEMENT OF QUORUM:** Roll call was taken. A quorum was present.

**APPROVAL OF AGENDA:** There was a motion by Mr. Wallace and a second by Mr. Eickhoff to revise the agenda. Under new business, the Board is to make a decision on charging fares on the entertainment shuttle beginning summer 2023. Additionally, the Board will add an Executive session after the General Manager's report to include discussion of a personnel issue.

**APPROVAL OF MINUTES:** There was a motion by Dr. Sheehan and a second by Mr. Lazzara to approve the August 2022 meeting minutes. A voice vote was taken; no nays being heard, the motion passed unanimously to accept the minutes as amended.

**ACKNOWLEDGEMENT OF VISITORS:** No visitors present.

**FINANCE COMMITTEE:** Mr. Silverman summarized that the FY2023 budget is close to \$9 million with an increase in almost \$300,000 in salaries and benefits and an increase in legal and professional fees due to BMore IT contract. Although there is an increase in budget for IT expense, contracting our IT services is still a cost savings as the expense is less than having an IT Manager onsite. These expenses are offset by reductions in facility maintenance and travel & training. Additionally, Mr. Silverman stated that revenue comes from about 20 separate sources. To note, Mr. Piascik states that Candace Brown has done an amazing job managing fareboxes and BMore Technology. He is very pleased with how well she has stepped up and noted she will be the point of contact for Board members when it comes to IT related issues/concerns.

Mr. Silverman asked for an explanation about the note in vehicle maintenance. Brian Piascik stated that there has been an issue with inventory, in that; our inventory number was higher than it should be. Ron Prater explained that our former parts room clerk was not entering work orders in the Ron Turley system. By not entering work orders, parts placed on buses were not pulled from inventory, which has created an exaggerated increase in inventory and decrease in expenses. Ron Prater also stated that beginning October 1, 2022, there would be a new employee in the parts room clerk position. In addition, maintenance is actively working to inventory parts and is approximately 60%-70% complete. Mr. Prater expects about \$100,000 to hit parts once inventory is complete. He also stated he would conduct a soft close in September 2022, as there will likely be adjustments through February 2023. Mr. Eickhoff wanted to clarify that this was an inventory control error only and no foul play was involved to which Mr. Piascik stated that was correct, that there was no evidence of that.

Mr. Eickhoff requested a review of cash. Mr. Piascik stated that cash is not good right now but we currently have approximately \$970,000 in Accounts Receivable. The next phase of incoming revenue will be in early December when the urban grant can be executed in the FTA TRAMS system, which will not be live until the end of October. FTA is also currently closing out their

fiscal year. At that time, we will be able to pull down federal grant money backdated from October 1, 2022. In addition, the City of Myrtle Beach sent our quarterly payment early and we can expect to get the road use payment in the next couple of weeks. Mr. Piascik explained that the county expects Coast RTA to receive \$2.368 million in road use fees for FY2023, which he also explains is a conservative estimate but is the number used in the FY2023 budget. The county also approved the revised budget and we will be receiving \$475,000 in ARPA funds.

Regarding the proposed FY2023 budget, Mr. Piascik stated that there had not been any changes in the presented budget since last month. He stated that going in to the New Year, it would be imperative to find a way to control cost. Plans to achieve this is already underway as Doug Herriott, Transportation Manager, is actively working with his team on how to save miles and hours by implementing minor service changes. In addition to service changes, we can expect our fleet MPG to go up because we are scaling back on using our NABI buses. Replacing the NABI buses, that typically get around 4MPG with other buses that get between 7-8 MPG, we will be getting more miles to the gallon, reducing fuel usage. Regarding the revenue side, Mr. Piascik states there is a lot that can still happen. Revenue that is not locked in includes \$342,000 in residual Cares Act-5307, \$560,000 in fares, and \$75,000 from the City of North Myrtle Beach. Additionally, Mr. Piascik pointed out that the following is not considered in potential revenue: \$300,000 in 5311 from SCDOT, \$377,000 in sunseting NC 5307 residual funds, and \$50,000 from the City of Georgetown.

Dr. Sheehan asked what should the board be looking at as far as control elements and support elements when it comes to the fluctuation in revenue and expenses from one month to the next? Mr. Piascik stated that he is aware the \$8 million in operating expense is not sustainable and that staying on top of cash is priority. He stated that a lot of the fluctuation is timing as the trolleys purchased this summer caused a cash shortage. However, had they been purchased this December, for example, cash would not have been affected quite as much. Dedicated funding would help solve this issue. Mr. Piascik has tasked himself with providing the Board with cash requirements that go further into the future as well as providing a 6-year financial plan this fall.

Mr. Silverman ended by stating during the next finance committee meeting, he would ask the board and committee how they could help Mr. Piascik when it comes to funding, revenue and creating a budget plan. Additionally, Mr. Silverman read Article VI, Section 5 of the by-laws, which states, "the authority shall prepare and adopt, by vote of the Board of Directors, an annual operating and capital budget. The annual budget may be amended to reflect actual expenditures and revenues consistent with actual receipts and any properly authorizes expenditures." Mr. Silverman noted the Board and the Authority are fulfilling their requirements.

**Motion:** A motion by Mr. Eickhoff and seconded by Mr. Lazzara to approve Resolution # Sept 2022-08 -Approval of FY23 budget. A voice vote was taken; no nays being heard, the resolution passed unanimously to approve the FY2023 budget.

**SERVICE/PAC COMMITTEE:** Ms. D'Angelo began the meeting by asking for an update on fare implementation. Mr. Piascik stated fare collection began September 26, 2022 including electronic fare system. He stated we are getting about 10% taps, which is a fair amount for implementation. Out of approximately 750 taps, we have only had 4 declines. We are currently working on a solution for sale of bulk single ride passes.

Ms. D'Angelo asked for facility updates. Mr. Piascik explained that adding the transit center to the maintenance facility on Grissom Parkway/Mr. Joe White Ave is still the most viable site. Currently, we are working through environmental clearance as well as acquisition. Mr. Piascik asked the board to select this location as the locally preferred alternative for the Myrtle Beach Transfer Center.

**Motion:** A motion by Mr. Eickhoff and seconded by Mr. Lazzara to approve Resolution # Sept 2022-09 - Board Establishment of Locally Preferred Alternative for the WRTA Myrtle Beach Transfer Center. A voice vote was taken; no nays being heard, the resolution passed unanimously to approve the locally preferred alternative for MBTC.

**AD HOC COMMITTEES:** None

**OLD BUSINESS:** None

**NEW BUSINESS:** Added to new business was discussion and vote for adding new fares to the entertainment shuttle beginning summer 2023.

**Motion:** A motion by Dr. Sheehan and a second by Mr. Eickhoff to direct the GM that the board wishes to add fares to the entertainment shuttle and for the GM will present a proposed fare structure for the Entertainment Shuttle by the January 2023 board meeting. A voice vote was taken; no nays being heard, the motion passed unanimously.

**GENERAL MANAGER'S REPORT:** Mr. Piascik reported that he had not long returned from a meeting for TASC. He stated the meeting went well and was the first engagement in ramping up efforts to levy the state legislature for funding, as well as, how to provide local governments more options on how to fund transit locally. Given Mr. Piascik's position at TASC, Coast RTA has a leading role in the development of TASC's message. The next meeting will be in January 2023 to define what our message will be and how to effectively speak to legislatures. A TASC-sponsored reception will be held for legislators in March 2023 at the Columbia Convention Center.

**EXECUTIVE SESSION:** There was a motion to go into Executive Session by Mr. Eickhoff with a second by Joe Lazzara at which time the recording session ended. A motion to come out of

executive session was made by Dr. Sheehan with a second by Mr. Eickhoff. No decisions were made and no votes were taken.

**FOR THE GOOD OF THE ORDER:** None

**ANNOUNCEMENTS:** None.

**ADJOURNMENT:** There was a motion by Dr. Sheehan and a second by Mr. Eickhoff to adjourn the meeting. Dr. Keene adjourned the meeting at 1:01 PM.





## **FINANCIALS**

**September 30, 2022**

**FY 2022**

10/27/2022

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY  
DBA THE COAST RTA  
TABLE OF CONTENTS  
September 30, 2022**

Page 1	Table of Contents
Page 2-3	Income Statement
Page 4	Notes to the Income Statement
Page 5	FY 22 Budget Review
Page 6	Comparative Balance Sheet
Page 7	Financial Graphs
Pages 8-8a	Cash Requirements
Pages 9-10	Fixed Route Operating Data and Graphs
Page 11-12	Demand Response Operating Data and Graphs
Page 13	Federal 5307 Grant Draw Schedule(s)
Page 14-16	Federal 5311 and State Grant Draw Schedule
Page 17	Local Funding Programs
Page 18	Facility Development Program
Page 19	Cash Flow Analysis Year-to-Date

27-Oct-22

**Income Statement**  
**DBA THE COAST RTA**  
**Original FY22 Budget**  
**FOR THE PERIOD ENDED September 30, 2022**

	<b>MTD Actual</b>	<b>YTD Actual</b>	<b>YTD Budget</b>	<b>YTD \$ Variance</b>	<b>YTD % Variance</b>	<b>TOTAL FY22 Budget</b>
<b>Operating Revenues</b>						
Passenger Fares and Passes	5,238	5,238	0	5,238	100.0%	150,000
Local Contracts - Horry Cty Emergency Mgmt	0	0	0	0	100.0%	0
Other Operating Revenue	0	0	0	0	0.0%	0
<b>Total Operating Revenues</b>	<b>5,238</b>	<b>5,238</b>	<b>0</b>	<b>5,238</b>	<b>0.0%</b>	<b>150,000</b>
<b>Operating Expenses</b>						
Salaries & Benefits - Admin	70,019	818,436	825,263	6,827	0.8%	825,263
Salaries & Benefits - Transit	315,106	3,434,473	3,405,341	(29,132)	-0.9%	3,405,341
Overtime - Transit	15,992	232,990	237,012	4,022	1.7%	237,012
Salaries & Benefits - Maintenance	75,383	923,405	904,106	(19,299)	-2.1%	904,106
Overtime - Maintenance	1,358	27,557	27,686	129	0.5%	27,686
Facility Maintenance	11,041	304,858	310,801	5,943	1.9%	315,000
Vehicle Maintenance	185,782	428,020	335,000	(93,020)	-27.8%	335,000
Fuel & Oil	85,471	993,916	950,000	(43,916)	-4.6%	950,000
Tires	62,433	95,711	50,000	(45,711)	-91.4%	50,000
Liability Insurance	21,768	219,484	215,000	(4,484)	-2.1%	215,000
Utilities	3,158	35,165	40,000	4,835	12.1%	40,000
Telecommunications	10,226	105,327	100,000	(5,327)	-5.3%	100,000
Postage & Freight	50	1,645	2,500	855	34.2%	2,500
Office Supplies/Computer/Security	15,661	117,097	75,000	(42,097)	-56.1%	75,000
Legal & Professional Services	7,328	103,685	100,000	(3,685)	-3.7%	100,000
Public Information	11,334	37,140	25,000	(12,140)	-48.6%	25,000
Advertising & Marketing	575	29,721	40,000	10,279	25.7%	40,000
Dues & Subscriptions	109	9,264	12,500	3,236	25.9%	12,500
Leases	733	14,510	64,699	50,189	77.6%	64,699
Travel & Training	5,390	76,141	85,000	8,859	10.4%	85,000
Interest Expense	7	7	0	(7)	0.0%	0
Other Expenses	2,212	8,061	4,500	(3,561)	-79.1%	4,500
<b>Total Operating Expenses</b>	<b>901,136</b>	<b>8,016,613</b>	<b>7,809,408</b>	<b>(207,205)</b>	<b>-2.7%</b>	<b>7,813,607</b>
<b>Operating Profit (Loss)</b>	<b>(895,898)</b>	<b>(8,011,375)</b>	<b>(7,809,408)</b>	<b>(201,967)</b>	<b>-2.6%</b>	<b>(7,663,607)</b>
<b>Non-Reimbursable (by FTA) Expenses</b>						
Depreciation	72,905	875,380	840,000	(35,380)	-4.2%	840,000
(Gain) Loss on Fixed Assets	0	1,810	0	(1,810)	0.0%	0
Accident Expense*	(1,485)	(10,479)	(15,450)	(4,971)	--%	0
Other Non-Reimbursable Expense				0	0.0%	
Pension Expense - Deferred Outflows				0	0.0%	
<b>Total Non-Reimbursable Expenses</b>	<b>71,420</b>	<b>866,711</b>	<b>824,550</b>	<b>(42,161)</b>	<b>-5.1%</b>	<b>840,000</b>
<b>Total Operating and Non-Reimbursable Expenses</b>	<b>972,556</b>	<b>8,883,324</b>	<b>8,633,958</b>	<b>(249,366)</b>	<b>-2.9%</b>	<b>8,653,607</b>

\* Moved accident expenses to Non-Reimbursable line items since cost is covered by insurance proceeds.

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY  
DBA THE COAST RTA  
INCOME STATEMENT  
FOR THE PERIOD ENDED September 30, 2022**

	<b>MTD Actual</b>	<b>YTD Actual</b>	<b>YTD Budget</b>	<b>YTD \$ Variance</b>	<b>YTD % Variance</b>	<b>TOTAL FY22 Budget</b>
<b>Operating Grant Revenue</b>						
Federal Grants - Operating	192,058	2,709,440	3,482,000	(772,560)	-22.2%	3,482,000
State Grants - Operating	28,844	634,580	485,000	149,580	30.8%	485,000
Local Grants - Operating	720,453	2,838,126	2,433,000	405,126	16.7%	2,433,000
<b>Total Operating Grant Revenue</b>	941,355	6,182,146	6,400,000	(217,854)	-3.4%	6,400,000
<b>Capital Grant Revenue</b>						
Federal Grants - Capital	64,176	652,622	652,622	0	0.0%	1,160,000
State Grants - Capital	0	2,700	2,700	0	0.0%	0
Local Grants - Capital	61,756	913,001	700,000	213,001	30.4%	700,000
<b>Total Capital Grant Revenue</b>	125,932	1,568,323	1,355,322	213,001	15.7%	1,860,000
<b>Total Grant Revenue</b>	1,067,287	7,750,469	7,755,322	(4,853)	-0.1%	8,260,000
<b>Other Revenue</b>						
Bus Advertising Revenue	4,755	68,151	60,000	8,151	13.6%	60,000
Interest Income	236	3,818	0	3,818	0.0%	0
Miscellaneous - Vending, Other	174	1,346	2,200	(854)	-38.8%	2,400
<b>Total Other Revenue</b>	5,165	73,315	62,200	11,115	17.9%	62,400
<b>Total Revenue</b>	1,072,452	7,823,784	7,817,522	6,262	0.1%	8,322,400
In-Kind Revenue	0	186,944		186,944		
<b>Change in Net Position</b>	105,134	(867,358)	(816,436)	(50,922)	6%	(181,207)

**YTD Capital Expenditure Activity (Cost)**

Vehicles - 1 Ford E450; 1 Dodge Durango		105,283	105,283	0	0%	165,000
Buses - 3 Cutaways (Ford E-450, Starcraft)		328,410	328,410	0	0%	2,922,000
Touchless Fare System - Horry Cty ARPA-T1	39,791	195,794	195,794	0	0%	440,000
Transit Facility Development	37,940	276,084	276,084	0	0%	900,000
FY22 5339 - 4 Mobile Column Lifts	42,282	42,282	42,282	0	0%	14,000
Ice Machine	5,919	5,919	0	(5,919)	0%	350,000
Bus Stop Designation / Implementation		95,801	95,801	0	0%	312,000
TBD				0	0%	350,000
Non-Revenue Vehicles				0	0%	54,000
Radio/Communications System				0	0%	0
Computer Hardware/Software - 5307/Other		37,500	37,500	0	0%	36,000
Trolleys-5 Gilligs (ARPA-T2 \$475K, Local \$6K)		481,250	481,250	0	0%	481,250
	<b>125,932</b>	<b>1,568,323</b>	<b>1,562,404</b>	<b>(5,919)</b>	<b>-0%</b>	<b>6,024,250</b>

**YTD Capital Expenditures vs Budget**

Statements have been downloaded from Sage 100 and consolidated for reporting purposes.

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY  
DBA THE COAST RTA  
INCOME STATEMENT NOTES – September 2022**

*These notes represent Income Statement variances of \$5,000 per MTD and YTD budget line item on pages 2 and 3, in accordance with Section 2.3 of WRTA Month-End Procedures (Rev. 04/01/09).*

Salaries & Benefits - Administration is under budget YTD \$6.8K or 0.8% (page 2) due to fewer hours billed by contract employees and reduced labor expense through the conversion of 1 FTE in IT to outsourced services.

Salaries & Benefits - Transit is over budget YTD (\$29.1K) or (0.9%) (page 2) as labor expenses finished the year within 1% of overall budget.

Salaries & Benefits - Maintenance is over budget YTD (\$19.3K) or (1.7%) (page 2) due to accrual timing and vacation payouts.

Facility Maintenance is under budget YTD \$5.9K or 1.9% (page 2) as expenses stayed within budget revision parameters.

Vehicle Maintenance is over budget YTD (\$93.0K) or (27.8%) (page 2) where inventory usage was under-reported for the year (\$54.7K) the bulk of which was an engine-transmission package (\$47.7K) that was entered into inventory but not removed once installed. Also, there was a write-off of obsolete parts (for vehicles no longer in the fleet) that included \$66K in parts that could have been removed prior to FY 22 and \$21.9K in parts removal for FY 22.

Fuel & Oil is over budget YTD (\$43.9K) or (4.6%) (page 2) as usage and prices for fuel are still high. Fuel costs continue to fluctuate.

Tires is over budget YTD (\$45.7K) or (91.4%) (page 2) due to issues with inventory and the timely processing of internal work orders. About 50% (\$30K) were for tires used in FY 22 and the other 50% were for previous years, the bulk of which, were tires that were disposed with specific vehicles types leaving the fleet.

Telecommunications is over budget YTD (\$5.3K) or (5.3%) (page 2) due to increase in data usage for the fare system for on-vehicle Cradlepoint routers. Overage is covered by revenue from County Fare Collection ARPA funds.

Office Supplies/Computer/Security is over budget YTD (\$42.1K) or (56.1%) (page 2) due to investments in IT/security some of which are covered under capital grants.

Public Information is over budget YTD (\$12.1K) or (48.6%) (page 2) due to marketing for the new fare collection system, also covered by Horry County Fare Collection ARPA funds.

Advertising & Marketing is under budget YTD \$10.3K or 25.7% (page 2) as a result of the budget revision.

Leases is under budget YTD \$50.2K or 77.6% (page 2) due to delays in moving maintenance functions off-site.

Travel & Training is under budget YTD \$8.9K or 10.4% (page 2) due to some of our rodeo expenses being covered by SCDOT RTAP (\$9K).

Depreciation is over budget YTD (\$35.4) or (4.2%) (page 2) due to the price of rolling stock coming in higher than expected, as well as, the integration of trolleys into the fleet.

Operating Grant Revenue is under budget YTD (\$217.8K) or (3.4%) (page 2) due to identified funding source not being available (\$627K) but recovery of additional funding from the State and local sources to offset about two thirds of the lost revenue.

Capital Grant Revenue is over budget YTD \$213.0K or 15.7% (page 2) due to increased cost of cutaways and the need to reclass local operating revenue to cover expenditures.

Other Revenue is over budget YTD \$11.1K or 17.9% (page 2) due to increased advertising revenues.

## Coast RTA Budget Review FY 22

	Total Expense YTD	Budget YTD	Variance \$ YTD	Variance % YTD
Administration	1,319,059	1,349,462	30,403	2.3%
Operations	5,013,714	4,882,353	(131,361)	-2.7%
Maintenance	1,683,840	1,577,593	(106,247)	-6.7%
<b>Total</b>	<b>8,016,613</b>	<b>7,809,408</b>	<b>(207,205)</b>	<b>-2.7%</b>
Farebox Revenue	5,238	150,000	(144,762)	-96.5%

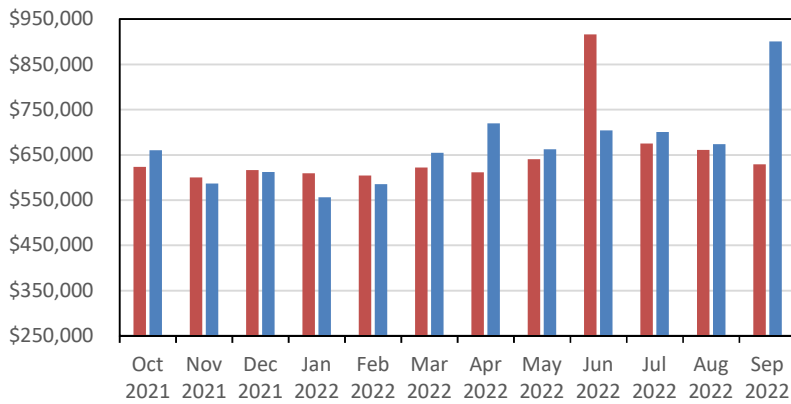
ending September 30, 2022

27-Oct-22

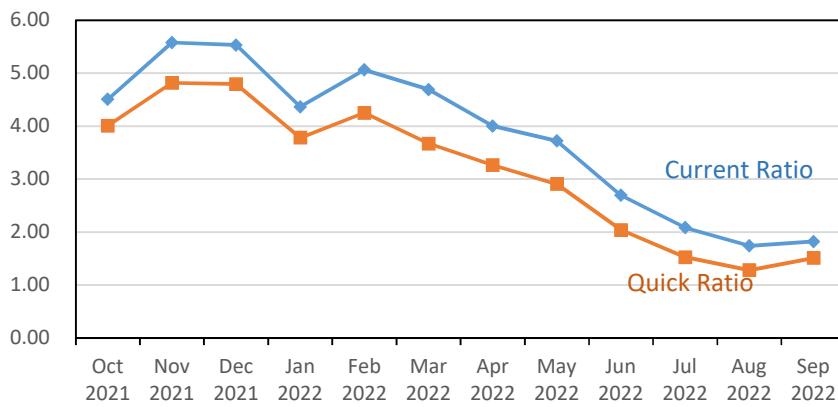
**Waccamaw Regional Transportation Authority**  
**DBA THE COAST RTA**  
**COMPARATIVE BALANCE SHEET**  
**September 30, 2022**

	<u>Sep-22</u>	<u>Sep-21</u>
<b>ASSETS</b>		
<b>Current Assets:</b>		
Cash - Checking CNB	593,822	191,122
Money Market / CD - CNB	0	25,009
Operating & Maintenance Reserve - SC LGIP	27,825	650,614
Management Account - SC LGIP	52,077	750,474
Accounts Receivable - Federal, State & Local Grants	1,278,582	1,163,930
Accounts Receivable - Employees/Other	37,616	64,036
Inventory	306,332	324,028
Prepaid Expenses	101,451	59,095
<b>Total Current Assets</b>	<u><b>2,397,705</b></u>	<u><b>3,228,308</b></u>
<b>Long-Term Assets</b>		
Total Capital Assets, Net	7,794,609	6,787,838
Deferred Outflows of Resources-NPL	1,081,468	1,081,468
<b>Total Long-Term Assets</b>	<u><b>8,876,077</b></u>	<u><b>7,869,306</b></u>
<b>Total Assets</b>	<u><b>11,273,782</b></u>	<u><b>11,097,614</b></u>
<b>LIABILITIES &amp; EQUITY</b>		
<b>LIABILITIES</b>		
<b>Current Liabilities:</b>		
Accounts Payable	785,729	155,757
Accrued Payroll and Withholdings	256,275	226,106
Accrued Compensated Absences	117,332	117,332
Disallowed Costs due to SCDOT - Current	0	0
Installment Loan CNB - Short-term	0	0
Unearned Revenue	158,482	40,154
<b>Total Current Liabilities</b>	<u><b>1,317,818</b></u>	<u><b>539,349</b></u>
<b>Non-Current Liabilities:</b>		
Accrued Compensated Absences, Net of Current Portion	0	0
Due to FTA - Long Term	5,757	206,077
Net Lease Liability	465,376	0
Net Pension Liability	5,851,147	5,851,147
Deferred Inflows of Resources-NPL	969,157	969,157
<b>Total Non-Current Liabilities</b>	<u><b>7,291,437</b></u>	<u><b>7,026,381</b></u>
<b>Total Liabilities</b>	<u><b>8,609,255</b></u>	<u><b>7,565,730</b></u>
<b>EQUITY</b>		
Contributed Capital	2,719,523	2,719,523
Restricted Net Assets	4,700,395	1,442,813
Retained Earnings - Current Year	(867,358)	3,257,581
Net Investments in Capital Assets	2,027,824	2,027,824
Net Position Retricted for Pensions	(3,676,132)	(3,676,132)
Restricted for Transit Operations	60,000	60,000
Unrestricted Net Pension	(2,299,725)	(2,299,725)
<b>Total Fund Equity</b>	<u><b>2,664,527</b></u>	<u><b>3,531,884</b></u>
<b>Total Liabilities and Fund Equity</b>	<u><b>11,273,782</b></u>	<u><b>11,097,614</b></u>

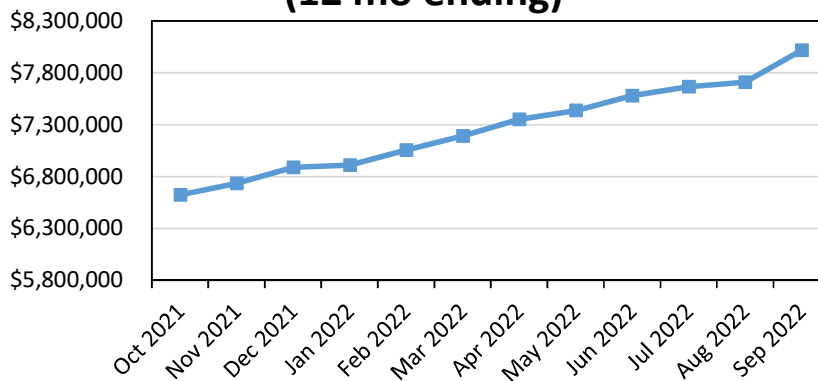
### Expenses: Monthly Budget to Actual



### Current/Quick Ratio



### 12-mo Rolling Expense Trending (12 mo ending)





## WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## CASH REQUIREMENTS

10/26/2022

	Income	Expense	Balance	Date	Notes
Cash Balance			\$671,034	10/26/22	
Deposits in Transit			\$671,034		
Creative Bus Sales - 3 Transits		\$218,667	\$452,368	10/25/22	
Fares	\$13,000		\$465,368	10/26/22	
5307 FY23 5307 Match - SCDOT SMTF	\$149,616		\$614,984	10/28/22	August 2022 FY23 5307 Ops Match
Georgetown County 2QFY 23	\$93,750		\$708,734	10/28/22	
Accounts Payable		\$27,500	\$681,234	10/31/22	
Fuel - Diesel		\$35,000	\$646,234	10/31/22	
PEBA - SC Retirement (Pension)		\$110,639	\$535,594	10/31/22	Sep Pension Payment
Fares	\$9,600		\$545,194	11/01/22	
Lease - French Collins Facility			\$545,194	11/02/22	
Fares	\$9,600		\$554,794	11/08/22	
Payroll and taxes		\$150,000	\$404,794	11/09/22	
Accounts Payable		\$27,500	\$377,294	11/10/22	
PEBA Health Insurance		\$46,000	\$331,294	11/11/22	
Fuel - Gas		\$27,000	\$304,294	11/14/22	
Fare Collection Implementation	\$39,791		\$344,085	11/15/22	
Fares	\$8,400		\$352,485	11/15/22	
Fuel - Diesel		\$35,000	\$317,485	11/17/22	
Accounts Payable		\$27,500	\$289,985	11/20/22	
Fares	\$8,400		\$298,385	11/22/22	
Payroll and taxes		\$150,000	\$148,385	11/23/22	
5311 Federal Admin/Ops/PM + SMTF	\$156,318		\$304,703	11/27/22	Sept Rural Service
Fares	\$8,400		\$313,103	11/29/22	
PEBA - SC Retirement (Pension)		\$70,000	\$243,103	12/01/22	Oct Pension Payment
SC Dvsn of Insurance Services Workers Comp		\$30,000	\$213,103	12/01/22	1Q23 Premium
Fares	\$8,400		\$221,503	12/06/22	
Payroll and taxes		\$150,000	\$71,503	12/07/22	
PEBA Health Insurance		\$45,000	\$26,503	12/11/22	
Fares	\$8,400		\$34,903	12/13/22	
5307 Federal OPS			\$34,903	12/15/22	August
5307 Federal OPS			\$34,903	12/15/22	September
5307 Federal OPS	\$135,000		\$169,903	12/15/22	October
5307 Federal OPS	\$135,000		\$304,903	12/15/22	November
5307 Federal PM	\$75,000		\$379,903	12/15/22	October
5307 Federal PM	\$75,000		\$454,903	12/15/22	November
5311 Federal Admin/Ops/PM + SMTF	\$145,000		\$599,903	12/15/22	October Rural Service
Fuel - Diesel		\$35,000	\$564,903	12/16/22	
Fuel - Gas		\$27,000	\$537,903	12/16/22	
Accounts Payable		\$50,000	\$487,903	12/16/22	
5339 Funding Radio System	\$112,000		\$599,903	12/20/22	
Accounts Payable		\$25,000	\$574,903	12/20/22	
Fares	\$8,400		\$583,303	12/20/22	
Fuel - Diesel		\$32,000	\$551,303	12/21/22	
Payroll and taxes		\$150,000	\$401,303	12/21/22	
Radio System Purchase		\$140,000	\$261,303	12/21/22	
Fuel - Gas		\$27,000	\$234,303	12/26/22	
Fares	\$8,400		\$242,703	12/27/22	
Accounts Payable		\$25,000	\$217,703	12/30/22	

## WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

## CASH REQUIREMENTS

10/26/2022

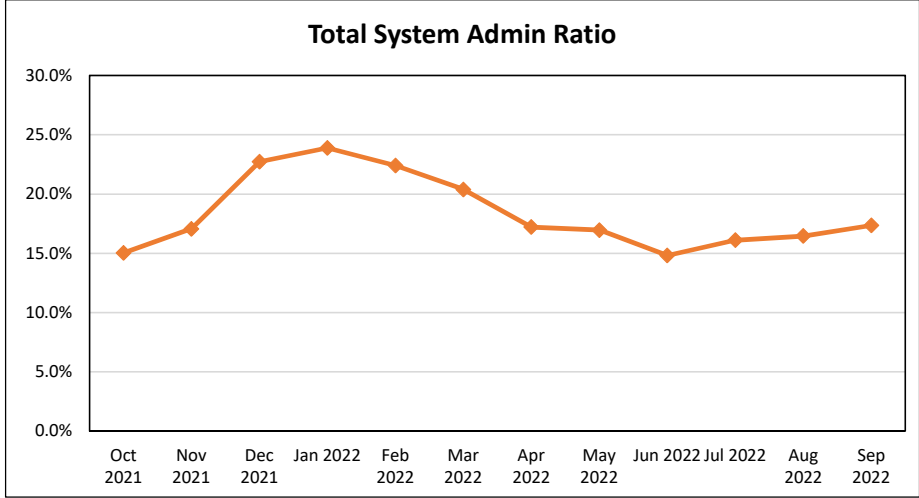
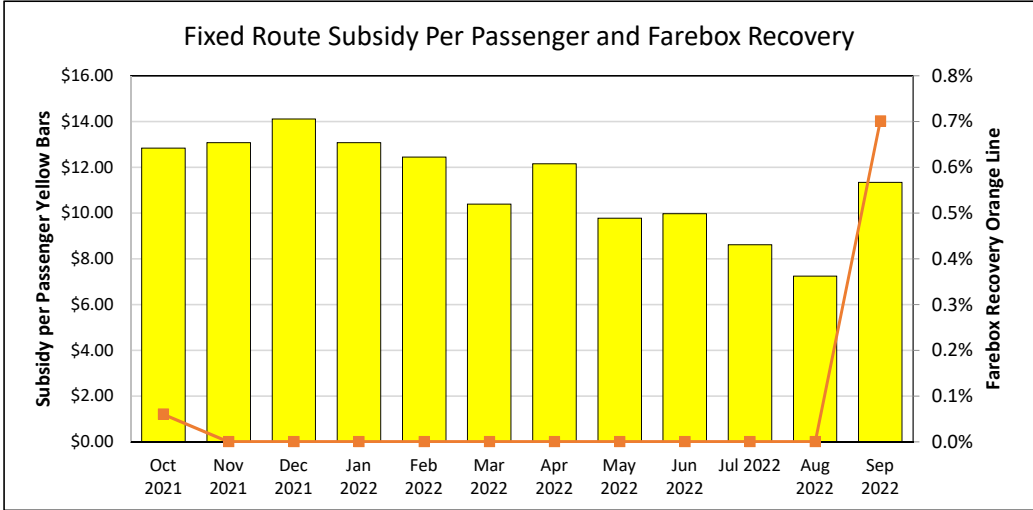
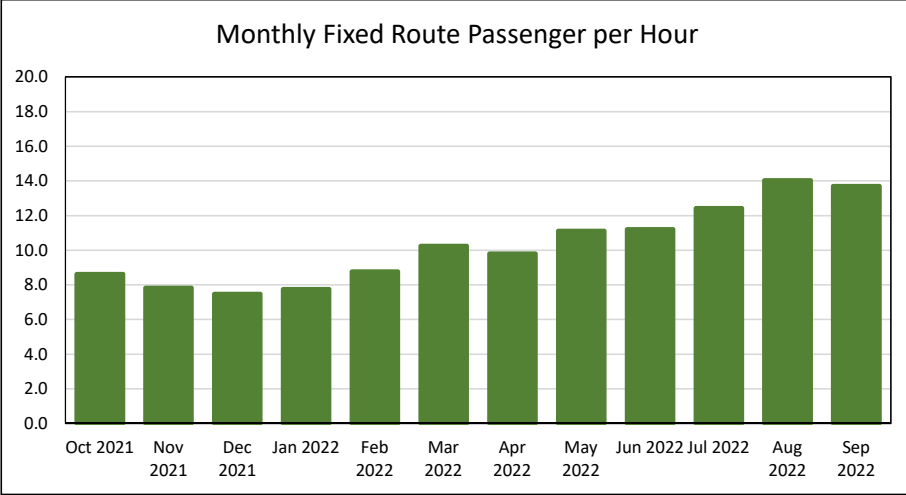
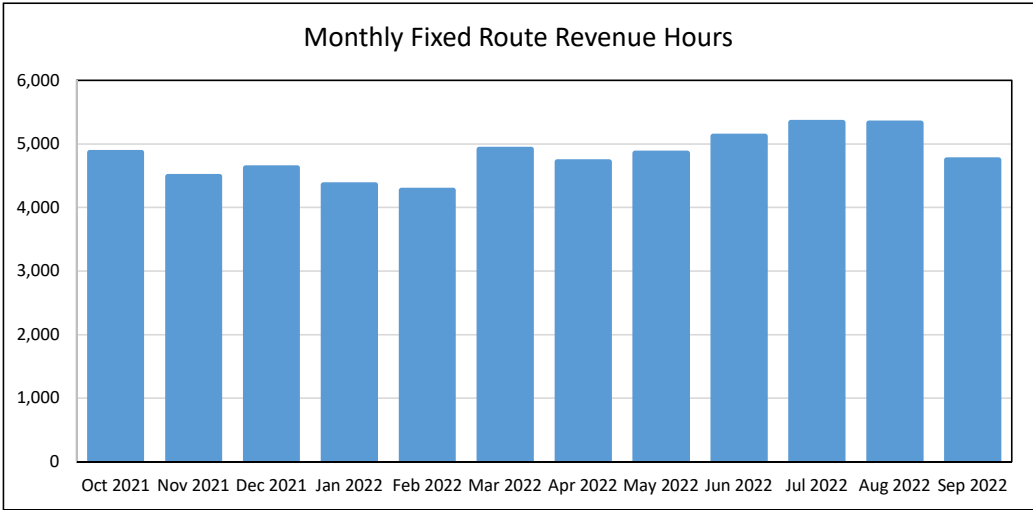
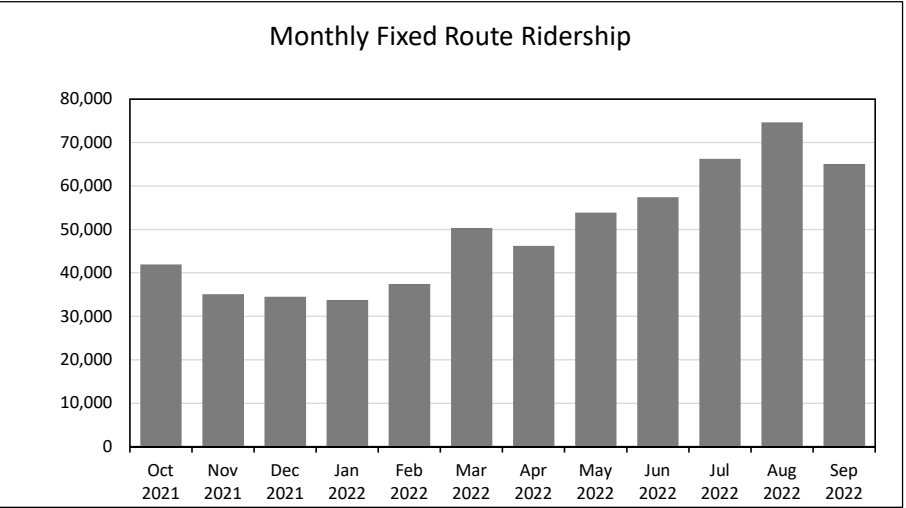
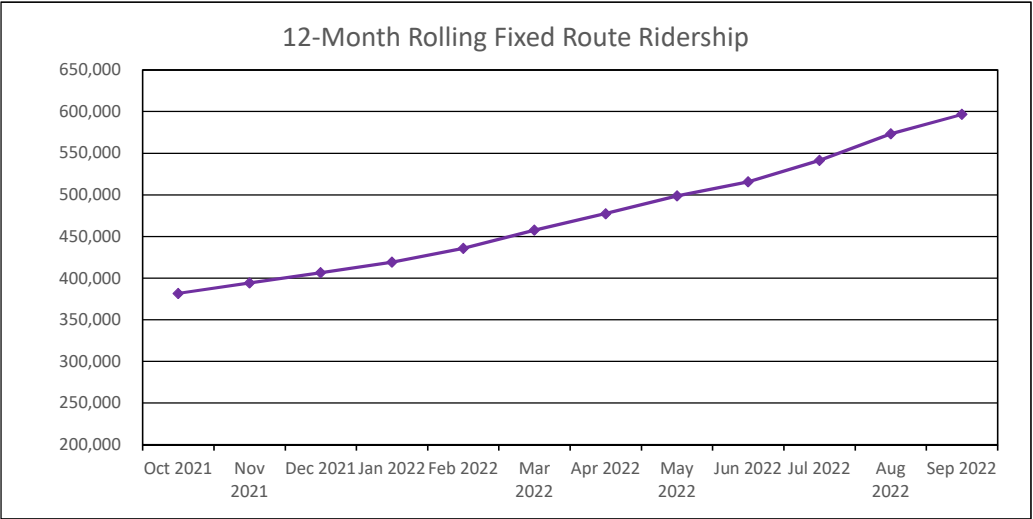
	Income	Expense	Balance	Date	Notes
5339 Lease Capital	\$11,400		\$229,103	12/31/22	
PEBA - SC Retirement (Pension)		\$70,000	\$159,103	01/01/23	Nov Pension Payment
Lease - French Collins Facility		\$14,250	\$144,853	01/02/23	
Fares	\$8,400		\$153,253	01/03/23	
Payroll and taxes		\$140,000	\$13,253	01/04/23	
Fares	\$7,000		\$20,253	01/10/23	
Horry County 3QFY23	\$545,000		\$565,253	01/10/23	
PEBA Health Insurance		\$45,000	\$520,253	01/11/23	
Fuel - Diesel		\$32,000	\$488,253	01/12/23	
Accounts Payable		\$27,500	\$460,753	01/13/23	
5307 Federal OPS	\$135,000		\$595,753	01/15/23	December
5307 Federal PM	\$75,000		\$670,753	01/15/23	December
5311 Federal Admin/Ops/PM	\$125,000		\$795,753	01/15/23	November Rural Service
5311 SCDOT SMTF	\$10,000		\$805,753	01/15/23	November SMTF Rural
City of Myrtle Beach Q3 FY 21	\$62,500		\$868,253	01/15/23	
Fuel - Gas		\$27,625	\$840,628	01/16/23	
Fares	\$7,000		\$847,628	01/17/23	
Payroll and taxes		\$150,000	\$697,628	01/18/23	
Accounts Payable		\$25,000	\$672,628	01/19/23	
LGIP/Savings Cash Mgmt.		\$50,000	\$622,628	01/21/23	
LGIP/Savings O&M		\$50,000	\$572,628	01/21/23	
Fares	\$7,000		\$579,628	01/24/23	
Fuel - Diesel		\$35,000	\$544,628	01/24/23	
Accounts Payable		\$25,000	\$519,628	01/29/23	
5339 Lease Capital	\$11,400		\$531,028	01/31/23	
Fares	\$7,000		\$538,028	01/31/23	
Payroll and taxes		\$145,000	\$393,028	02/01/23	
PEBA - SC Retirement (Pension)		\$70,000	\$323,028	02/01/23	Dec Pension Payment

Key Performance Indicators - Fixed Route

Fixed Route Measures	Sep 2019	Sep 2020	Sep 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	12-Month Total
Ridership	38,311	24,592	41,696	41,943	35,058	34,522	33,760	37,439	50,332	46,211	53,905	57,379	66,258	74,676	65,033	596,516
Revenue Hours	3,160	3,769	4,718	4,865	4,484	4,622	4,355	4,269	4,911	4,719	4,855	5,121	5,336	5,327	4,748	57,612
Total Hours	3,318	4,277	4,886	5,033	3,819	4,745	4,494	4,472	5,114	4,898	5,047	5,336	5,539	5,548	4,912	58,957
Revenue Miles	70,299	77,165	115,851	118,494	109,506	114,162	107,594	106,782	120,859	114,594	119,448	119,321	123,451	125,109	117,121	1,396,441
Total Miles	74,053	83,237	119,899	122,547	113,324	117,619	111,373	110,737	126,073	118,041	123,747	124,644	128,803	130,385	121,690	1,448,983
Accidents	1	0	1	3	2	2	2	0	0	3	1	1	2	4	0	20
Breakdowns	9	3	1	3	2	2	3	3	6	7	3	2	6	3	4	44
Complaints	5	4	10	6	4	2	3	4	7	6	8	7	3	5	2	57
Transit Expense	\$219,289	\$271,839	\$304,055	\$328,102	\$297,737	\$302,638	\$276,144	\$297,949	\$335,433	\$375,410	\$371,318	\$398,788	\$389,703	\$400,506	\$405,713	\$4,179,442
Maintenance Expense	\$70,498	\$122,045	\$97,523	\$140,692	\$94,147	\$97,782	\$80,878	\$83,675	\$99,632	\$104,336	\$80,919	\$103,716	\$102,456	\$65,702	\$247,415	\$1,301,348
Administrative Expense	\$53,014	\$71,336	\$75,357	\$69,979	\$66,767	\$86,714	\$84,777	\$84,801	\$87,901	\$81,852	\$75,316	\$70,167	\$78,577	\$74,710	\$89,741	\$951,303
Total Operating Expenses	\$342,801	\$465,220	\$476,936	\$538,773	\$458,651	\$487,133	\$441,800	\$466,425	\$522,966	\$561,598	\$527,553	\$572,671	\$570,736	\$540,918	\$742,868	\$6,432,093
Fare/Contract Revenues	\$34,898	\$21,568	\$432	\$325	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,207	\$5,532

Efficiency Metrics	Sep 2019	Sep 2020	Sep 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	12-Month Total
O & M Expense per Hour (No Admin)	\$91.70	\$104.51	\$85.12	\$96.36	\$87.40	\$86.63	\$81.98	\$89.39	\$88.59	\$101.66	\$93.15	\$98.12	\$92.23	\$87.52	\$137.56	\$95.13
Average Fare	\$0.91	\$0.88	\$0.01	\$0.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.08	\$0.01
Farebox Recovery	10.2%	4.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.1%
Subsidy per Passenger	\$8.04	\$18.04	\$11.43	\$12.84	\$13.08	\$14.11	\$13.09	\$12.46	\$10.39	\$12.15	\$9.79	\$9.98	\$8.61	\$7.24	\$11.34	\$10.77
Maintenance Cost per Mile	\$0.95	\$1.47	\$0.81	\$1.15	\$0.83	\$0.83	\$0.73	\$0.76	\$0.79	\$0.88	\$0.65	\$0.83	\$0.80	\$0.50	\$2.03	\$0.90
Deadhead Ratio (Miles)	5%	8%	3%	3%	3%	3%	4%	4%	4%	3%	4%	4%	4%	4%	4%	4%
Administrative Ratio	18%	18%	19%	15%	17%	22%	24%	22%	20%	17%	17%	14%	16%	16%	14%	17%

Effectiveness Metrics	Sep 2019	Sep 2020	Sep 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	12-Month Total
Passengers per Hour	12.1	6.5	8.8	8.6	7.8	7.5	7.8	8.8	10.2	9.8	11.1	11.2	12.4	14.0	13.7	10.4
Mean Distance between Accidents	74,053	N/A	119,899	40,849	56,662	58,810	55,687	N/A	N/A	39,347	123,747	124,644	64,402	32,596	N/A	72,449
Mean Distance between Breakdowns	8,228	27,746	119,899	40,849	56,662	58,810	37,124	36,912	21,012	16,863	41,249	62,322	21,467	43,462	30,423	32,931
Complaints per 1,000 Riders	0.131	0.163	0.240	0.143	0.114	0.058	0.089	0.107	0.139	0.130	0.148	0.122	0.045	0.067	0.031	0.125
On-Time Performance	84%	94%	no data	no data	no data	no data	no data	no data	no data	no data	no data	no data	no data	no data	no data	89%

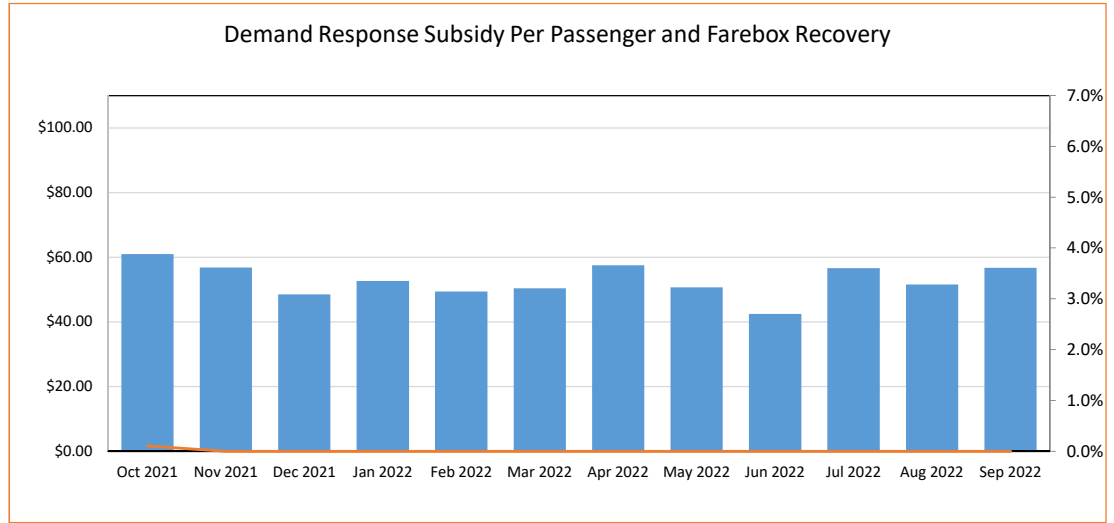
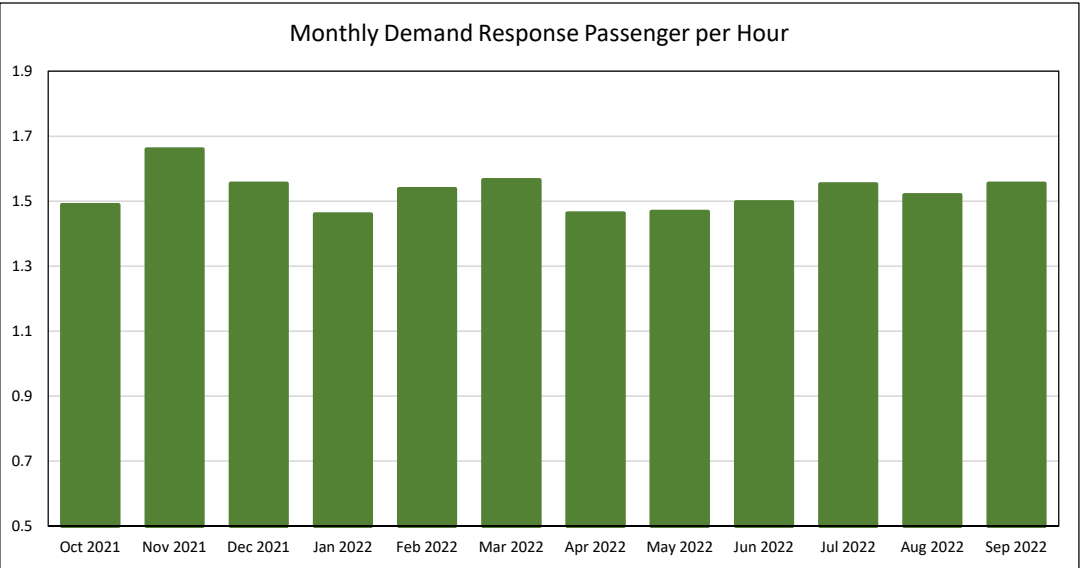
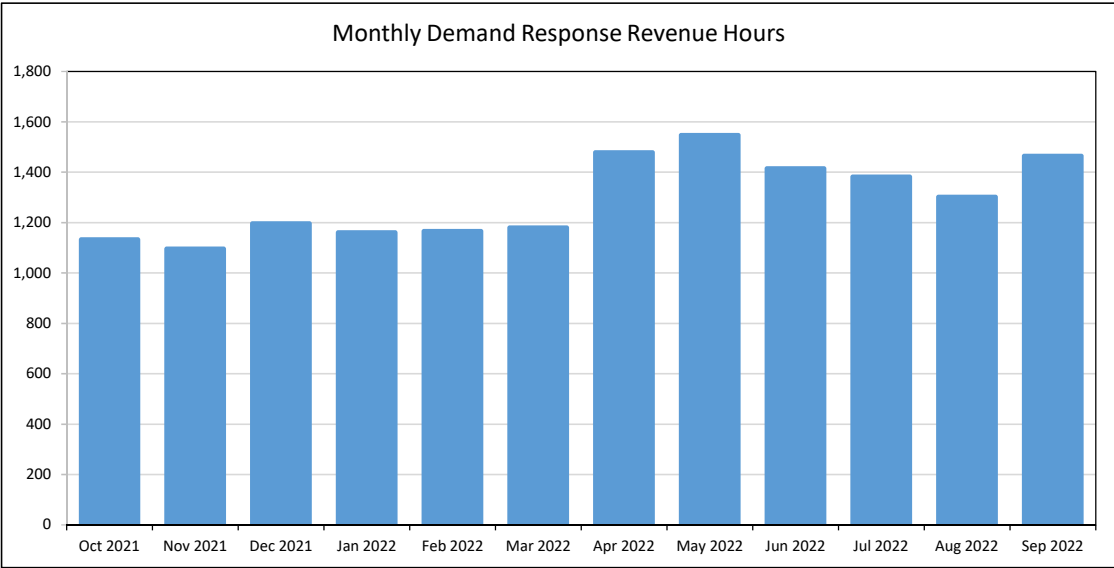
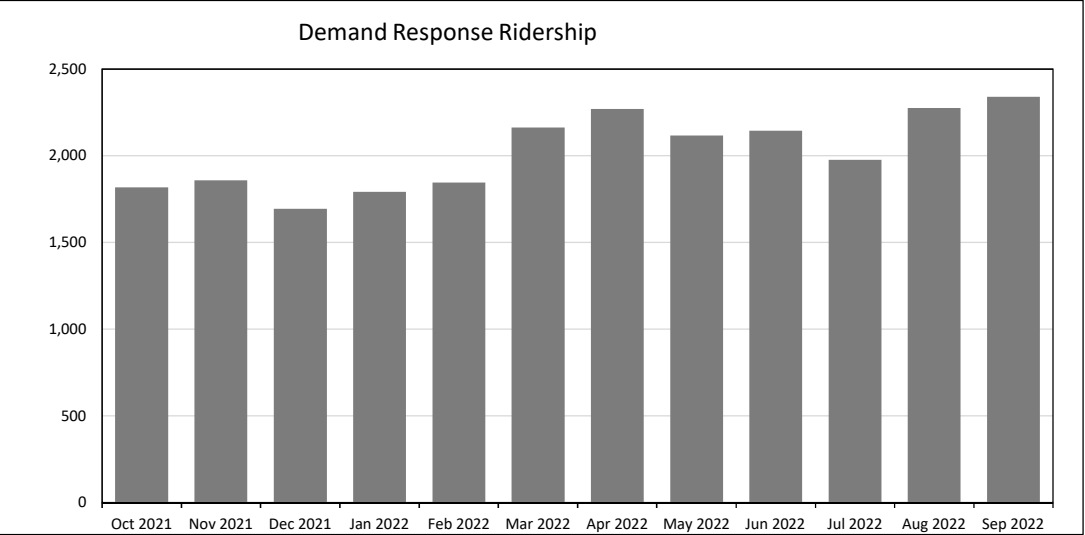
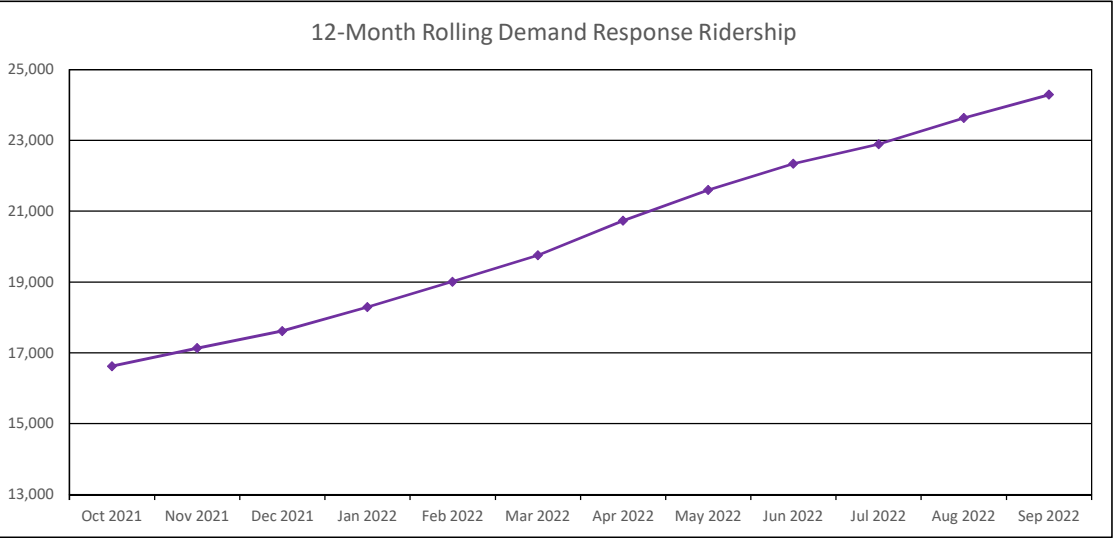


Key Performance Indicators - Demand Response

Demand Response Measures	Sep 2019	Sep 2020	Sep 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	12-Month Total
Ridership	1,307	1,284	1,684	1,817	1,858	1,694	1,791	1,845	2,162	2,269	2,117	2,144	1,977	2,275	2,340	24,289
Revenue Hours	952	947	1,132	1,095	1,196	1,161	1,165	1,179	1,478	1,546	1,414	1,381	1,302	1,464	1,493	15,874
Total Hours	1,119	1,109	1,341	1,291	1,409	1,371	1,362	1,342	1,713	1,788	1,647	1,582	1,504	1,687	1,731	18,427
Revenue Miles	17,948	19,138	23,587	21,882	25,049	22,108	23,398	24,896	29,829	28,905	27,337	27,358	25,076	30,538	28,482	314,858
Total Miles	21,464	23,395	28,548	26,624	29,391	27,152	27,859	28,911	35,526	34,358	32,761	31,899	28,965	35,998	33,504	372,948
Accidents	1	2	0	0	1	1	0	0	1	2	1	1	0	0	0	7
Breakdowns	1	0	0	0	0	0	0	0	1	0	0	1	1	1	1	5
Complaints	0	1	1	0	2	0	1	2	2	1	2	3	1	1	1	16
Paratransit Expense	\$47,888	\$60,708	\$73,404	\$81,215	\$80,843	\$80,027	\$75,019	\$74,153	\$87,713	\$106,205	\$90,201	\$74,153	\$92,624	\$101,285	\$108,028	\$1,051,466
Maintenance Expense	\$17,027	\$21,432	\$19,202	\$29,736	\$24,888	\$2,270	\$19,403	\$17,008	\$21,233	\$24,356	\$17,253	\$17,008	\$19,408	\$16,218	\$24,860	\$233,641
Administrative Expense	\$11,577	\$15,931	\$18,192	\$17,109	\$18,129	\$22,930	\$23,031	\$21,105	\$22,985	\$23,156	\$18,782	\$21,105	\$18,676	\$18,894	\$23,895	\$249,798
Total Operating Expenses	\$76,493	\$98,071	\$110,798	\$128,060	\$123,859	\$105,228	\$117,454	\$112,267	\$131,931	\$153,717	\$126,236	\$112,267	\$130,708	\$136,396	\$156,783	\$1,534,905
Fare Revenues	\$3,850	\$2,825	\$119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31	\$31

Efficiency Metrics	Sep 2019	Sep 2020	Sep 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	12-Month Total
O & M Expense per Hour	\$68.19	\$86.74	\$81.81	\$101.33	\$88.40	\$70.89	\$81.03	\$77.32	\$73.71	\$84.45	\$75.99	\$66.01	\$86.05	\$80.26	\$89.01	\$80.95
Average Fare	\$2.95	\$2.20	\$0.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.01	\$0.00
Farebox Recovery	5.0%	2.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Subsidy per Passenger	\$46.72	\$61.77	\$54.92	\$61.06	\$56.91	\$48.58	\$52.72	\$49.41	\$50.39	\$57.54	\$50.76	\$42.52	\$56.67	\$51.65	\$56.78	\$52.91
Deadhead Ratio (Miles)	20%	22%	21%	22%	17%	23%	19%	16%	19%	19%	20%	17%	16%	18%	18%	18%
Administrative Ratio	18%	19%	20%	15%	17%	28%	24%	23%	21%	18%	17%	23%	17%	16%	18%	19%

Effectiveness Metrics	Sep 2019	Sep 2020	Sep 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	12-Month Total
Passengers per Hour	1.37	1.36	1.49	1.66	1.55	1.46	1.54	1.56	1.46	1.47	1.50	1.55	1.52	1.55	1.57	1.53
Mean Distance between Accidents	21,464	11,698	n/a	n/a	29,391	27,152	n/a	n/a	35,526	17,179	32,761	31,899	n/a	n/a	n/a	53,278
Mean Distance between Breakdowns	21,464	n/a	n/a	n/a	n/a	n/a	n/a	n/a	35,526	n/a	n/a	31,899	28,965	35,998	33,504	74,590
Complaints per 1,000 Riders	0.0	0.8	0.6	0.0	1.1	0.0	0.6	1.1	0.9	0.4	0.9	1.4	0.5	0.4	0.4	0.7
On-Time Performance	88%	85%	79%	81%	81%	81%	81%	81%	80%	81%	78%	70%	73%	71%	77%	83%



Coast RTA Federal Grants - FY22													Current Month	48	> Bus Stops + Ecolane
Activity Line Item Balances													Current Month	12	> 5307
September 2022 - Final													Current Month	24	> Int'l's + #782 Replacements
5307 FY22 Federal Grant # SC-2022-009-00						Bus Stop Implementation (5339) Grant # 2018-040-00									
	SC-2022-009-02	SC-2022-009-01	SC-2022-009-03				SC-2018-001	SC-2018-002	SC-2018-003	Georgetown Cty					
	300-A2	117-A1	114-A3				117-A3	113-A1	113-A2	/ Other Local					
		Preventative	Security / I.T.				Construction	Bus Stop	Bus Stop	Local					
Month	Operations	Maintenance	Hard/Software	Totals	Comments	Month	Management	Signs	Posts	Match	Totals	Comments			
FY22 Contract	\$ 1,075,000	\$ 811,921	\$ 30,000	\$ 1,916,921	> Current Year Award	FY18 Award	\$ 175,000	\$ 21,500	\$ 17,560	\$ 53,515	\$ 267,575	> Total Award			
	\$ -	\$ -	\$ -	\$ -			\$ 249,200	\$ -	\$ -	\$ 62,300	\$ 311,500	> Amendment #1			
							\$ (350,864)	\$ (15,962)	\$ (13,597)	\$ (95,108)	\$ (475,531)	> Prior Year Carryforward			
Monthly Draws:						Monthly Draws:									
Oct 2021	\$ 138,600	\$ 76,441	\$ -	\$ 215,041		Oct 2021	\$ 8,016	\$ -	\$ -	\$ 2,004	\$ 10,020				
Nov 2021	\$ 133,675	\$ 70,846	\$ -	\$ 204,521		Nov 2021	\$ -	\$ -	\$ -	\$ -	\$ -				
Dec 2021	\$ 134,946	\$ 70,153	\$ -	\$ 205,099		Dec 2021	\$ -	\$ -	\$ -	\$ -	\$ -				
Jan 2022	\$ 127,126	\$ 58,144	\$ -	\$ 185,270		Jan 2022	\$ -	\$ -	\$ -	\$ -	\$ -				
Feb 2022	\$ 129,458	\$ 64,563	\$ 7,165	\$ 201,186		Feb 2022	\$ -	\$ -	\$ -	\$ -	\$ -				
Mar 2022	\$ 147,528	\$ 70,003	\$ -	\$ 217,531		Mar 2022	\$ -	\$ -	\$ -	\$ -	\$ -				
Apr 2022	\$ 166,650	\$ 73,712	\$ -	\$ 240,362		Apr 2022	\$ -	\$ -	\$ -	\$ -	\$ -				
May 2022	\$ 97,017	\$ 62,525	\$ 2,202	\$ 161,744		May 2022	\$ 18,309	\$ -	\$ -	\$ 4,577	\$ 22,886				
June 2022	\$ -	\$ 76,424	\$ 1,225	\$ 77,649		June 2022	\$ 33,720	\$ -	\$ -	\$ 8,431	\$ 42,151				
July 2022	\$ -	\$ 73,372	\$ 4,944	\$ 78,316		July 2022	\$ 8,930	\$ -	\$ -	\$ 2,232	\$ 11,162				
Aug 2022	\$ -	\$ 51,154	\$ 14,464	\$ 65,618		Aug 2022	\$ 4,361	\$ -	\$ -	\$ 5,221	\$ 9,582				
Sept 2022	\$ -	\$ 64,584	\$ -	\$ 64,584		Sept 2022	\$ -	\$ -	\$ -	\$ -	\$ -				
Subtotal Draws	\$ 1,075,000	\$ 811,921	\$ 30,000	\$ 1,916,921			\$ 73,336	\$ -	\$ -	\$ 22,465	\$ 95,801				
Remaning Balance	\$ -	\$ -	\$ -	\$ -		Remaning Balance	\$ -	\$ 5,538	\$ 3,963	\$ (1,758)	\$ 7,743				
% Expended	100.00%	100.00%	100.00%	100.00%		% Expended	100.00%	74.24%	77.43%	101.52%	98.66%				
% Time Elapsed	100.00%	100.00%	100.00%	100.00%		% Time Elapsed	69.57%	69.57%	69.57%	69.57%	69.57%	> Contract Ends 3/31/24			

Coast RTA SCDOT Grants - FY23														
Activity Line Item Balances														
September 2022 - Final													Current Month	3
***** 5311 Federal Rural - Grant # PT-230911-11 *****							***** 5311 State Rural SMTF - Grant # PT-230911-11 *****							
	<u>Operating</u>	<u>Preventative Maintenance</u>	<u>Capital Expenditures</u>	<u>Admin</u>	<u>Totals</u>	<u>Comments</u>		<u>Operating</u>	<u>Preventative Maintenance</u>	<u>Capital Expenditures</u>	<u>Admin</u>	<u>Totals</u>	<u>Comments</u>	
FY23 Contract	\$ 600,449	\$ 199,731	\$ -	\$ 199,704	\$ 999,884			\$ 100,565	\$ 50,296	\$ -	\$ 50,296	\$ 201,157		
Monthly Draws:														
July 2022	\$ 81,562	\$ 35,994	\$ -	\$ 11,167	\$ 128,723			\$ 40,781	\$ 4,499	\$ -	\$ 5,583	\$ 50,863		
Aug 2022	\$ 82,201	\$ 24,125	\$ -	\$ 10,873	\$ 117,199			\$ 41,100	\$ 3,015	\$ -	\$ 5,436	\$ 49,551		
Sept 2022	\$ 81,720	\$ 33,910	\$ -	\$ 11,844	\$ 127,474			\$ 18,684	\$ 4,238	\$ -	\$ 5,922	\$ 28,844		
Oct 2022	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Nov 2022	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Dec 2022	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Jan 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Feb 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Mar 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Apr 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
May 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
June 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Subtotal Draws	\$ 245,483	\$ 94,029	\$ -	\$ 33,884	\$ 373,396			\$ 100,565	\$ 11,752	\$ -	\$ 16,941	\$ 129,258		
Remaning Balance	\$ 354,966	\$ 105,702	\$ -	\$ 165,820	\$ 626,488			\$ -	\$ 38,544	\$ -	\$ 33,355	\$ 71,899		
% Expended	40.88%	47.08%		16.97%	37.34%			100.00%	23.37%		33.68%	64.26%		
% Time Elapsed	25.00%	25.00%		25.00%	25.00%			25.00%	25.00%		25.00%	25.00%		
***** SMTF 5307 Large Urban Match - Grant # PT-230999-08 *****														
	<u>Federal Share</u>	<u>State Share</u>	<u>Local Share</u>	<u>TBD</u>	<u>Totals</u>	<u>Comments</u>								
FY23 Contract	\$ 299,232	\$ 149,616	\$ 149,616	\$ -	\$ 598,464									
Monthly Draws:														
Aug 2022	\$ 169,094	\$ 149,616	\$ 19,478	\$ -	\$ 338,188									
Sept 2022	\$ 130,138	\$ -	\$ 130,138	\$ -	\$ 260,276									
Oct 2022	\$ -	\$ -	\$ -	\$ -	\$ -									
Subtotal Draws	\$ 299,232	\$ 149,616	\$ 149,616	\$ -	\$ 598,464									
Remaning Balance	\$ -	\$ -	\$ -	\$ -	\$ -									
% Expended	100.00%	100.00%	100.00%	0.00%	100.00%									
% Time Elapsed	25.00%	25.00%		0.00%	25.00%									



Coast RTA Local Grants - FY22								
Activity Line Item Balances								
September 2022 - Final								
	Horry Cty ARPA (Tranche #1)			Horry Cty ARPA (Tranche #2)			Horry Cty ARPA (Tranche #3)	
	(Subrecipient)			(Subrecipient)			(Subrecipient)	
	Touchless							
	Fare System	Comments		Trollies / Other	Comments		TBD	Comments
FY22 Contract	\$ 440,000	> FY22 Award	\$ 750,000	> FY22 Award	\$ -	> FY22 Award		
		> Prior LTD Expend		> Prior LTD Expend		> Prior LTD Expend		
Monthly Draws:								
June 2022	\$ 52,190	> KUBA, Inc.	\$ 475,000	> Transit Sales, Inc	\$ -			
July 2022	\$ 97,911	> Law & Order Tech	\$ -		\$ -			
Aug 2022	\$ 5,902	> T2H Advertising	\$ -		\$ -			
Sept 2022	\$ 39,791	> KUBA+Design Sign	\$ -		\$ -			
Oct 2022	\$ -		\$ -		\$ -			
Nov 2022	\$ -		\$ -		\$ -			
Dec 2022	\$ -		\$ -		\$ -			
Jan 2023	\$ -		\$ -		\$ -			
Feb 2023	\$ -		\$ -		\$ -			
Mar 2023	\$ -		\$ -		\$ -			
Apr 2023	\$ -		\$ -		\$ -			
May 2023	\$ -		\$ -		\$ -			
June 2023	\$ -		\$ -		\$ -			
Subtotal Draws	\$ 195,794		\$ 475,000		\$ -			
Remaning Balance	\$ 244,206		\$ 275,000		\$ -			
	Georgetown Cty			Horry Cty				
	Capital Funds			Capital Funds				
	Transit Facility,			Transit Facility				
	Vehicles, Other	Comments		Land Match	Comments			
FY22 Contract	\$ 500,000	> FY19 Award	\$ 500,000	> FY21 Award				
	\$ (108,540)	> LTD Facility		Resolution R-81-2021				
	\$ (95,038)	> LTD Vehicles						
	\$ (63,515)	> LTD Other						
Monthly Draws:								
June 2022	\$ 14,208	> Kimley-Horn	\$ -					
July 2022	\$ 4,349	> Kimley-Horn	\$ -					
Aug 2022	\$ 6,023	> Kimley-Horn	\$ -					
Sept 2022	\$ 7,589	> Kimley-Horn	\$ -					
Oct 2022	\$ -		\$ -					
Nov 2022	\$ -		\$ -					
Dec 2022	\$ -		\$ -					
Jan 2023	\$ -		\$ -					
Feb 2023	\$ -		\$ -					
Mar 2023	\$ -		\$ -					
Apr 2023	\$ -		\$ -					
May 2023	\$ -		\$ -					
June 2023	\$ -		\$ -					
Subtotal Draws	\$ 32,169		\$ -					
Remaning Balance	\$ 200,738		\$ 500,000					

Coast RTA								
Transit Facility Development - ALI Balances								
FTA Grant # SC-2020-006-00 (FHWA FLEX + Section 5307)								
Sept 2022 - Draw #2								
***** SC-2020-006-01 *****								
	G/L 431-00-80	G/L 431-00-81	G/L 431-00-82	G/L 431-00-83	G/L 431-00-84	G/L 431-00-87		
	G/L 431-00-90	G/L 431-00-91	G/L 431-00-92	G/L 431-00-93	G/L 431-00-94	G/L 431-00-97		
	SC-2020-006 113 A1	SC-2020-006 113 A1	SC-2020-006 113 A1	SC-2020-006 117 A5	SC-2020-006 117 A5	SC-2020-006 117 A5		
	Bus Storage /	Site Location /	Grant Prep /	Environmental /	Preliminary	Project	FTA	
Month	Contingency	Develop / Concept	Financial Analysis	Clearance	Design	Management	Totals	Comments
FY20-22 Award	\$ 44,352	\$ 168,480	\$ 161,056	\$ 80,000	\$ 283,324	\$ 62,788	\$ 800,000	> Original Submission
	\$ 13,600	\$ 184,480	\$ 150,188	\$ 80,000	\$ 263,324	\$ 108,408	\$ 800,000	> Amended Award
	\$ (8,760)	\$ (226,326)	\$ (17,464)	\$ (23,740)		\$ (65,670)	\$ (341,960)	> Prior Year Expenditures
Monthly Draws:								
Oct 2021	\$ 3,400	\$ -	\$ -	\$ -	\$ -	\$ 2,570	\$ 5,970	
Nov 2021	\$ -	\$ 3,592	\$ -	\$ 2,900	\$ -	\$ 1,980	\$ 8,472	
Dec 2021	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Jan 2022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Feb 2022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,310	\$ 5,310	
Mar 2022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,887	\$ 5,887	
Apr 2022	\$ -	\$ 22,709	\$ 10,026	\$ -	\$ -	\$ 3,279	\$ 36,014	
May 2022	\$ -	\$ 6,256	\$ 15,085	\$ 3,590	\$ -	\$ 5,622	\$ 30,553	
June 2022	\$ -	\$ -	\$ 34,085	\$ 17,541	\$ -	\$ 5,197	\$ 56,823	
July 2022	\$ -	\$ -	\$ -	\$ 5,931	\$ 7,695	\$ 3,765	\$ 17,391	
Aug 2022	\$ -	\$ -	\$ -	\$ 3,801	\$ 16,536	\$ 3,753	\$ 24,090	
Sept 2022	\$ -	\$ -	\$ -	\$ 5,931	\$ 19,753	\$ 4,667	\$ 30,351	
Subtotal Draws	\$ 3,400	\$ 32,557	\$ 59,196	\$ 39,694	\$ 43,984	\$ 42,030	\$ 220,861	
Remaning Balance	\$ 1,440	\$ (74,403)	\$ 73,528	\$ 16,566	\$ 219,340	\$ 708	\$ 237,179	
% Expended	89.41%	140.33%	51.04%	79.29%	16.70%	99.35%	70.35%	
% Time Elapsed	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	
***** Georgetown County Capital Funds *****								
	80 / 90	81 / 91	82 / 92	83 / 93	84 / 94	87 / 97		
	Bus Storage /	Site Location /	Grant Prep /	Environmental /	Preliminary	Project	Georgetown	Project
Month	Contingency	Develop / Concept	Financial Analysis	Clearance	Design	Management	Totals	Totals
FY20-22 Award	\$ 3,400	\$ 46,120	\$ 40,264	\$ 20,000	\$ 65,831	\$ 24,385	\$ 200,000	\$ 1,000,000
	\$ (2,190)	\$ (55,609)	\$ (5,339)	\$ (5,935)		\$ (16,415)	\$ (85,488)	\$ (427,448)
Monthly Draws:								
Oct 2021	\$ 850	\$ -	\$ -	\$ -	\$ -	\$ 642	\$ 1,492	\$ 7,462
Nov 2021	\$ -	\$ 898	\$ -	\$ 725	\$ -	\$ 495	\$ 2,118	\$ 10,590
Dec 2021	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jan 2022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Feb 2022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,327	\$ 1,327	\$ 6,637
Mar 2022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,472	\$ 1,472	\$ 7,359
Apr 2022	\$ -	\$ 5,678	\$ 2,507	\$ -	\$ -	\$ 820	\$ 9,005	\$ 45,019
May 2022	\$ -	\$ 1,564	\$ 3,771	\$ 897	\$ -	\$ 1,406	\$ 7,638	\$ 38,191
June 2022	\$ -	\$ -	\$ 8,523	\$ 4,386	\$ -	\$ 1,299	\$ 14,208	\$ 71,031
July 2022	\$ -	\$ -	\$ -	\$ 1,483	\$ 1,924	\$ 942	\$ 4,349	\$ 21,740
Aug 2022	\$ -	\$ -	\$ -	\$ 950	\$ 4,134	\$ 939	\$ 6,023	\$ 30,113
Sept 2022	\$ -	\$ -	\$ -	\$ 1,483	\$ 4,939	\$ 1,167	\$ 7,589	\$ 37,940
Subtotal Draws	\$ 850	\$ 8,140	\$ 14,801	\$ 9,924	\$ 10,997	\$ 10,509	\$ 55,221	\$ 276,082
Remaning Balance	\$ 360	\$ (17,629)	\$ 20,124	\$ 4,141	\$ 54,834	\$ (2,539)	\$ 59,291	\$ 296,470
% Expended	89.41%	138.22%	50.02%	79.30%	16.70%	110.41%	70.35%	70.35%
% Time Elapsed	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%



Coast RTA													
Monthly Cash Flow													
September 2022													
	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Totals
Beginning Balance	\$ 190,821.56	\$ 568,298.57	\$ 388,745.98	\$ 354,199.77	\$ 575,122.37	\$ 739,503.13	\$ 768,419.05	\$ 662,402.27	\$ 286,326.08	\$ 110,500.74	\$ 379,503.53	\$ 405,097.55	\$ 190,821.56
Cash Receipts													
5307 - Operations	\$ -	\$ -	\$ -	\$ -	\$ 272,275.00	\$ 391,530.00	\$ 147,528.00	\$ 166,650.00	\$ 97,017.00	\$ -	\$ -	\$ -	\$ 1,075,000.00
5307 - Preventative Maintenance	\$ 6,521.00	\$ -	\$ -	\$ -	\$ 147,287.00	\$ 192,860.00	\$ 70,003.00	\$ 73,712.00	\$ 122,525.00	\$ 16,424.00	\$ 123,372.00	\$ 65,738.00	\$ 818,442.00
5307 - Capital Expenditures	\$ 6,028.00	\$ -	\$ -	\$ -	\$ -	\$ 7,165.00	\$ -	\$ -	\$ 2,202.00	\$ 1,225.00	\$ 4,944.00	\$ 14,464.00	\$ 36,028.00
5307 - SMTF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311 - Operations	\$ 192,571.00	\$ 99,882.00	\$ 96,543.00	\$ 69,029.00	\$ 69,459.00	\$ 40,484.00	\$ -	\$ -	\$ -	\$ 266,500.00	\$ -	\$ -	\$ 834,468.00
5311 - Preventative Maintenance	\$ 91,342.00	\$ 38,713.00	\$ 45,562.00	\$ 42,167.00	\$ 41,272.00	\$ 33,253.00	\$ 21,401.00	\$ 4,599.00	\$ 4,815.00	\$ 28,038.00	\$ 4,500.00	\$ -	\$ 355,662.00
5311 - Administration	\$ 54,817.00	\$ 20,845.00	\$ 11,107.00	\$ 10,857.00	\$ 11,215.00	\$ 4,028.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 112,869.00
5311 - Capital Expenditures	\$ -	\$ 24,300.00	\$ -	\$ -	\$ -	\$ 24,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,600.00
Horry County Registration Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Horry County Other	\$ 544,824.15	\$ -	\$ -	\$ 544,824.15	\$ -	\$ -	\$ 544,824.15	\$ -	\$ -	\$ 544,824.14	\$ -	\$ -	\$ 2,179,296.59
Georgetown Cty Reg Fees/FY22 Funding	\$ -	\$ 55,000.00	\$ -	\$ -	\$ 55,000.00	\$ -	\$ 57,576.03	\$ -	\$ -	\$ 95,083.33	\$ 293,711.64	\$ -	\$ 556,371.00
Myrtle Beach	\$ 62,500.00	\$ 62,500.00	\$ -	\$ 62,500.00	\$ -	\$ 62,500.00	\$ -	\$ -	\$ -	\$ 62,500.00	\$ -	\$ 62,500.00	\$ 375,000.00
North Myrtle Beach	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000.00	\$ -	\$ 60,000.00
Fares/Passes	\$ 1,642.65	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 476.90	\$ 2,119.55
Local Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Advertising	\$ 675.00	\$ 1,700.00	\$ 32,362.50	\$ 3,025.00	\$ 4,195.00	\$ 1,375.00	\$ 2,400.00	\$ 200.00	\$ 700.00	\$ 3,600.00	\$ 9,900.00	\$ 26,500.00	\$ 86,632.50
Accident Claims	\$ -	\$ 10,776.74	\$ -	\$ -	\$ 7,328.74	\$ -	\$ 4,110.59	\$ 11,342.42	\$ -	\$ -	\$ -	\$ 3,023.57	\$ 36,582.06
Proceeds from Sale of Assets	\$ -	\$ 37,756.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,756.00
RTAP / Fuel Refunds / Other	\$ 10,314.02	\$ 6,886.40	\$ 118.48	\$ 6,741.84	\$ 5,843.12	\$ 4,989.61	\$ 5,751.01	\$ 547.34	\$ 12,298.66	\$ 6,823.37	\$ 6,669.52	\$ 17,377.35	\$ 84,360.72
Transfer-In from Investments (SC LGIP)	\$ -	\$ 250,000.00	\$ 300,000.00	\$ -	\$ 300,000.00	\$ -	\$ -	\$ 25,013.40	\$ 450,000.00	\$ -	\$ 300,000.00	\$ 75,000.00	\$ 1,700,013.40
5339 - Bus Stop Implementation	\$ 6,093.00	\$ 8,016.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,309.00	\$ -	\$ 33,720.00	\$ 8,930.00	\$ 4,361.00	\$ 79,429.00
5311 - Paratransit Scheduling	\$ -	\$ 6,457.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,457.00
5310 - Vehicles - WRCOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 154,000.00	\$ 154,000.00
5339 - Vehicles	\$ -	\$ -	\$ 63,750.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,223.00	\$ 88,973.00
5307 + FHWA Flex - Facility Development	\$ 7,230.00	\$ 5,970.00	\$ 8,472.00	\$ -	\$ -	\$ 11,197.00	\$ 36,014.00	\$ 30,553.00	\$ 56,823.00	\$ 17,391.00	\$ 24,090.00	\$ 19,529.00	\$ 217,269.00
Horry County ARPA Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,101.23	\$ -	\$ 510,151.80	\$ 660,253.03
Georgetown County Capital Funds	\$ 1,807.00	\$ -	\$ 1,492.00	\$ 2,118.00	\$ -	\$ 1,327.00	\$ 1,472.00	\$ 9,005.00	\$ 7,638.00	\$ -	\$ -	\$ 20,231.00	\$ 45,090.00
Total Cash Receipts	\$ 986,364.82	\$ 628,802.14	\$ 559,406.98	\$ 741,261.99	\$ 913,874.86	\$ 775,008.61	\$ 891,079.78	\$ 339,931.16	\$ 754,018.66	\$ 1,226,230.07	\$ 836,117.16	\$ 998,575.62	\$ 9,650,671.85
Cash Basis Expenditures:													
Operating Expenses	\$ 514,420.31	\$ 797,764.73	\$ 593,953.19	\$ 492,041.39	\$ 733,900.00	\$ 738,733.69	\$ 602,077.38	\$ 652,174.77	\$ 592,569.47	\$ 738,723.21	\$ 691,860.28	\$ 640,336.36	\$ 7,788,554.78
Capital Expenditures	\$ 94,467.50	\$ 10,590.00	\$ -	\$ 28,298.00	\$ 15,594.10	\$ 7,359.00	\$ 45,019.18	\$ 63,832.58	\$ 337,274.53	\$ 218,504.07	\$ 118,662.86	\$ 169,814.60	\$ 1,109,416.42
O & M Reserve + Management Account	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000.00
Total Expenditures	\$ 608,887.81	\$ 808,354.73	\$ 593,953.19	\$ 520,339.39	\$ 749,494.10	\$ 746,092.69	\$ 997,096.56	\$ 716,007.35	\$ 929,844.00	\$ 957,227.28	\$ 810,523.14	\$ 810,150.96	\$ 9,247,971.20
Ending Balance	\$ 568,298.57	\$ 388,745.98	\$ 354,199.77	\$ 575,122.37	\$ 739,503.13	\$ 768,419.05	\$ 662,402.27	\$ 286,326.08	\$ 110,500.74	\$ 379,503.53	\$ 405,097.55	\$ 593,522.21	\$ 593,522.21



# COAST RTA UPDATE

Service/PAC Meeting  
August 18, 2022



## ► Welcome to LittlePay

- 9/26/2022 – Ridership 2,800 (est) – Taps 252
- 9/27/2022 – Ridership 2,253 – Taps 250
- 9/28/2022 – Ridership 2,351 – Taps 243
- August Daily Average 2407

## ► August Ridership

► 2022 –	Regular Service	70,559
	Entertainment Shuttle	4,071
	Paratransit	2,275
	Total	76,905

2019 –	Regular Service	49,358
	Entertainment Shuttle	29,676
	Paratransit	1,277
	Total	80,314

# FARE UPDATE

# **COAST RTA**

## **MYRTLE BEACH TRANSFER CENTER RELOCATION STUDY**

September 29, 2022



## Coast (RTA)

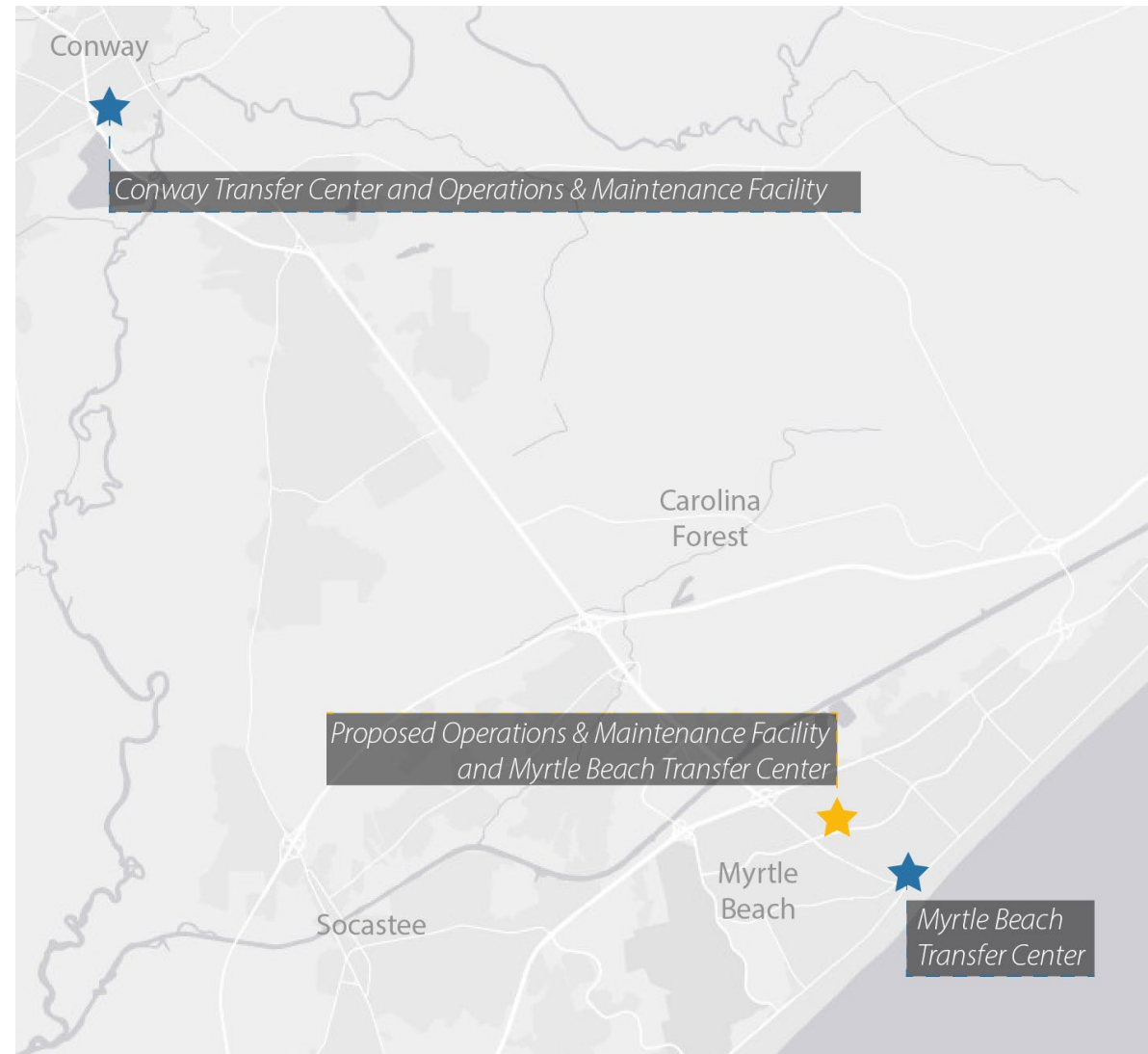
- Serves 1,900+ daily commuters
- Routes in Horry & Georgetown Counties
- 10 fixed routes with supporting paratransit service and growing





# Project Background

- Coast RTA Headquarters, Operations & Maintenance Facility and Transfer Center located in Conway
- Transfer Center in Myrtle Beach
- **Projects in Process:** Relocate the Conway Operations & Maintenance Facility and the Myrtle Beach Transfer Center





# Existing Conway Operations and Maintenance Facility

## Issues and Needs

- Aging Facility has reached its useful life
- Can't lift vehicles for maintenance inside the facility
- Not enough space for bus parking
- Site cannot be fully secured
- Shared with Conway Passenger Transfer Facility




# Existing Myrtle Beach Transfer Center

## Issues and Needs

- Too small to accommodate anticipated growth
- Not enough space for bus parking
- Located at 580 10th Avenue North, Myrtle Beach, SC

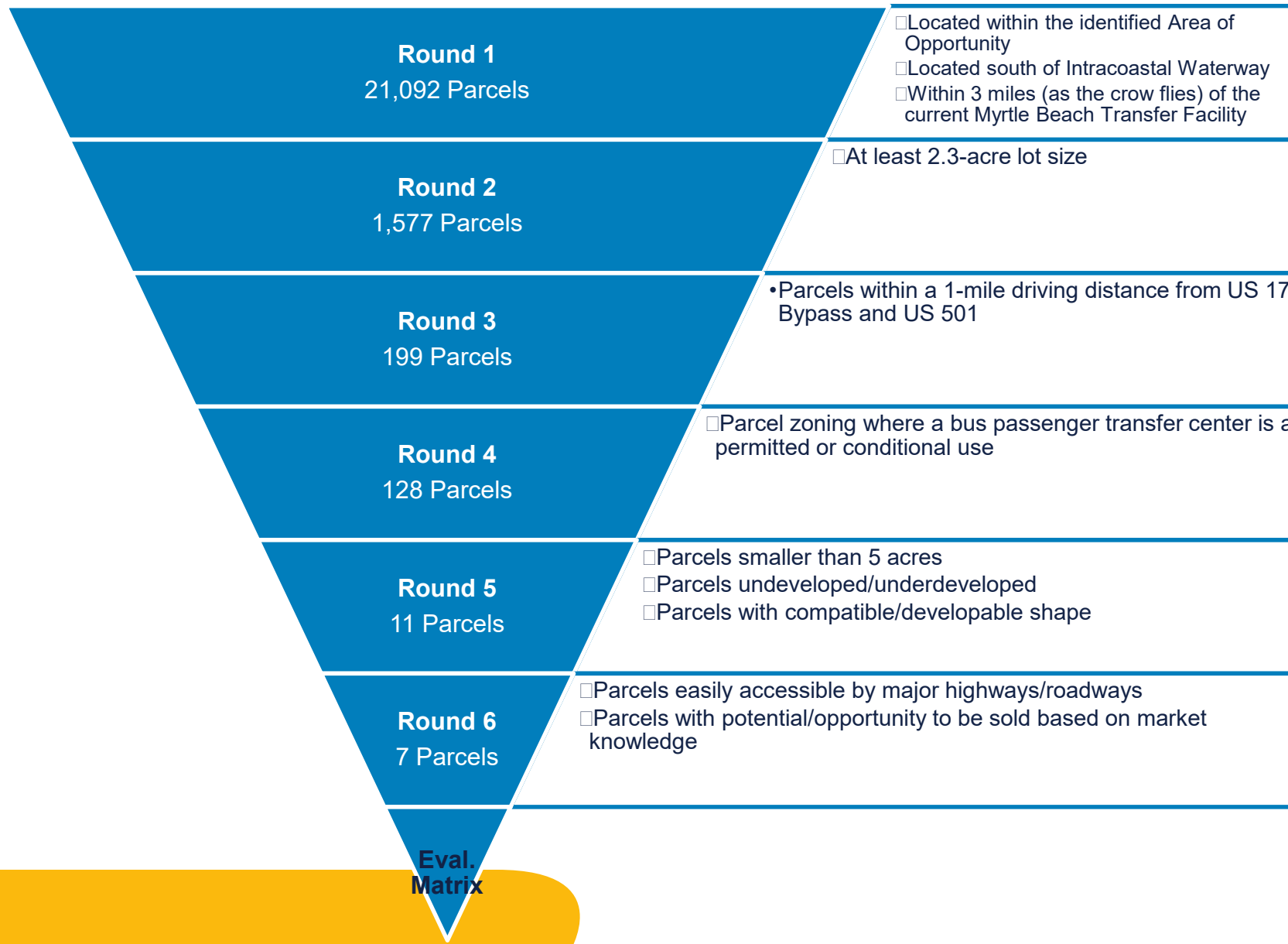


# Project Purpose



Locate a new potential site for the Coast RTA  
Myrtle Beach Transfer Center that meets current  
and future service needs

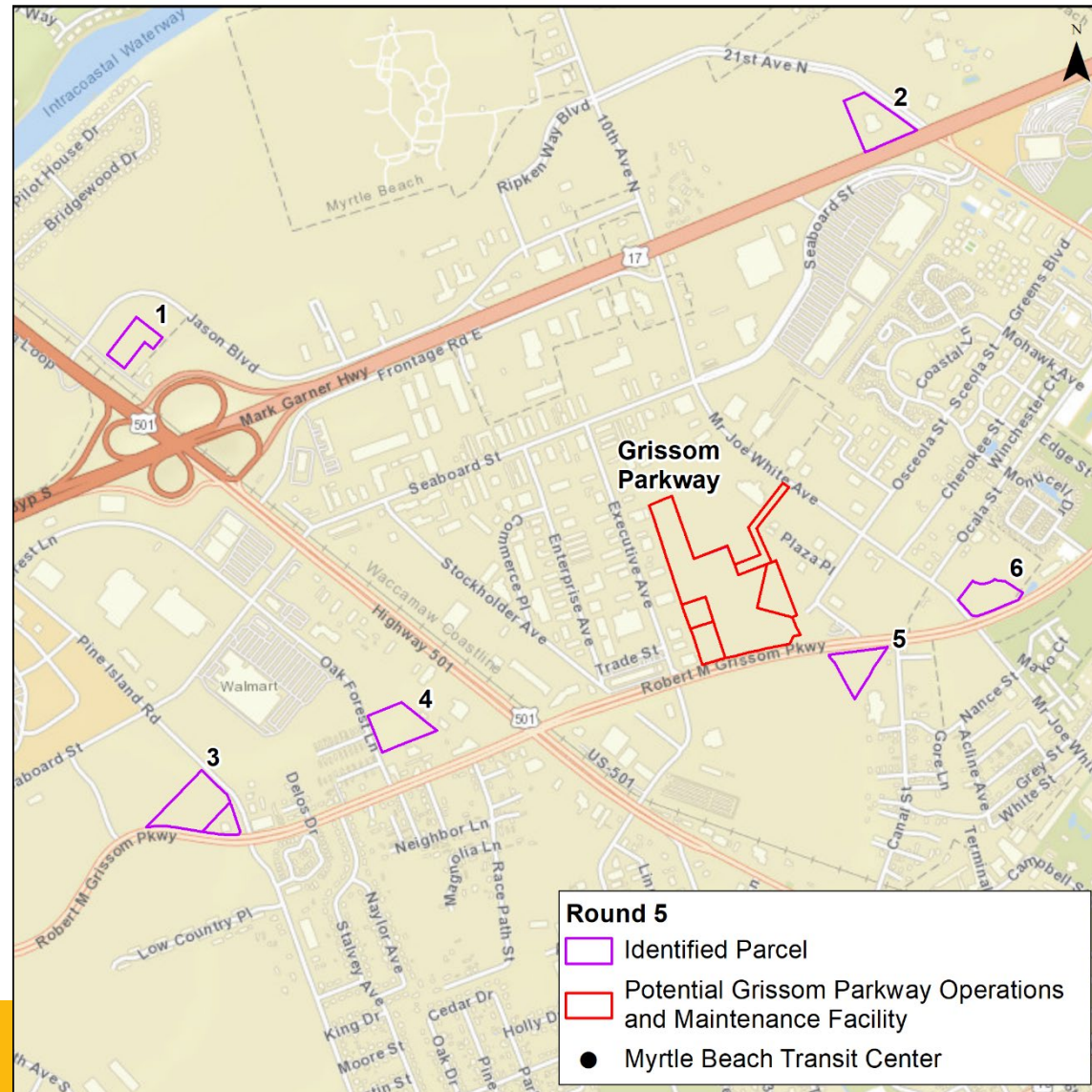
# Process – Parcel Search





**Round 5**

- Identified Parcel
- Potential Grissom Parkway Operations and Maintenance Facility
- Myrtle Beach Transit Center

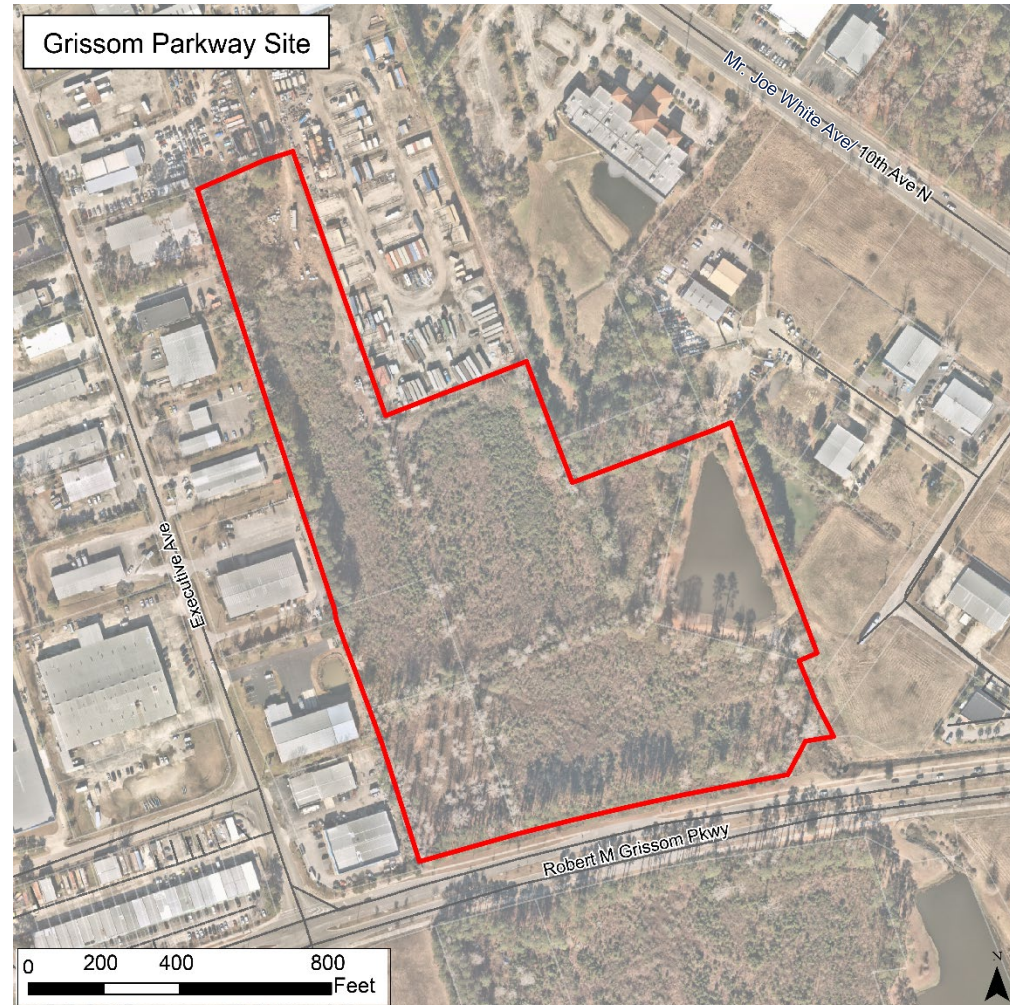


# Process – Site Evaluation

Site Evaluation Matrix	
Goal	Indicator
Operational Efficiency	Proximity to proposed site of O&M facility (Robert M. Grissom Pkwy)
	Proximity to entry of service point of existing routes (Existing Myrtle Beach Transit Center)
Ease of Acquisition and Constructability	Listed for Sale
	Compatible Zoning
	Planned for Redevelopment
	Publicly Owned
	Currently Developed
	Ready for Construction
	Price per Acre
Resiliency	FEMA Flood Hazard Areas
	Current Tidal Flooding
	Sea Level Rise (1 and 2 ft)
	Storm Surge
	Evacuation Zones
Accessibility	Proximity to Jobs
	Proximity to Total Population
	Access to sidewalk
	Access to public facilities/key destinations

# Recommended Locally Preferred Alternative – Grissom Parkway Site

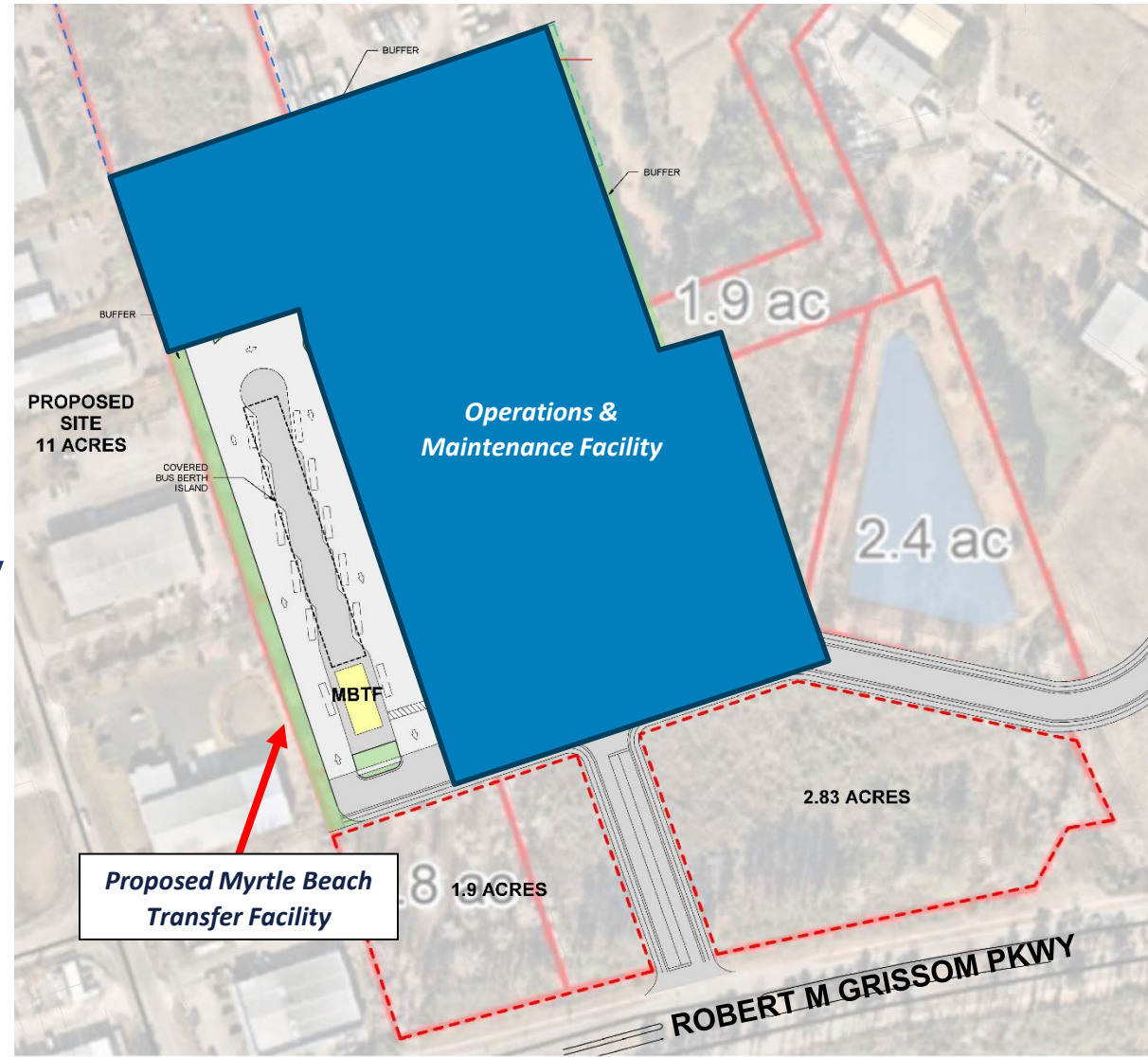
- Proposed site scored well in the evaluation matrix
- Planned to be co-located with the proposed Operations & Maintenance Facility
- Efficiencies realized when the two facilities are together
- In Category 3 Storm Surge zone





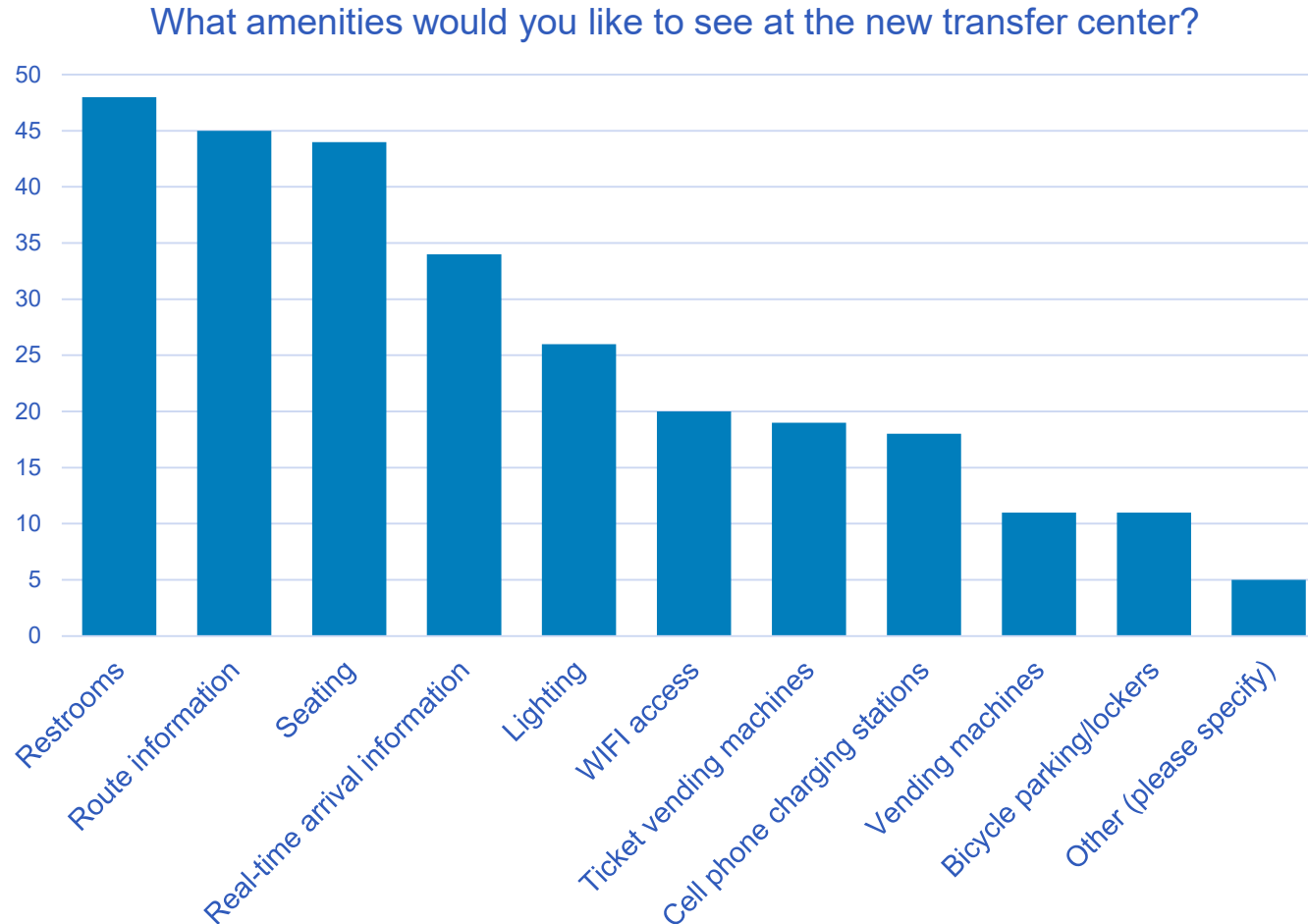
# Draft Concept Design

- Co-Located Operations & Maintenance Facility and Myrtle Beach Transfer Center
- Located off Robert M Grissom Parkway
- 1 mile north of the existing transfer center





# Public Engagement – Survey Results



**61**  
*Participants*

**36%**  
of participants visit  
the existing Myrtle  
Beach Transfer  
Facility at least a  
few times a month.

**30-day comment period: August 24 – September 23**

# **Co-Located Operations & Maintenance Facility and Myrtle Beach Transfer Center**

- Moving administration, operations, and maintenance to new “Grissom Parkway site”
- Existing Myrtle Beach Transfer Center being moved to be co-located with the Operations & Maintenance Facility
- Project Team is currently completing federally required environmental documentation for Federal Transit Administration (FTA) review
- Mix of local and federal funding will be used to purchase property and construct the facility
- Potential for partnership with private developer for a mixed-use development on site

# Next Steps

- Approval of Locally Approved Alternative (LPA)
- Completion of Title VI Analysis
- Coordination between study team, property owner, FTA throughout NEPA and due diligence process



# **Thank You**

Brian Piascik  
General Manager, Coast RTA  
[bpiasick@coastrta.com](mailto:bpiasick@coastrta.com)



# COAST RTA UPDATE

Finance Meeting  
August 18, 2022



## ► Cost Assumptions

- Labor cost increase/Including Health Insurance
- Split Operations Lease covered by 5339 Grant
- Fuel Costs Leveling – based on FY 22
- Increased cost for IT and Communications
- Increase in liability insurance
- Exploring service changes to improve on-time performance and reduce mileage
- Modest Capital Program

# FY 23 BUDGET



## ► Revenue Assumptions

- Local revenues go back to Road Use Fee level
- Utilizing unobligated balance in Cares Act/5307
- Moderate increases in federal formula funding – SMTF stagnate or decreasing
  - Plus \$500K in 5307, \$200K in 5311
- Fare Revenue – projected to \$500K
- SCDOT Residual Funds should be available but not incorporated into budget
- Go back to municipalities

# FY 23 BUDGET

ACCOUNTS FOR: Road Maintenance Fee		2021 ACTUAL	2022 ORIG BUD	2022 REVISED BUD	2023 DEPT REQ	2023 ASST ADMIN	2023 ADMIN
517	City Road Fees						
583	Distribution to municipalities						
410-12-517-129-583-000-583000-	Distribution to City of Conway	602,800.00	560,706.60	560,706.60	613,911.53	613,911.53	613,911.53
410-12-517-130-583-000-583000-	Distribution to City of MB	1,368,855.00	1,320,541.32	1,320,541.32	1,394,087.37	1,394,087.37	1,394,087.37
410-12-517-131-583-000-583000-	Distribution to City of NMB	837,289.00	768,534.47	768,534.47	852,722.91	852,722.91	852,722.91
410-12-517-267-583-000-583000-	Distribution -Town of Atlantic	7,545.00	7,276.75	7,276.75	7,684.08	7,684.08	7,684.08
410-12-517-268-583-000-583000-	Distribution to Town of Aynor	33,402.00	30,333.70	30,333.70	34,017.71	34,017.71	34,017.71
410-12-517-269-583-000-583000-	Distribution- Briarcliff Acres	27,238.00	27,983.05	27,983.05	27,740.08	27,740.08	27,740.08
410-12-517-270-583-000-583000-	Distribution- Town of Loris	79,240.00	74,065.42	74,065.42	80,700.65	80,700.65	80,700.65
410-12-517-271-583-000-583000-	Distribution- Town of Surfside	189,640.00	174,798.69	174,798.69	193,135.67	193,135.67	193,135.67
Total Distribution to municipalities		3,146,009.00	2,964,240.00	2,964,240.00	3,204,000.00	3,204,000.00	3,204,000.00
584	Contributions to agencies						
410-12-517-000-584-000-584006-	Coastal Rapid Transit Authorit	2,306,681.00	2,179,296.59	2,179,296.59	2,368,800.64	2,368,800.64	2,368,800.64
Total Contributions to agencies		2,306,681.00	2,179,296.59	2,179,296.59	2,368,800.64	2,368,800.64	2,368,800.64
Total City Road Fees		5,452,690.00	5,143,536.59	5,143,536.59	5,572,800.64	5,572,800.64	5,572,800.64

- ▶ Revenue from FY 22 should be \$125K-\$200K – in litigation
- ▶ \$2,368,800 for FY 23

## BOARD BUDGET QUESTIONS





- ▶ IT FY 23 - \$71,500 (11 months @\$6500) Labor Only
- ▶ Unexpected Cost
- ▶ How much revenue not absolutely locked in
  - ▶ IN - \$342K in residual CARES Act – 5307
  - ▶ IN - \$560K in fares
  - ▶ IN - \$75K City of North Myrtle Beach
  - ▶ NOT IN - \$300K in 5311 from SCDOT
  - ▶ NOT IN - \$377K in 5307 Sunsetting NC Residual Funds
  - ▶ NOT IN - \$50K City of Georgetown

**FY 23 BUDGET**



FY 23		Revenue and Revenue Sources		
O&M Expense	\$ 8,050,303	\$ 8,050,303		
		\$ 2,398,247	5307 + Cares Act	
		\$ 299,616	SCDOT SMTF (5307 Match)	
		\$ 1,250,643	5311 + SMTF	
		\$ 171,000	5339 Lease Cost	
		\$ 560,000	Fares + other revenue	
		\$ 205,000	County ARPA	
		\$ 3,165,797	Local	

**FY 23 BUDGET**

## Coast RTA

### FY 23 Budget Comparison to FY 22 Revised Budget

	Revised FY 22 Budget	FY 23 Budget	+/-
Salaries & Benefits - Admin	825,263	859,884	34,621
Salaries & Benefits - Transit	3,405,341	3,637,902	232,561
Overtime - Transit	237,012	240,645	3,633
Salaries & Benefits - Maintenance	904,106	933,810	29,704
Overtime - Maintenance	27,686	13,063	(14,624)
Facility Maintenance	215,000	100,000	(115,000)
Vehicle Maintenance	335,000	350,000	15,000
Fuel & Oil	950,000	950,000	0
Tires	50,000	50,000	0
Liability Insurance	215,000	232,000	17,000
Utilities	40,000	40,000	0
Telecommunications	100,000	150,000	50,000
Postage & Freight	2,500	2,500	0
Office Supplies/Computer/Security	45,000	45,000	0
Legal & Professional Services	100,000	115,000	15,000
Public Information	25,000	25,000	0
Advertising & Marketing	40,000	40,000	0
Dues & Subscriptions	12,500	12,500	0
Leases/Split Operations	64,699	183,000	118,301
Travel & Training	85,000	65,000	(20,000)
Interest Expense	0	0	0
Other Expenses	4,500	5,000	500
	<b>\$ 7,683,607</b>	<b>\$ 8,050,303</b>	<b>\$ 366,696</b>
Percent Increase in Budget	4.77%		





Bus Stop Sign Implementation (Turnkey RFP) Remaining on Grant		\$ 65,000
Facility Development Program		\$ 275,000
Split Operations - Capital Projects		\$ 339,702
Shop Truck		\$ 100,000
Radio/Communications System		\$ 150,000
Small Capital Items		\$ 37,500
TDP - Fare Study (18-month schedule thru Dec 2023)		GSATS

## FY 23 BUDGET – CAPITAL PROGRAM



# COAST RTA UPDATE

Service/PAC Meeting  
August 18, 2022

- ▶ Kuba Pay/Internet Routers - Hardware
  - ▶ *Installed!!!!!!!!!!!!!!!!!!!!!!*
- ▶ Little Pay – Software that determines fare.
  - ▶ *Training tomorrow – back office*
  - ▶ *Designing fare structure/rules*
  - ▶ *Setting date for resumption*
- ▶ T2H Marketing/VISA/Cash App
  - ▶ Will push out marketing features to Board as they become available



<https://mst.org/fares/contactless-payment/>

# FARE COLLECTION IMPLEMENTATION



- ▶ RAISE Grant not awarded
- ▶ Low/No and 5339 Grant still in
- ▶ FTA reviewing Environmental Checklist
- ▶ Design Charrette 7/15 at HTC Aspire Hub – final check on viability of the site
- ▶ Site Evaluation MB Transit Center LPA – Public Involvement – Hearing at Service/PAC in September

## FACILITY UPDATE

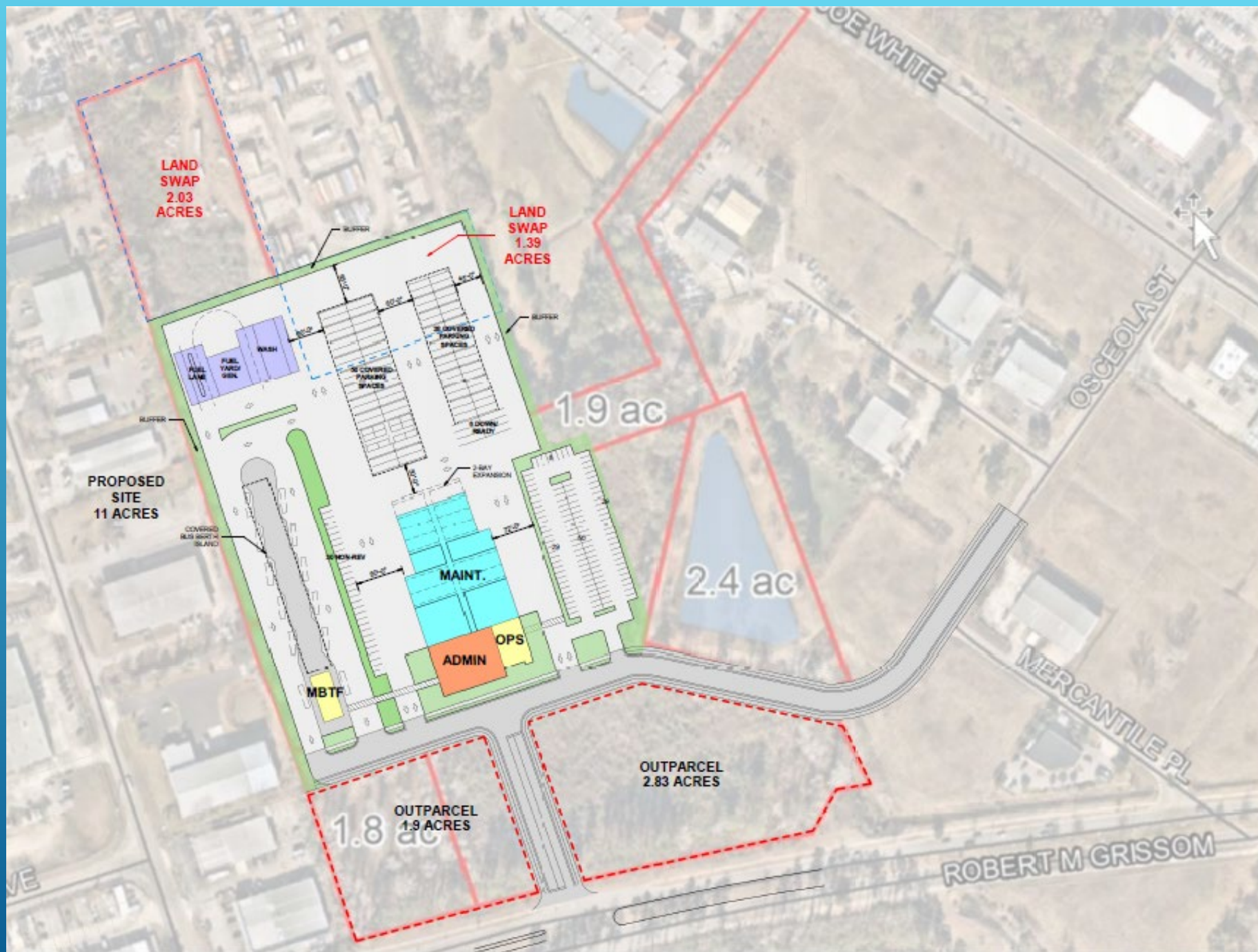




- ▶ County approved extension on \$500K Capital Funding and \$750K ARPA funding
  - ▶ Need to submit proposal on integration of ARPA funds toward the O&M facility
- ▶ Still working with City of MB on their participation in the site development

## FACILITY UPDATE







- ▶ Leased warehouse still being prepped – access in September
- ▶ Using satellite parking near warehouse – expanded to accommodate Trolleys
- ▶ Federal Grant in process
- ▶ Will take it slow ramping up the maintenance move

## SPLIT OPERATIONS



- ▶ **Taken delivery of all five Trolleys**
  - ▶ Need cameras, exterior wraps
  - ▶ Move into service ASAP.
  - ▶ Rejuvenate Entertainment Shuttle
- ▶ **Three cutaways to be delivered by Sept 1.**
- ▶ **Summer Service on-time performance**
- ▶ **Driver schedule moderating**
- ▶ **Exploring service adjustments**

## SERVICE/FLEET UPDATE



# COAST RTA UPDATE

GM Report

August 25, 2022



## ▶ Audited Network and Data Storage

- ▶ Backup failures
- ▶ Power stability issues
- ▶ Storage capacity issues
- ▶ Internet unreliable
- ▶ Security substandard
- ▶ Difference in philosophy

# IT UPDATE – AUDIT RESULTS

## ► Priority Repairs

- Email migration to the Cloud
- Upgrade Wireless throughout the building and MBTC
- Restore backup procedures and redundancy
- Stabilize power supply and surge protection
- Decommission servers

# IT UPDATE – PATH FORWARD



## ► October/November

- Upgrade to Office 365
- New Hire/Termination procedures
- Adding two-step sign-in to VPN
- Go live on 24/7 helpdesk – 11/1/22
- Develop plan for full cloud migration
- Capital improvement plan – computer replacements/upgrades

# IT UPDATE – PATH FORWARD



- ▶ Vanpool Update
- ▶ Sunshine Service
- ▶ Accomplishments

OTHER





# SUNSHINE SERVICE UPDATE

October 27, 2022



- ▶ SWOT Analysis
- ▶ Create Service Vision
  - ▶ Communicate vision to Internal Customers
- ▶ Develop communication plan
- ▶ Develop and refine job descriptions and functional analysis
- ▶ Establish Committees
- ▶ Training, training, training

## PHASE ONE GOALS RECAP

“

COAST RTA PROVIDES **RELIABLE**  
TRANSIT SERVICE TO OUR GROWING,  
DIVERSE, AND VISITING COMMUNITY  
TO MAKE LIFE'S IMPORTANT  
CONNECTIONS.

”



- ▶ Start to identify easy wins!
- ▶ Develop new job descriptions Authority wide
- ▶ Develop new training platforms
  - ▶ Leverage existing programs i.e. Paychex
- ▶ Communication plans
  - ▶ State of the Coast
  - ▶ Internal Facebook Group
- ▶ Committees
  - ▶ Morale and Culture
  - ▶ Marketing
  - ▶ Safety
  - ▶ Quality Assurance
  - ▶ Reward and Recognition

## PHASE TWO



- ▶ New Fare Collection System!
- ▶ Installed and live 9/26
- ▶ Marketing materials installed
  - ▶ Bus ads
  - ▶ GenFare box
  - ▶ Video TBA

## EASY WINS – NEW FARE SYSTEM





TAP TO CAP



- ▶ New Job descriptions finalized Authority wide - 10/31
- ▶ New Employee Evaluation Process – completed 10/1
- ▶ TRAINING , TRAINING, TRAINING!
  - ▶ Train the Trainer Program being developed
  - ▶ Paychex Flex
- ▶ New Employee Handbook
- ▶ Increased communications via Staff Meetings monthly

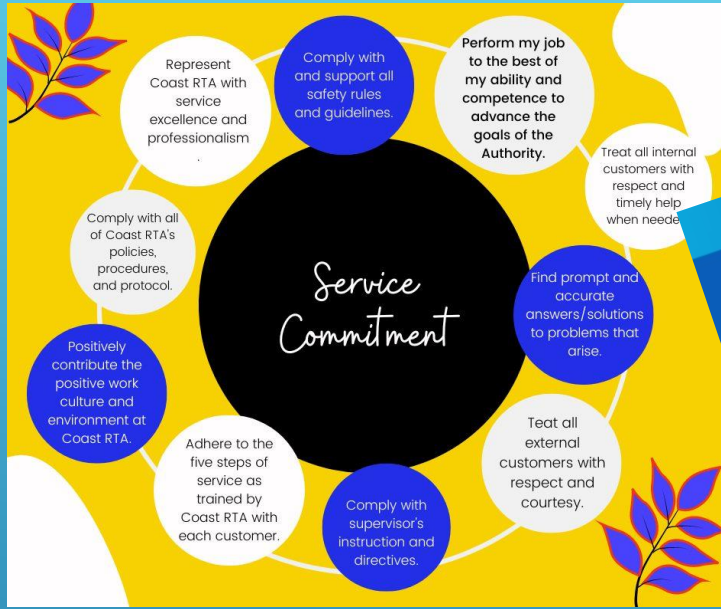
## PHASE TWO - FUNCTIONAL ANALYSIS



- ▶ Facebook Internal Group
  - ▶ Employees declined new connectivity program
- ▶ Still considering text program
- ▶ Employee Intranet?
- ▶ State of the Coast meetings

## COMMUNICATIONS/ MARKETING





## ARE YOU ACCOUNTABLE?

- ✓ I am totally responsible for my success at work.
- ✓ I am very productive, regardless of my work environment.
- ✓ I am accountable for the results I produce, even if a situation is unfair.
- ✓ I am very skilled at the work I do as demonstrated by my work performance.

### The Everybody Story

ABOUT FOUR PEOPLE NAMED EVERYBODY, SOMEBODY, ANYBODY AND NOBODY.

THERE WAS AN IMPORTANT JOB TO BE DONE AND EVERYBODY WAS SURE THAT SOMEBODY WOULD DO IT.

ANYBODY COULD HAVE DONE IT, BUT NOBODY DID IT.

SOMEBODY GOT ANGRY ABOUT THAT BECAUSE IT WAS EVERYBODY'S JOB.

EVERYBODY THOUGHT ANYBODY COULD DO IT, BUT NOBODY REALIZED THAT EVERYBODY WOULDN'T DO IT.

IT ENDED UP THAT EVERYBODY BLAMED SOMEBODY WHEN NOBODY DID WHAT ANYBODY COULD HAVE DONE.

# COMMUNICATIONS



PHASE TWO – NEW LOGO



- ▶ Employee Morale Survey
  - ▶ Created a baseline
- ▶ Fall Festival
- ▶ Conflict Training and Employee Support
- ▶ Branding Elements to connect us
- ▶ Sunshine Service promotional materials



## PHASE TWO CULTURE AND MORALE



- ▶ Measure Employee Morale at least once a year
- ▶ Marketing signage inventory on buses and building
  - ▶ Audit marketing materials quarterly
- ▶ Rewards and Recognition launch
- ▶ Expand training programs for Supervisors
- ▶ More Morale and Culture activities!
- ▶ Branding Style Guide
- ▶ Standards of Service
- ▶ Enhance Quality Assurance
  - ▶ On Board Surveys
  - ▶ Quality Control rides
    - ▶ Possible “Secret shopper” program

## NEXT UP – PHASE THREE GOALS