



**Waccamaw Regional Transportation Authority
Board of Directors Meeting Agenda
January 25, 2023
12:00 PM**

- I. Welcome and Call to Order
- II. Invocation and Pledge of Allegiance
- III. Approval of Agenda
- IV. Approval of Minutes – December 15, 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
 - a. Update on Facility Development Program – Kimley Horn
- IX. New Business
 - a. Upcoming Coast RTA organizational plan
 - b. APTA Legislative Conference
- X. General Manager's Report
- XI. Executive Session – To discuss contract issue as well as personnel issue
- XII. Good of the Order
- XIII. Announcements
- XIV. Adjournment

Next meeting date: Wednesday, February 22, 2023 @ 12:00PM

**FY2023 BOARD OF
DIRECTORS ATTENDANCE
ROSTER**



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

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, December 15, 2022
12:00 PM**

Board Present: Darrell Eickhoff
Marvin Keene
Bernard Silverman
Rob Sheehan
Katharine D'Angelo
Nicholas Twigg
Randal Wallace
Joe Lazarra

Staff Present: Brian Piascik, General Manager/CEO
Ron Prater, CFO
Lauren Morris, PIO
Doug Herriott, Transportation Manager
Tom Burda, Maintenance Manager
Kevin Parks, Grants/Procurement Manager
Candace Brown, Senior Planner/Special Projects
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 December 15, 2022.

CALL TO ORDER: Chairman Keene called the meeting to order at 12:06 PM 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. Silverman and a second by Ms. D'Angelo to approve the agenda. Under the For Good of the Order report, the Board is to make a decision on the FY23 board meetings and committee meetings. A voice vote was taken; no nays being heard, the agenda was approved unanimously.

APPROVAL OF MINUTES: There was a motion by Dr. Sheehan and a second by Mr. Lazarra to approve the October 2022 meeting minutes. A voice vote was taken; no nays being heard, the minutes was approved unanimously.

ACKNOWLEDGEMENT OF VISITORS: None

FINANCE COMMITTEE: Mr. Silverman summarized the last finance committee meeting. Topics included split operations, the pros and cons of continuing maintenance operations at the existing Conway location versus moving to the warehouse in Red Hill, the possibility of buying the lot across street from the existing Conway location, and purchasing the local preferred option. Also discussed were route changes and the savings we would get from those adjustments, which is estimated to be about half a million dollars. It was noted that after the route changes are taken out for public comment/involvement that savings number might change. In addition, we would not see those savings until FY24. The committee discussed entertainment shuttle fares being \$1.00 (kids of a certain age to ride free) and that Marketing will need to provide this new information to the public via brochures. Brian Piascik stated that Coast RTA is currently working with Little Pay to resolve the limitations in Little Pay technology in order to implement tap to the cap for the entertainment shuttles as well as tapping for multiple people in same family. Adjusting fares mid-day to capture fares for seniors who are currently riding free was also discussed in the committee meeting. Mr. Silverman stated that Coast RTA had an upcoming audit in January 2023. Mr. Silverman also stated he would begin talking about FY24 budget early next year so that budget could be given to Horry County in a timely manner.

Mr. Piascik provided the financials for November 2022 and noted that vehicle maintenance is over budget. He stated that although not alarmed about this added expense, that we are keeping an eye on it. Some of this extra expense is stemming from emissions on New Flyer buses that are going bad. This has caused a lot of downtime because New Flyer has to coordinate with Cummins to override emissions detection. This requires a large amount of paperwork that has to be reported. Mr. Piascik stated we are still learning about the Trolleys although they have been sitting for a little while. Mr. Eickhoff suggested saving the trolleys for the entertainment/tourist industry rather than using them on regular fixed route service.

Continuing with the November 2022 financials, Mr. Piascik states we have many more expenses, including replacing the roof and removing the mold in the building. Dr. Keene asked about fuel, as he was concerned about how we are affected by pricing. Mr. Piascik is hoping the reduction in miles will help offset the fuel price increase.

Mr. Piascik stated the number of fares have increased by 6%. Looking at the balance sheet, the LGIP is lower than we like but this is mostly due to purchasing the trolleys. Mr. Piascik stated the LGIP account will be replenished next month (Jan 2023). The Board asked Mr. Piascik to provide information on why the 12-month rolling expense trend graph is trending up. They asked this information be provided at the next Finance Committee meeting. Mr. Prater stated that Coast RTA's current ratio (short-term assets/short term liability) of about 2.0 is in line with the standard for transit.

Lastly, Mr. Piascik stated we received the Horry County Road Use fee for October 2022 this morning and that the amount received was more than expected, \$219,000 rather than \$175,000. Additionally, we should see grant money by the week before next payroll. Mr. Piascik stated ridership is growing. Paratransit ridership showed 2374 rides in November 2022, which is peak for us. Mr. Silverman ended by stating he appreciates the finance committee members for their input this year.

SERVICE/PAC COMMITTEE: Ms. D'Angelo began the meeting by saying they met the prior Thursday. The meeting discussions included changes in routes, facility updates, entertainment shuttle fares, and the upcoming meeting in Georgetown. The Committee took a vote to put fares on the entertainment shuttle. Also discussed were the reasons for route changes, which include improving on time performance on route 7 and 15N, combining the Socastee portion back with Market Common portion on 15S, and having seasonal adjustments to save on mileage, gas, and wear and tear on route 14, route 2, and route 7.

Resolution: Resolution # NOV2022-02 – Authorization for Service Changes Public Release. The resolution was read; two oppose, Dr. Twigg and Dr. Sheehan. The resolution passed.

Ms. D'Angelo thanked the committee members for their contributions for the year.

COMPENSATION COMMITTEE: None

AD HOC COMMITTEES: None

OLD BUSINESS: None

NEW BUSINESS: None

GENERAL MANAGER'S REPORT: Mr. Piascik began his report by talking about the existing Conway location. He stated there are serious roof issues that need to be resolved and will not be covered through insurance, resulting in about \$30,000 to \$40,000 worth of expense. These numbers do not include mold abatement. The roof repair will be a permanent fix as there is no timetable of when we will be able to move from the building. Mr. Piascik explained that the money from the 5339 grant that was originally going to be used for split operations in Red Hill could be used for any offsite location. There will be a grant amendment with FTA but not before the radio system is purchased. The new radio system includes putting radios on every piece of equipment, one in customer service, one in maintenance, and one at the Myrtle Beach Transfer Center, and six to eight handhelds. This new system will replace the Verizon Wireless Push-to-Talk phones.

Mr. Piascik stated that there is about \$350,000 allotted for lease payments for the split operations warehouse. With the Red Hill site not working out, Mr. Piascik would like to pursue the two parcels across the street from the existing Conway location. He states that the two lots have two different owners and that he would like to talk to the City of Conway regarding zoning changes. Should the two parcels work for us, we can build the transfer center prior to departing the existing Conway facility. In order to buy the parcels, an environmental study will have to be conducted as well as a new site plan. Kimley Horn is working on both, the new site plan and environmental study for these parcels. Mr. Silverman asked what the existing Conway building is worth. Mr. Piascik quoted \$300,000 to \$400,000 range.

Mr. Piascik talked about South Carolina Department of Transportation's plan to award Coast RTA \$6 million over a three-year program for facility improvement. With these funds, \$2 million would buy the parcel on Grissom Parkway and \$4 million would be used to build the new Myrtle Beach Transfer Center. These funds are not available until commission approves it, which is scheduled for March 2023. Mr. Piascik has spoken with two attorneys and both have stated that Coast RTA can obtain the Grissom Parkway parcel through eminent domain, if necessary. Mr. Piascik plans to ask the attorney general's opinion on this issue within the next 30-45 days. Mr. Piascik reiterated that owning the Grissom Parkway parcel is only way to strengthen federal funds. Kimley Horn is still working on completing clearance for this parcel. The site plan for this parcel has not changed much, but does move the transit facility up to road at Grissom Parkway and creates more opportunity in the back of the parcel to do a land swap with the exiting storage facility.

Mr. Piascik explained how the 5311 grant formula will be changing as it relates to increased funding coming from the federal government and TASC's request that we do a better job with small transit systems with local match. Essentially, this change will help us put money in the bank and, long term, it will allow us to add more service. With the new formula, we can forfeit our

SMTF (5307) funds, losing state match but in return, we would get twice those funds back in federal dollars through 5311. This will be a three-year program.

Mr. Piascik ended his report by listing all the upcoming meetings he plans to attend in the next three months. He also provided his holiday schedule and invited Board members to Coast RTA's Holiday Party.

FOR THE GOOD OF THE ORDER: Board members signed Resolution # NOV2022-02 – Authorization for Service Changes Public Release.

Mr. Piascik reviewed the thank you letter to Horry Councilman with the Board members.

Ann-Martin Buffkin provided a Coast RTA Staff and Board Member contact information sheet to Board members.

The Board members reviewed the committee meetings schedule and the board meetings schedule for FY23. The Board decided to change the committee meetings to the Wednesday before board meetings, with SERVICE/PACC committee to begin at 10am and Finance committee to begin at 11am. The Board also decided to change the board meetings to the last Wednesday of each month.

Mr. Piascik ended by showing Coast RTA's new video commercial.

ANNOUNCEMENTS: None.

ADJOURNMENT: There was a motion by Mr. Wallace and a second by Mr. Eickhoff to adjourn the meeting. Dr. Keene adjourned the meeting at 1:53 PM.

Growth and Cost Projections **Monthly NET vans** **1** **Monthly Subsidy** **\$600** **Market potential** **36**

Year 1	Month 1	Month 2	3	4	5	6	7	8	9	10	11	12	GRH	ADA	Annual Total
Program Vans	2	3	4	5	6	7	8	9	10	11	12	13			13
Per Van Cost	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600			
Monthly Cost	\$1,200	\$1,800	\$2,400	\$3,000	\$3,600	\$4,200	\$4,800	\$5,400	\$6,000	\$6,600	\$7,200	\$7,800	\$1,000	\$0	\$55,000

Monthly NET vans **2**

Year 2	Month 1	Month 2	3	4	5	6	7	8	9	10	11	12	GRH	ADA	Annual Total
Program Vans	15	17	19	21	23	25	27	29	31	33	35	37			37
Avg. Per Van Cost	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600	\$600			
Monthly Cost	\$9,000	\$10,200	\$11,400	\$12,600	\$13,800	\$15,000	\$16,200	\$17,400	\$18,600	\$19,800	\$21,000	\$22,200	\$1,000	\$0	\$188,200

Total Subsidy Cost (2 years) **\$243,200**

Other Potential Program Costs	Year 1	Year 2
Guaranteed Ride Home (GRH)	\$1,000	\$1,000
Up to \$75/ride x 4 rides per person per year		
ADA vehicle provision		
Annual Total	\$1,000	\$1,000
Total Additional Costs (2 years)		\$2,000



FINANCIALS

December 31, 2022

FY 2023

1/20/2023

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
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December 31, 2022**

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20-Jan-23	

Income Statement
DBA THE COAST RTA
Original FY23 Budget
FOR THE PERIOD ENDED December 31, 2022

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY23 Budget
Operating Revenues						
Passenger Fares and Passes	27,596	98,219	100,000	(1,781)	-1.8%	500,000
Local Contracts - Horry Cty Emergency Mgmt	0	0	0	0	100.0%	0
Other Operating Revenue	0	0	0	0	0.0%	0
Total Operating Revenues	27,596	98,219	100,000	(1,781)	-1.8%	500,000
Operating Expenses						
Salaries & Benefits - Admin	82,929	218,289	214,971	(3,318)	-1.5%	859,884
Salaries & Benefits - Transit	333,749	935,878	909,475	(26,403)	-2.9%	3,637,902
Overtime - Transit	19,599	59,039	60,161	1,122	1.9%	240,645
Salaries & Benefits - Maintenance	71,509	212,590	233,452	20,862	8.9%	933,810
Overtime - Maintenance	3,270	9,411	3,266	(6,145)	-188.2%	13,063
Facility Maintenance	16,314	46,862	41,000	(5,862)	-14.3%	100,000
Vehicle Maintenance	9,631	115,428	98,500	(16,928)	-17.2%	350,000
Fuel & Oil	73,049	251,835	237,500	(14,335)	-6.0%	950,000
Tires	8,582	16,865	12,500	(4,365)	-34.9%	50,000
Liability Insurance	19,190	57,622	58,000	378	0.7%	232,000
Utilities	2,827	7,898	10,000	2,102	21.0%	40,000
Telecommunications	19,358	50,065	37,500	(12,565)	-33.5%	150,000
Postage & Freight	0	598	625	27	4.3%	2,500
Office Supplies/Computer/Security	12,846	50,914	45,750	(5,164)	-11.3%	99,000
Legal & Professional Services	5,221	15,045	20,000	4,955	24.8%	115,000
Public Information	2,951	2,951	6,250	3,299	52.8%	25,000
Advertising & Marketing	0	64	10,000	9,936	99.4%	40,000
Dues & Subscriptions	337	2,237	3,125	888	28.4%	12,500
Leases	733	2,523	4,500	1,977	43.9%	183,000
Travel & Training	20,471	36,391	35,000	(1,391)	-4.0%	65,000
Interest Expense	0	0	0	0	0.0%	0
Other Expenses	640	1,569	1,250	(319)	-25.5%	5,000
Total Operating Expenses	703,206	2,094,074	2,042,826	(51,248)	-2.5%	8,104,303
Operating Profit (Loss)	(675,610)	(1,995,855)	(1,942,826)	(53,029)	-2.7%	(7,604,303)
Non-Reimbursable (by FTA) Expenses						
Depreciation	87,875	263,232	270,000	6,768	2.5%	1,080,000
(Gain) Loss on Fixed Assets	0	0	0	0	0.0%	0
Accident Expense*	4,143	19,767	0	(19,767)	--%	0
Other Non-Reimbursable Expense				0	0.0%	
Pension Expense - Deferred Outflows				0	0.0%	
Total Non-Reimbursable Expenses	92,018	282,999	270,000	(12,999)	-4.8%	1,080,000
Total Operating and Non-Reimbursable Expenses	795,224	2,377,073	2,312,826	(64,247)	-2.8%	9,184,303

* 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 December 31, 2022**

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY22 Budget
Operating Grant Revenue						
Federal Grants - Operating	341,887	1,062,433	861,933	200,500	23.3%	3,447,732
State Grants - Operating	11,918	36,982	35,500	1,482	4.2%	671,773
Local Grants - Operating	219,062	686,239	708,000	(21,761)	-3.1%	3,340,797
Total Operating Grant Revenue	572,867	1,785,654	1,605,433	180,221	11.2%	7,460,302
Capital Grant Revenue						
Federal Grants - Capital	32,742	53,505	52,763	742	1.4%	740,000
State Grants - Capital	0	0	0	0	0.0%	32,000
Local Grants - Capital	8,187	40,404	40,524	(120)	-0.3%	161,202
Total Capital Grant Revenue	40,929	93,909	93,287	622	0.7%	933,202
Total Grant Revenue	613,796	1,879,563	1,698,720	180,843	10.6%	8,393,504
Other Revenue						
Bus Advertising Revenue	6,955	19,116	15,000	4,116	27.4%	60,000
Interest Income	117	596	0	596	0.0%	0
Miscellaneous - Vending, Other	129	772	600	172	28.7%	2,400
Total Other Revenue	7,201	20,484	15,600	4,884	31.3%	62,400
Total Revenue	620,997	1,900,047	1,714,320	185,727	10.8%	8,455,904
In-Kind Revenue	0	0		0		
Change in Net Position	(146,631)	(378,807)	(498,506)	119,699	-24%	(228,399)
YTD Capital Expenditure Activity (Cost)						
Touchless Fare System - Horry Cty ARPA-T1		15,988	15,988	0	0%	175,000
Transit Facility Development	23,429	49,384	50,000	616	1%	275,000
Bus Stop Designation / Implementation		11,037	11,000	(37)	-0%	65,000
Non-Revenue Vehicles				0	0%	0
Radio/Communications System	17,500	17,500	17,500	0	0%	200,000
Computer Hardware/Software - 5307/Other				0	0%	67,500
TBD				0	0%	0
TBD				0	0%	0
TBD				0	0%	0
	40,929	93,909	94,488	579	1%	782,500

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 – December 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 - Transportation is over budget YTD (\$26.4K) or (2.9%) (page 2) due to holiday pay and additional service provided to the City of Myrtle Beach for their holiday shuttle. Coast RTA received \$10K for the provision of that service.

Salaries & Benefits - Maintenance is under budget YTD \$20.9K or 8.9% (page 2) because budget has 1 FTE equivalent included for a mechanic to be hired and we are currently down one mechanic.

Overtime - Maintenance is over budget YTD (\$6.1K) or (188.2%) (page 2) because of staffing and the need to cover seven day work schedule.

Vehicle Maintenance is over budget YTD (\$16.9K) or (17.2%) (page 2) due to timing of scarce parts hitting the system. We are expecting this issue to continue and it will continue to cause higher expense because of some of the premiums we are paying for parts to get them here. Overage did trend downward and management will continue to monitor the situation.

Fuel & Oil is over budget YTD (\$14.3K) or (6.0%) (page 2) as usage and prices for fuel are still high. Diesel prices did normalize in November and early December, last delivery in January was \$3.80/gallon.

Telecommunications is over budget YTD (\$12.6K) or (33.5%) (page 2) due to the need to convert GPS units for the Ridetracker App from 3G to 4G (\$17K). Monthly expenses for push-to-talk, Ridetracker APP and onboard internet routers have all increased slightly.

Office Supplies/Computer/Security is over budget YTD (\$5.2K) or (11.3%) (page 2) because we budgeted for BMore (IT Contractor) in Legal & Professional Services but determined that their monthly charge should be billed under Computers. Budgets will be adjusted when we do our revision.

Marketing is under budget YTD \$9.9K or 99.4% (page 2) because of timing for expenses. Marketing for upcoming service changes (postponed to April 1), Tap to the Cap Program and Entertainment Shuttle will be incurred soon.

Depreciation is under budget YTD \$6.8K or 2.5% (page 2) due to some capital investments related to split operations have been delayed.

Operating Grant Revenue is over budget YTD \$180.2K or 11.2% (page 2) due to federal grants are drawn as early as possible and timing of other grants (County ARPA, capital grants supporting ops). Budget is based on 3/12th of expected annual budget. Horry County funding came in under budget by \$10K at \$530K for the quarter.

Coast RTA Budget Review FY 23

	Total Expense YTD	Budget YTD	Variance \$ YTD	Variance % YTD
Administration	385,593	382,721	(2,872)	-0.8%
Operations	1,324,190	1,283,887	(40,303)	-3.1%
Maintenance	384,291	376,218	(8,073)	-2.1%
Total	2,094,074	2,042,826	(51,248)	-2.5%
Farebox Revenue	98,219	100,000	(1,781)	-1.8%

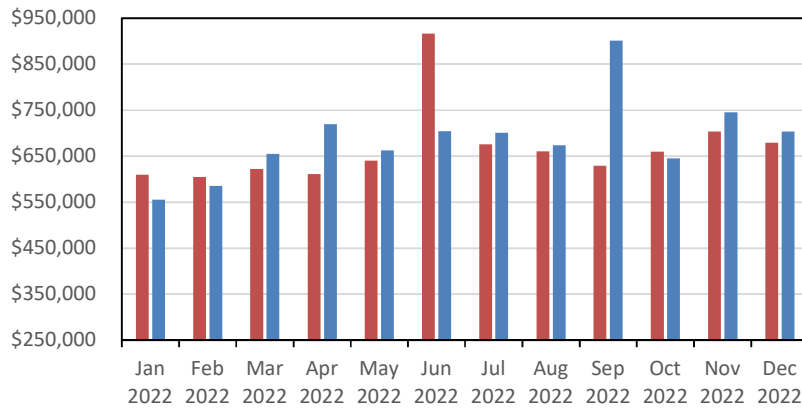
ending December 31, 2022

20-Jan-23

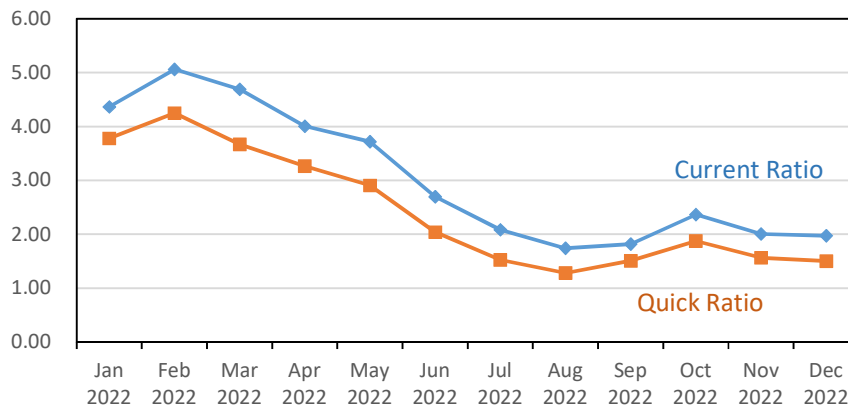
Waccamaw Regional Transportation Authority
DBA THE COAST RTA
COMPARATIVE BALANCE SHEET
December 31, 2022

	<u>Dec-22</u>	<u>Dec-21</u>
ASSETS		
Current Assets:		
Cash - Checking CNB	375,614	354,500
Money Market / CD - CNB	0	25,011
Operating & Maintenance Reserve - SC LGIP	18,059	650,811
Management Account - SC LGIP	12,439	200,647
Accounts Receivable - Federal, State & Local Grants	840,841	1,415,602
Accounts Receivable - Employees/Other	84,132	30,836
Inventory	345,450	354,618
Prepaid Expenses	70,524	56,955
Total Current Assets	<u>1,747,059</u>	<u>3,088,980</u>
Long-Term Assets		
Total Capital Assets, Net	7,142,105	6,664,947
Deferred Outflows of Resources-NPL	1,081,468	1,081,468
Total Long-Term Assets	<u>8,223,573</u>	<u>7,746,415</u>
Total Assets	<u><u>9,970,632</u></u>	<u><u>10,835,395</u></u>
LIABILITIES & EQUITY		
LIABILITIES		
Current Liabilities:		
Accounts Payable	179,024	98,125
Accrued Payroll and Withholdings	346,345	287,092
Accrued Compensated Absences	133,915	117,332
Disallowed Costs due to SCDOT - Current	0	0
Installment Loan CNB - Short-term	0	0
Unearned Revenue	227,342	55,663
Total Current Liabilities	<u>886,626</u>	<u>558,212</u>
Non-Current Liabilities:		
Due to FTA - Long Term	5,757	206,077
Net Pension Liability	5,851,147	5,851,147
Deferred Inflows of Resources-NPL	969,157	969,157
Total Non-Current Liabilities	<u>6,826,061</u>	<u>7,026,381</u>
Total Liabilities	<u><u>7,712,687</u></u>	<u><u>7,584,593</u></u>
EQUITY		
Contributed Capital	2,719,523	2,719,523
Restricted Net Assets	3,805,262	4,700,395
Retained Earnings - Current Year	(378,807)	(281,083)
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)
Total Fund Equity	<u>2,257,945</u>	<u>3,250,802</u>
Total Liabilities and Fund Equity	<u><u>9,970,632</u></u>	<u><u>10,835,395</u></u>

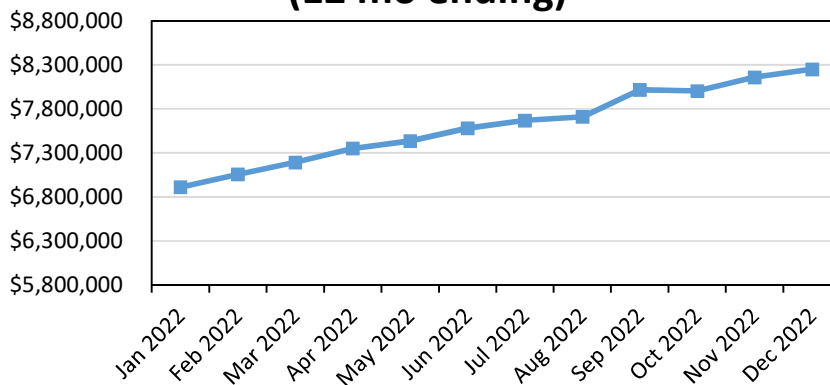
Expenses: Monthly Budget to Actual



Current/Quick Ratio



12-mo Rolling Expense Trending (12 mo ending)



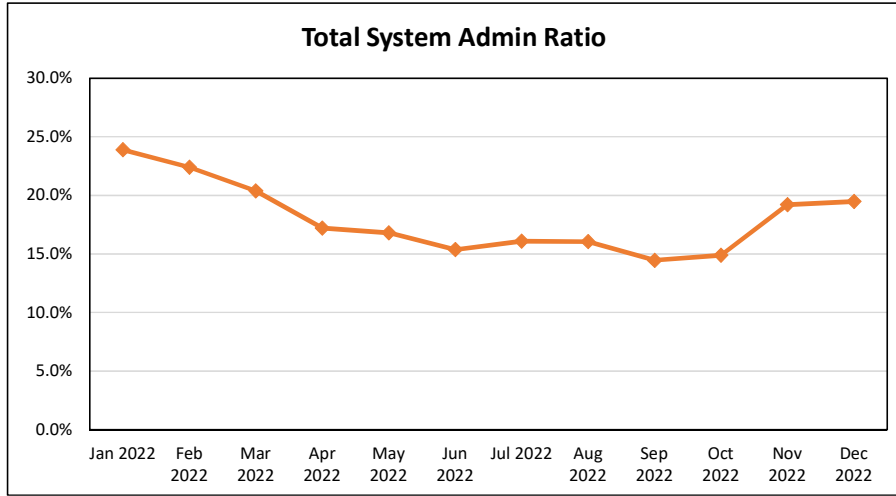
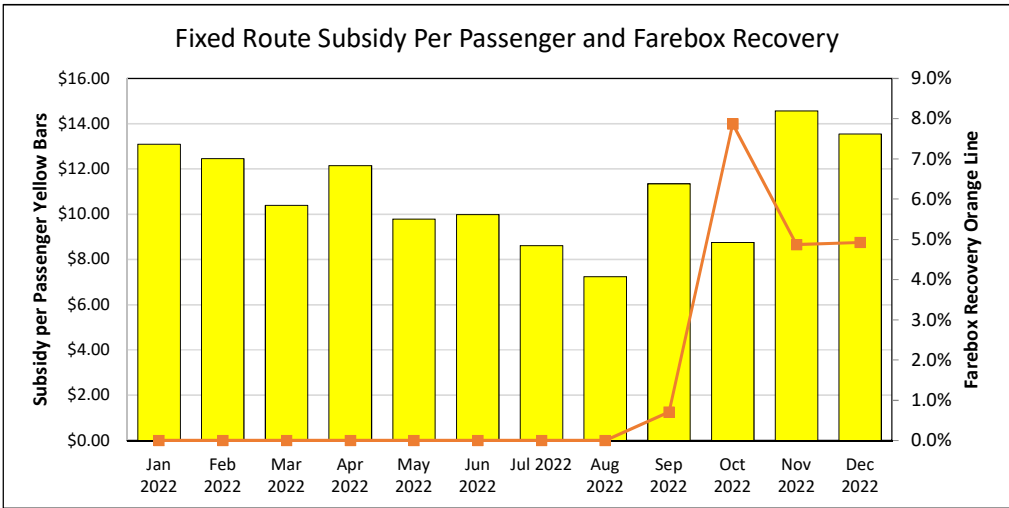
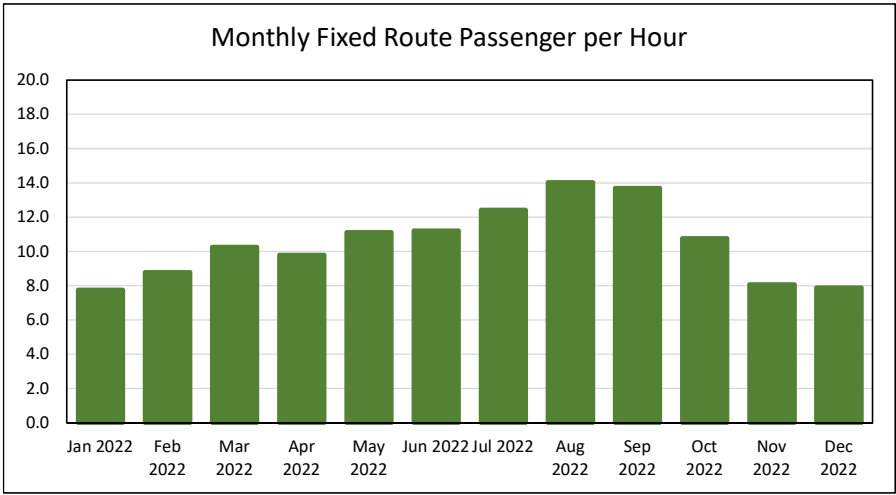
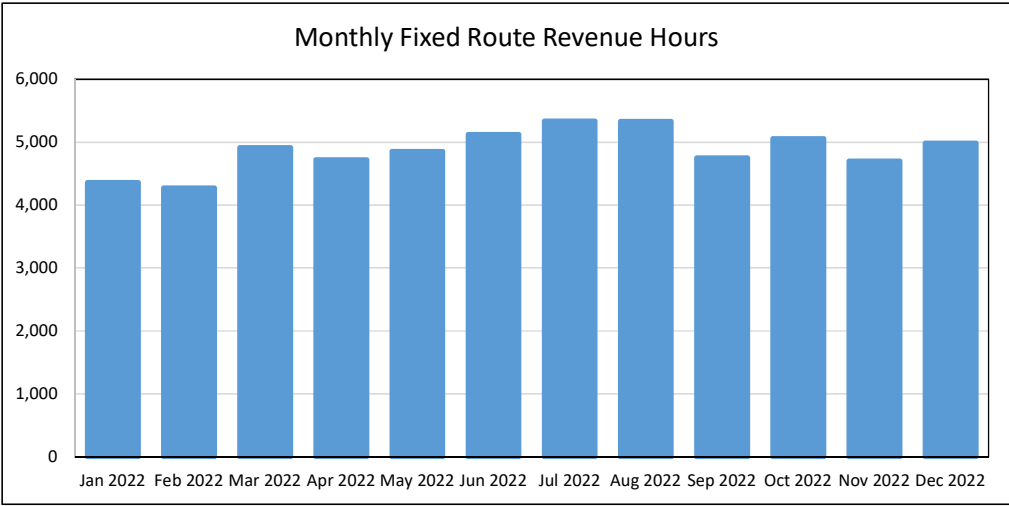
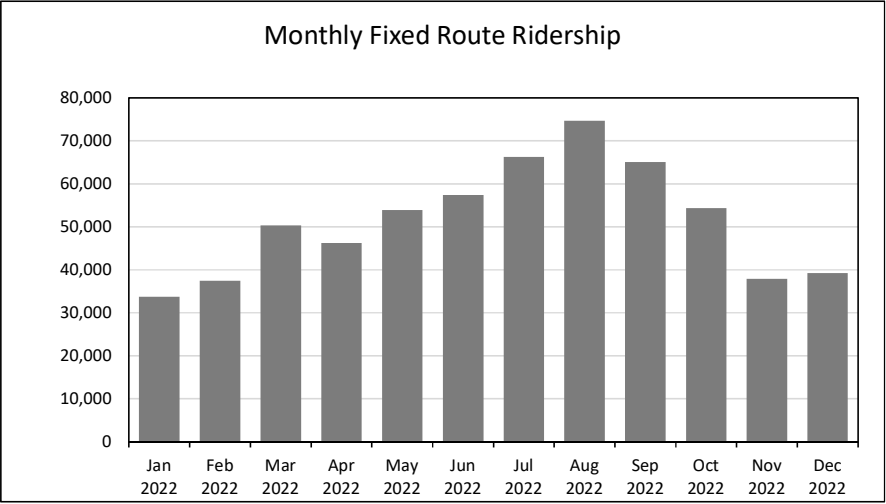
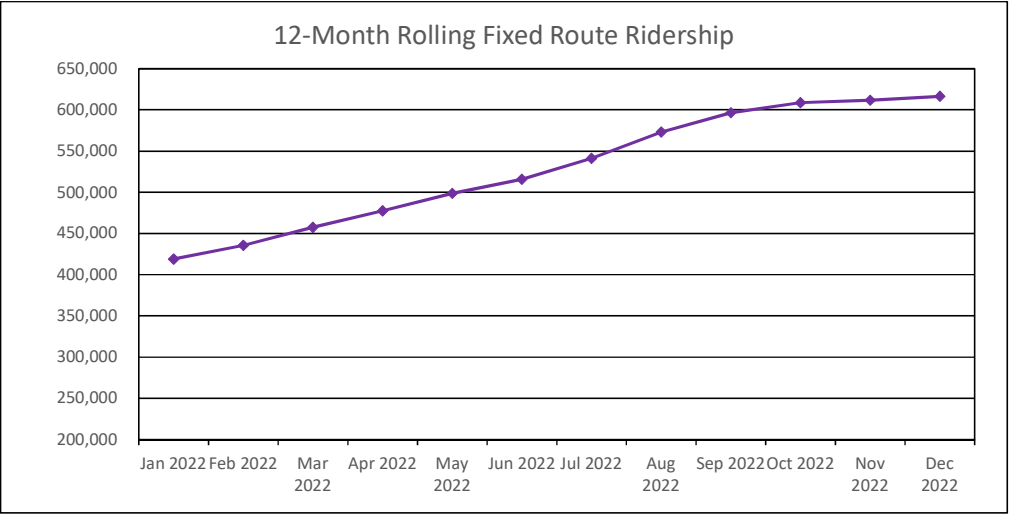
WACCAMAW REGIONAL TRANSPORTATION AUTHORITY					
CASH REQUIREMENTS					
1/20/2023					
	Income	Expense	Balance	Date	Notes
Cash Balance			\$540,092	01/20/23	
Deposits in Transit			\$540,092		
LGIP/Savings Cash Mgmt.		\$100,000	\$440,092	01/21/23	
Fares	\$6,500		\$446,592	01/24/23	
Fuel - Diesel		\$30,000	\$416,592	01/24/23	
Accounts Payable		\$25,000	\$391,592	01/29/23	
Fares	\$6,500		\$398,092	01/31/23	
Payroll and taxes		\$145,000	\$253,092	02/01/23	
PEBA - SC Retirement (Pension)		\$70,000	\$183,092	02/01/23	Dec Pension Payment
Fares	\$6,500		\$189,592	02/07/23	
Accounts Payable		\$25,000	\$164,592	02/08/23	
Fuel - Diesel - Fuel Deposit Dec/Jan	\$10,000	\$30,000	\$144,592	02/08/23	
State Insurance Fund - Liability Ins. Premium		\$57,536	\$87,056	02/10/23	
PEBA Health Insurance		\$45,000	\$42,056	02/11/23	
Fares	\$6,500		\$48,556	02/14/23	
5307 Federal OPS	\$160,000		\$208,556	02/15/23	January
5307 Federal PM	\$80,000		\$288,556	02/15/23	January
City of Myrtle Beach Xmas Shuttle	\$10,000		\$298,556	02/15/23	
Fare Collection Implementation			\$298,556	02/15/23	T2H, KUBAPay
Payroll and taxes		\$145,000	\$153,556	02/15/23	
Accounts Payable		\$25,000	\$128,556	02/18/23	
Fares	\$6,500		\$135,056	02/21/23	
LGIP/Savings O&M			\$135,056	02/21/23	
Fuel - Diesel		\$30,000	\$105,056	02/23/23	
5311 Federal Admin/Ops/PM	\$123,100		\$228,156	02/27/23	December Rural Service
5311 SCDOT SMTF	\$11,916		\$240,072	02/27/23	December SMTF Rural
Fuel - Gas		\$24,000	\$216,072	02/27/23	
5307 Federal OPS	\$125,000		\$341,072	02/28/23	February
Accounts Payable		\$25,000	\$316,072	02/28/23	
Fares	\$6,500		\$322,572	02/28/23	
5339 Funding Radio System			\$322,572	03/01/23	
Payroll and taxes		\$145,000	\$177,572	03/01/23	
PEBA - SC Retirement (Pension)		\$70,000	\$107,572	03/01/23	Jan Pension Payment
SC Dvsn of Insurance Services Workers Comp		\$30,000	\$77,572	03/01/23	2Q23 Premium
Lease - French Collins Facility		\$14,250	\$63,322	03/02/23	
Fares	\$8,750		\$72,072	03/07/23	
5307 Federal OPS	\$35,000		\$107,072	03/09/23	February
5307 Federal PM	\$80,000		\$187,072	03/09/23	February
Fuel - Diesel		\$30,000	\$157,072	03/10/23	
PEBA Health Insurance		\$45,000	\$112,072	03/11/23	
Fares	\$8,750		\$120,822	03/14/23	
5311 Federal Admin/Ops/PM	\$135,000		\$255,822	03/15/23	January Rural Service
5311 SCDOT SMTF	\$10,000		\$265,822	03/15/23	January SMTF Rural
Fare Collection Implementation			\$265,822	03/15/23	T2H, KUBAPay
Payroll and taxes		\$145,000	\$120,822	03/15/23	
Accounts Payable		\$25,000	\$95,822	03/16/23	
Fuel - Gas		\$24,000	\$71,822	03/16/23	
Radio System Purchase			\$71,822	03/17/23	
Fares	\$8,750		\$80,572	03/21/23	
Fuel - Diesel		\$30,000	\$50,572	03/25/23	
Fares	\$8,750		\$59,322	03/28/23	
5307 Federal OPS	\$130,000		\$189,322	03/28/23	March Partial
Payroll and taxes		\$150,000	\$39,322	03/29/23	
City of Myrtle Beach 1QFY 24	\$62,500		\$101,822	03/29/23	

Key Performance Indicators - Fixed Route

Fixed Route Measures	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	12-Month Total
Ridership	34,522	33,760	37,439	50,332	46,211	53,905	57,379	66,258	74,676	65,033	54,364	37,903	39,238	616,498
Revenue Hours	4,622	4,355	4,269	4,911	4,719	4,855	5,121	5,336	5,327	4,748	5,056	4,699	4,982	58,378
Total Hours	4,745	4,494	4,472	5,114	4,898	5,047	5,336	5,539	5,548	4,912	5,229	4,861	5,152	60,602
Revenue Miles	114,162	107,594	106,782	120,859	114,594	119,448	119,321	123,451	125,109	117,121	126,574	117,840	122,970	1,421,663
Total Miles	117,619	111,373	110,737	126,073	118,041	123,747	124,644	128,803	130,385	121,690	131,225	122,203	128,023	1,476,944
Accidents	2	2	0	0	3	1	1	2	4	0	1	2	2	18
Breakdowns	2	3	3	6	7	3	2	6	3	4	2	2	4	45
Complaints	2	3	4	7	6	8	7	3	5	2	4	7	4	60
Transit Expense	\$302,638	\$276,144	\$297,949	\$335,433	\$375,410	\$371,318	\$398,788	\$389,703	\$400,506	\$405,713	\$347,357	\$373,910	\$382,793	\$4,355,025
Maintenance Expense	\$97,782	\$80,878	\$83,675	\$99,632	\$104,336	\$80,919	\$103,716	\$102,456	\$65,702	\$247,415	\$103,031	\$114,815	\$80,788	\$1,267,362
Administrative Expense	\$86,714	\$84,777	\$84,801	\$87,901	\$81,852	\$75,316	\$70,167	\$78,577	\$74,710	\$89,741	\$65,938	\$91,822	\$95,595	\$981,198
Total Operating Expenses	\$487,133	\$441,800	\$466,425	\$522,966	\$561,598	\$527,553	\$572,671	\$570,736	\$540,918	\$742,868	\$516,327	\$580,546	\$559,176	\$6,603,585
Fare/Contract Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,207	\$40,641	\$28,265	\$27,527	\$101,640

Efficiency Metrics	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	12-Month Total
O & M Expense per Hour (No Admin)	\$86.63	\$81.98	\$89.39	\$88.59	\$101.66	\$93.15	\$98.12	\$92.23	\$87.52	\$137.56	\$89.08	\$104.01	\$93.05	\$96.31
Average Fare	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.08	\$0.75	\$0.75	\$0.70	\$0.16
Farebox Recovery	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	7.9%	4.9%	4.9%	1.5%
Subsidy per Passenger	\$14.11	\$13.09	\$12.46	\$10.39	\$12.15	\$9.79	\$9.98	\$8.61	\$7.24	\$11.34	\$8.75	\$14.57	\$13.55	\$10.55
Maintenance Cost per Mile	\$0.83	\$0.73	\$0.76	\$0.79	\$0.88	\$0.65	\$0.83	\$0.80	\$0.50	\$2.03	\$0.79	\$0.94	\$0.63	\$0.86
Deadhead Ratio (Miles)	3%	4%	4%	4%	3%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Administrative Ratio	22%	24%	22%	20%	17%	17%	14%	16%	16%	14%	15%	19%	21%	17%

Effectiveness Metrics	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	Dec 2022	12-Month Total
Passengers per Hour	7.5	7.8	8.8	10.2	9.8	11.1	11.2	12.4	14.0	13.7	10.8	8.1	7.9	10.6
Mean Distance between Accidents	58,810	55,687	N/A	N/A	39,347	123,747	124,644	64,402	32,596	N/A	131,225	61,102	64,012	82,052
Mean Distance between Breakdowns	58,810	37,124	36,912	21,012	16,863	41,249	62,322	21,467	43,462	30,423	65,613	61,102	32,006	32,821
Complaints per 1,000 Riders	0.058	0.089	0.107	0.139	0.130	0.148	0.122	0.045	0.067	0.031	0.074	0.185	0.102	0.125
On-Time Performance	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%

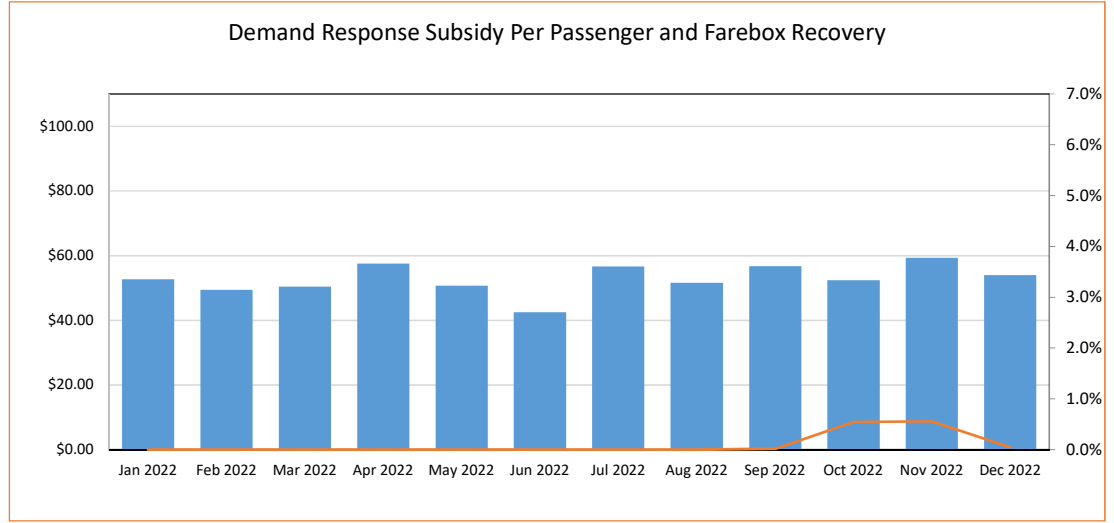
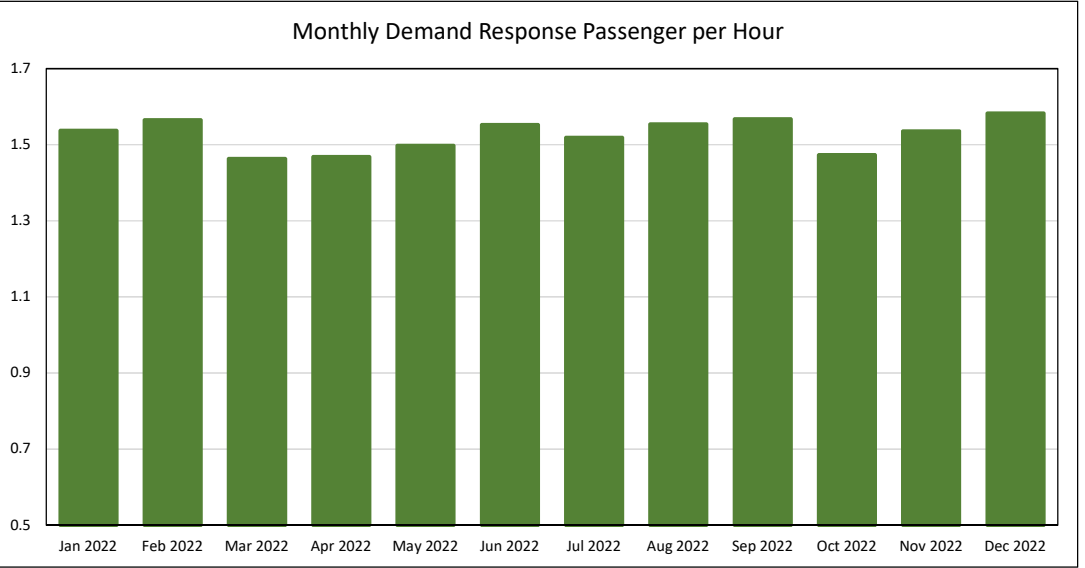
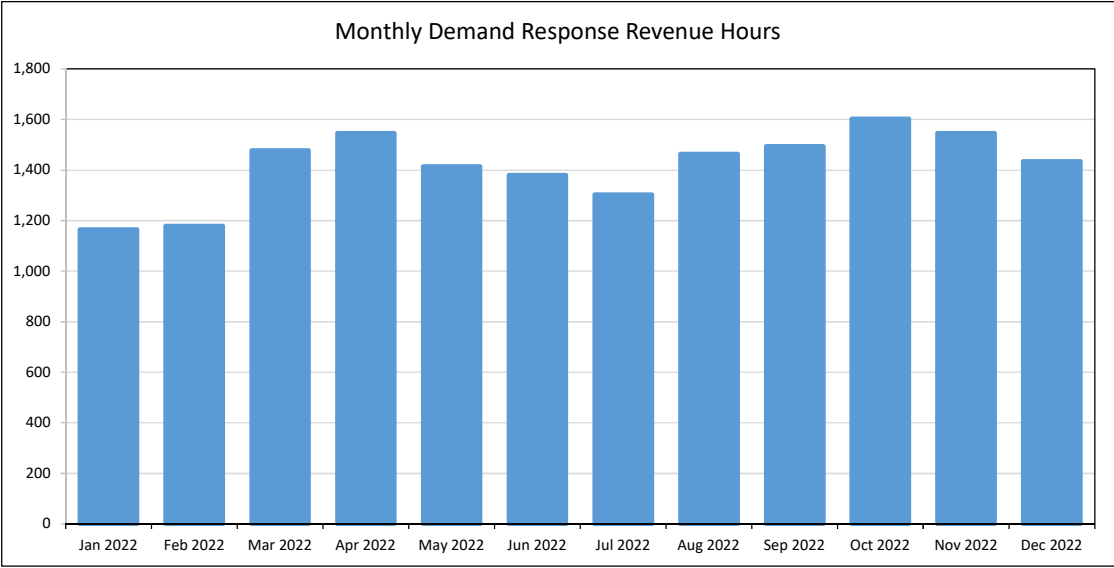
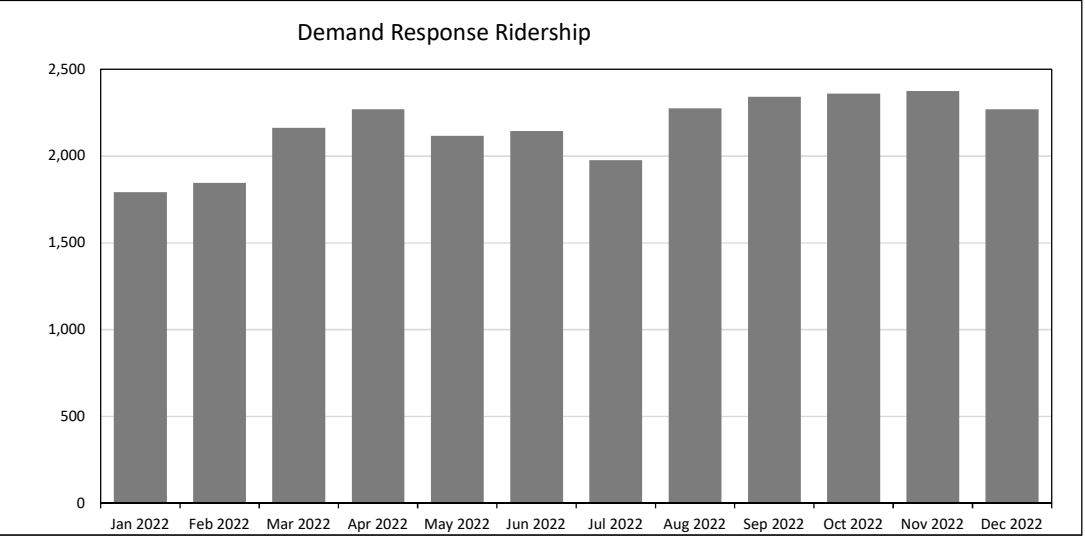
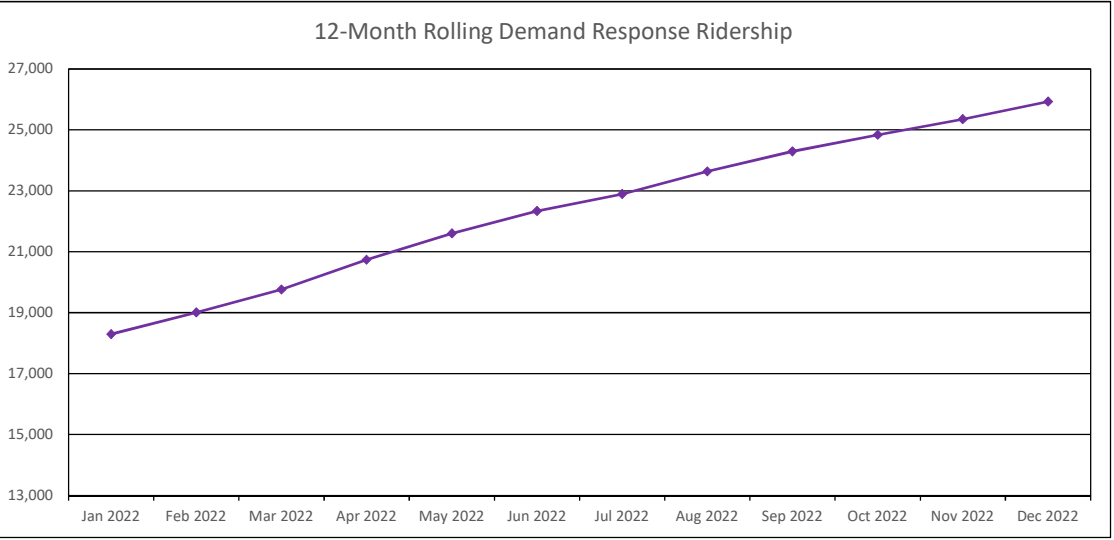


Key Performance Indicators - Demand Response

Demand Response Measures	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2023	Dec 2023	12-Month Total
Ridership	1,694	1,791	1,845	2,162	2,269	2,117	2,144	1,977	2,275	2,340	2,361	2,374	2,269	25,924
Revenue Hours	1,161	1,165	1,179	1,478	1,546	1,414	1,381	1,302	1,464	1,493	1,603	1,546	1,434	17,005
Total Hours	1,371	1,362	1,342	1,713	1,788	1,647	1,582	1,504	1,687	1,731	1,824	1,738	1,655	19,573
Revenue Miles	22,108	23,398	24,896	29,829	28,905	27,337	27,358	25,076	30,538	28,482	29,905	28,409	26,658	330,791
Total Miles	27,152	27,859	28,911	35,526	34,358	32,761	31,899	28,965	35,998	33,504	34,254	32,934	31,214	388,183
Accidents	1	0	0	1	2	1	1	0	0	0	0	0	0	5
Breakdowns	0	0	0	1	0	0	1	1	1	1	0	0	0	5
Complaints	0	1	2	2	1	2	3	1	1	1	1	0	2	17
Paratransit Expense	\$80,027	\$75,019	\$74,153	\$87,713	\$106,205	\$90,201	\$74,153	\$92,624	\$101,285	\$108,028	\$103,311	\$104,576	\$102,422	\$1,119,689
Maintenance Expense	\$2,270	\$19,403	\$17,008	\$21,233	\$24,356	\$17,253	\$17,008	\$19,408	\$16,218	\$24,860	\$21,166	\$37,309	\$20,173	\$255,395
Administrative Expense	\$22,930	\$23,031	\$21,105	\$22,985	\$23,156	\$18,782	\$21,105	\$18,676	\$18,894	\$23,895	\$19,611	\$25,681	\$25,578	\$262,501
Total Operating Expenses	\$105,228	\$117,454	\$112,267	\$131,931	\$153,717	\$126,236	\$112,267	\$130,708	\$136,396	\$156,783	\$144,088	\$167,566	\$148,172	\$1,637,585
Fare Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31	\$783	\$934	\$68	\$1,817

Efficiency Metrics	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2023	Dec 2023	12-Month Total
O & M Expense per Hour	\$70.89	\$81.03	\$77.32	\$73.71	\$84.45	\$75.99	\$66.01	\$86.05	\$80.26	\$89.01	\$77.65	\$91.78	\$85.49	\$80.86
Average Fare	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.01	\$0.33	\$0.39	\$0.03	\$0.07
Farebox Recovery	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.6%	0.0%	0.1%
Subsidy per Passenger	\$48.58	\$52.72	\$49.41	\$50.39	\$57.54	\$50.76	\$42.52	\$56.67	\$51.65	\$56.78	\$52.39	\$59.37	\$54.00	\$52.97
Deadhead Ratio (Miles)	23%	19%	16%	19%	19%	20%	17%	16%	18%	18%	15%	16%	17%	17%
Administrative Ratio	28%	24%	23%	21%	18%	17%	23%	17%	16%	18%	16%	18%	21%	19%

Effectiveness Metrics	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2023	Dec 2023	12-Month Total
Passengers per Hour	1.46	1.54	1.56	1.46	1.47	1.50	1.55	1.52	1.55	1.57	1.47	1.54	1.58	1.52
Mean Distance between Accidents	27,152	n/a	n/a	35,526	17,179	32,761	31,899	n/a	n/a	n/a	n/a	n/a	n/a	77,637
Mean Distance between Breakdowns	n/a	n/a	n/a	35,526	n/a	n/a	31,899	28,965	35,998	33,504	n/a	n/a	n/a	77,637
Complaints per 1,000 Riders	0.0	0.6	1.1	0.9	0.4	0.9	1.4	0.5	0.4	0.4	0.4	0.0	0.9	0.7
On-Time Performance	81%	81%	81%	80%	81%	78%	70%	73%	71%	77%	77%	81%	81%	83%



Coast RTA Local Grants - FY22								
Activity Line Item Balances								
December 2022 - Final								
	Horry Cty ARPA (Tranche #1) (Subrecipient)			Horry Cty ARPA (Tranche #2) (Subrecipient)			Horry Cty ARPA (Tranche #3) (Subrecipient)	
	Touchless							
	Fare System	Comments		Trollies / Other	Comments		TBD	Comments
FY22 Contract	\$ 440,000	> FY22 Award > Prior LTD Expend		\$ 750,000	> FY22 Award > Prior LTD Expend		\$ -	> FY22 Award > 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+Desgn Sign		\$ -			\$ -	
Oct 2022	\$ 8,824	> KUBA, Inc.		\$ -			\$ -	
Nov 2022	\$ 7,164	> Law & Order Tech		\$ -			\$ -	
Dec 2022	\$ -			\$ -			\$ -	
Jan 2023	\$ -			\$ -			\$ -	
Feb 2023	\$ -			\$ -			\$ -	
Mar 2023	\$ -			\$ -			\$ -	
Apr 2023	\$ -			\$ -			\$ -	
May 2023	\$ -			\$ -			\$ -	
June 2023	\$ -			\$ -			\$ -	
Subtotal Draws	\$ 211,782			\$ 475,000			\$ -	
Remaning Balance	\$ 228,218			\$ 275,000			\$ -	
	Georgetown Cty Capital Funds			Horry Cty Capital Funds				
	Transit Facility, Vehicles, Other	Comments		Transit Facility 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	\$ 5,192	> Kimley-Horn		\$ -				
Dec 2022	\$ -			\$ -				
Jan 2023	\$ -			\$ -				
Feb 2023	\$ -			\$ -				
Mar 2023	\$ -			\$ -				
Apr 2023	\$ -			\$ -				
May 2023	\$ -			\$ -				
June 2023	\$ -			\$ -				
Subtotal Draws	\$ 37,361			\$ -				
Remaning Balance	\$ 195,546			\$ 500,000				
				Page 17				

Coast RTA								
Transit Facility Development - ALI Balances								
FTA Grant # SC-2020-006-00 (FHWA FLEX + Section 5307)								
December 2022 - Final								
***** 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	
	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
	\$ (12,160)	\$ (258,883)	\$ (76,660)	\$ (63,434)	\$ (43,984)	\$ (107,700)	\$ (562,821)	> Prior Year Expenditures
Monthly Draws:								
Oct 2022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Nov 2022	\$ -	\$ -	\$ -	\$ 14,829	\$ 4,485	\$ 1,449	\$ 20,763	
Dec 2022	\$ -	\$ -	\$ -	\$ 4,745	\$ 11,055	\$ 2,942	\$ 18,742	
Jan 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Feb 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Mar 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Apr 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
May 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
June 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
July 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Aug 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Sept 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ -	\$ -	\$ -	\$ 19,574	\$ 15,540	\$ 4,391	\$ 39,505	
Remaning Balance	\$ 1,440	\$ (74,403)	\$ 73,528	\$ (3,008)	\$ 203,800	\$ (3,683)	\$ 197,674	
% Expended	89.41%	140.33%	51.04%	103.76%	22.60%	103.40%	75.29%	
% Time Elapsed	55.00%	55.00%	55.00%	55.00%	55.00%	55.00%	55.00%	
***** 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
	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
	\$ (3,040)	\$ (63,749)	\$ (20,140)	\$ (15,859)	\$ (10,997)	\$ (26,924)	\$ (140,709)	\$ (703,530)
Monthly Draws:								
Oct 2022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nov 2022	\$ -	\$ -	\$ -	\$ 3,708	\$ 1,122	\$ 362	\$ 5,192	\$ 25,955
Dec 2022	\$ -	\$ -	\$ -	\$ 1,186	\$ 2,764	\$ 735	\$ 4,685	\$ 23,427
Jan 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Feb 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apr 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
May 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
June 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
July 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Aug 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sept 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Draws	\$ -	\$ -	\$ -	\$ 4,894	\$ 3,886	\$ 1,097	\$ 9,877	\$ 49,382
Remaning Balance	\$ 360	\$ (17,629)	\$ 20,124	\$ (753)	\$ 50,948	\$ (3,636)	\$ 49,414	\$ 247,088
% Expended	89.41%	138.22%	50.02%	103.77%	22.61%	114.91%	75.29%	75.29%
% Time Elapsed	55.00%	55.00%	55.00%	55.00%	55.00%	55.00%	55.00%	55.00%

Coast RTA													
Monthly Cash Flow													
December 2022													
	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Totals
Beginning Balance	\$ -	\$ 430,166.75	\$ 206,177.17	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ -
Cash Receipts													
5307 - Operations	\$ -	\$ -	\$ 294,716.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 294,716.00
5307 - Preventative Maintenance	\$ -	\$ -	\$ 155,912.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,912.00
5307 - Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5307 - SMTF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311 - Operations	\$ 245,644.00	\$ 250,020.00	\$ 75,839.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 571,503.00
5311 - Preventative Maintenance	\$ 67,633.00	\$ 38,148.00	\$ 41,096.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,877.00
5311 - Administration	\$ 33,059.00	\$ 17,766.00	\$ 21,364.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,189.00
5311 - Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Horry County Registration Fees	\$ 626,035.00	\$ -	\$ 219,109.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 845,144.00
Horry County Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Georgetown Cty Reg Fees/FY23 Funding	\$ -	\$ 95,206.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,206.00
Myrtle Beach	\$ -	\$ -	\$ 62,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500.00
North Myrtle Beach	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fares/Passes	\$ 36,989.19	\$ 30,779.02	\$ 35,328.60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 103,096.81
Local Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Advertising	\$ -	\$ 5,700.00	\$ 2,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,900.00
Accident Claims	\$ -	\$ 2,035.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,035.16
Proceeds from Sale of Assets	\$ -	\$ -	\$ 1,326.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,326.00
RTAP / Fuel Refunds / Other	\$ 8,066.08	\$ 564.12	\$ 19,758.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,389.00
Transfer-In from Investments (SC LGIP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 - Bus Stop Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311 - Paratransit Scheduling	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 - Vehicles - WRCOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 - Bus & Bus Facilities	\$ 33,825.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,825.00
5307 + FHWA Flex - Facility Development	\$ 10,822.00	\$ -	\$ 39,505.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,327.00
Horry County ARPA Funds	\$ 10,541.25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,541.25
Georgetown County Capital Funds	\$ 4,883.00	\$ 15,988.23	\$ 5,192.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,063.23
Total Cash Receipts	\$ 1,077,497.52	\$ 456,206.53	\$ 973,846.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,507,550.45
Cash Basis Expenditures:													
Operating Expenses	\$ 372,580.34	\$ 664,207.88	\$ 694,306.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,731,094.52
Capital Expenditures	\$ 274,750.43	\$ 15,988.23	\$ 60,421.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351,160.29
O & M Reserve + Management Account	\$ -	\$ -	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00
Total Expenditures	\$ 647,330.77	\$ 680,196.11	\$ 804,727.93	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,132,254.81
Ending Balance	\$ 430,166.75	\$ 206,177.17	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64	\$ 375,295.64

Why the Grand Strand Needs a Better Transit System



Tourists

- No Fed/State Funding
- Opportunity to Improve Traffic and Reduce Parking Needs

Employ the "Park Once" Strategy!



Seniors

- Fastest Growing Sector
 - 2010-20 Senior Population
 - South Carolina 44%
Horry County 93%
- Horry County 10% of Entire State Senior Population

Workers

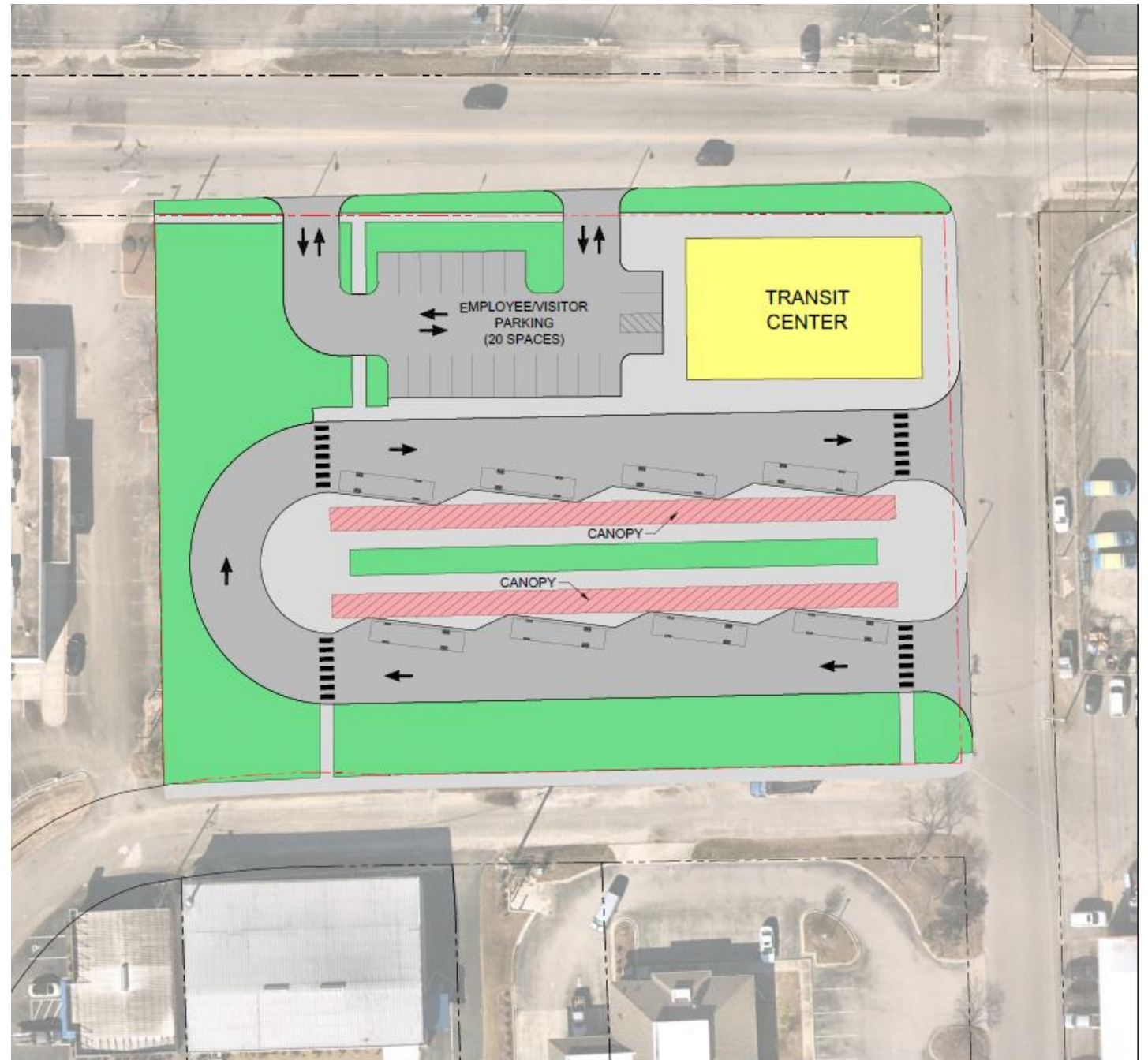
- Employee Retention
 - (DEW Survey – 18% Cited Transportation Issues)
- Supports Workforce Housing Initiatives
- Implement Vanpool



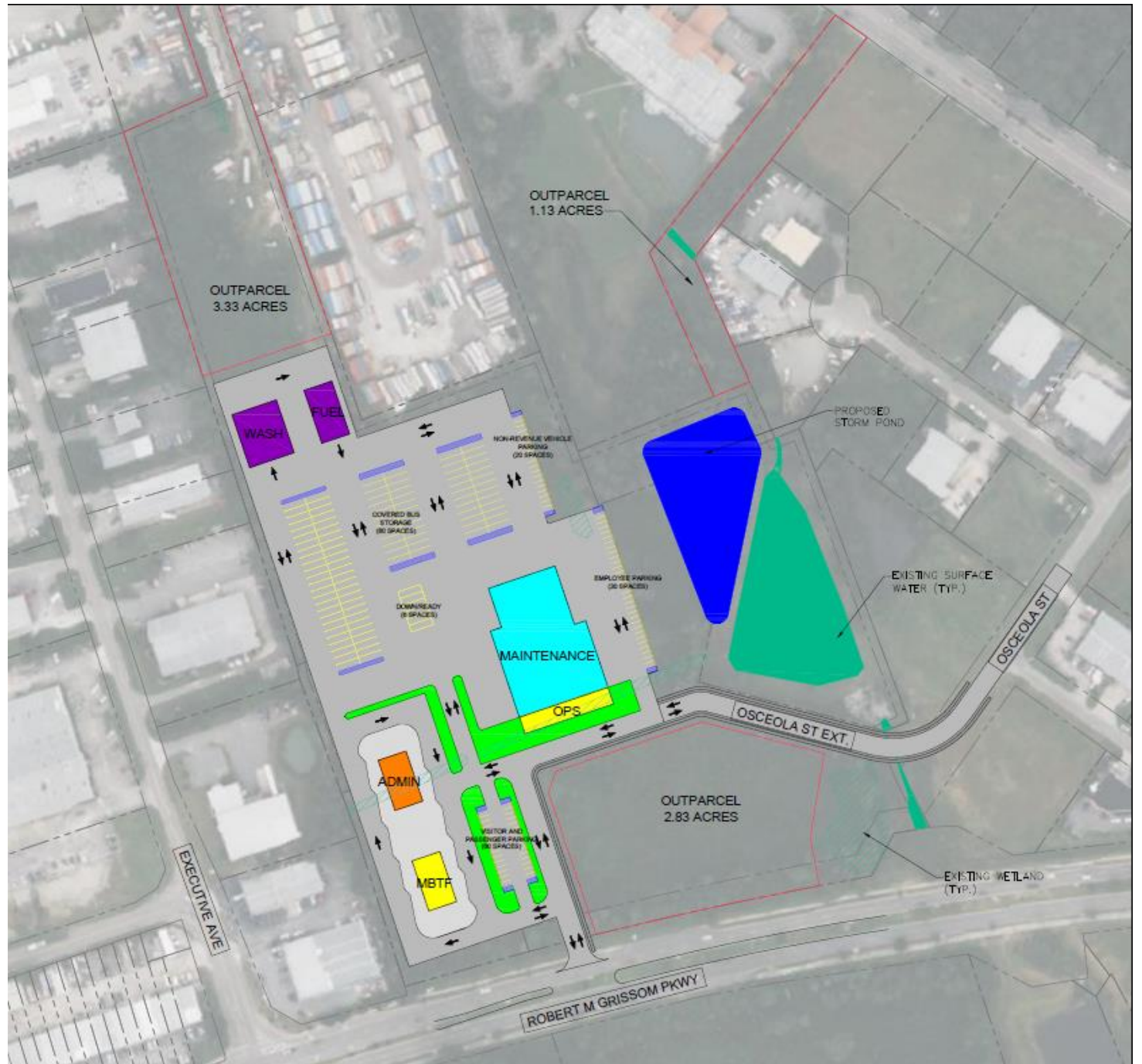
Health Care

- In Line with Worker/Senior Transportation
- Still Need to Connect South Strand & Seacoast
- Focus on Rural Medical Transportation

Coast RTA Conway Facility



Coast RTA Bus Operations and Maintenance Facility



June 2022

INTERVIEW — 

Coast RTA Organizational Plan

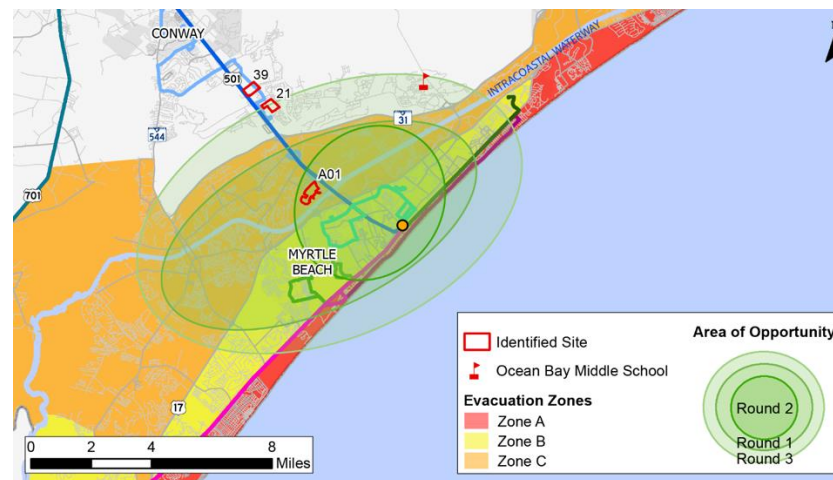
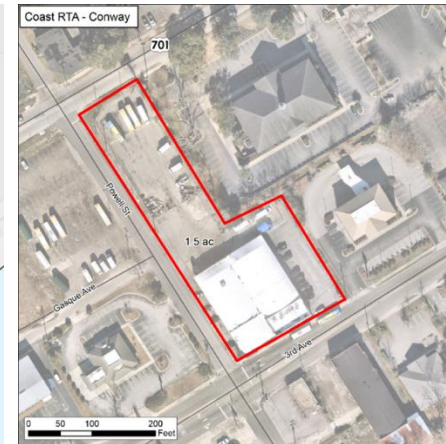
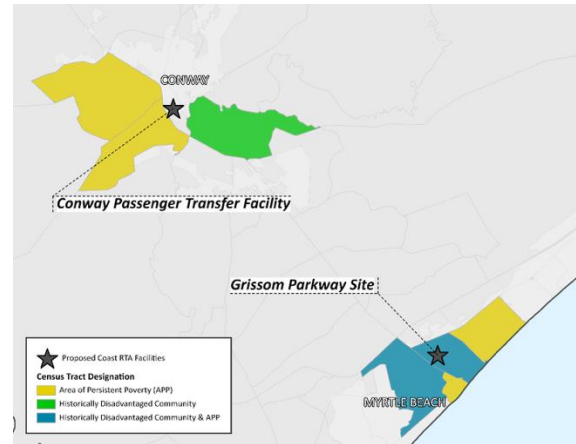
PREPARED FOR:

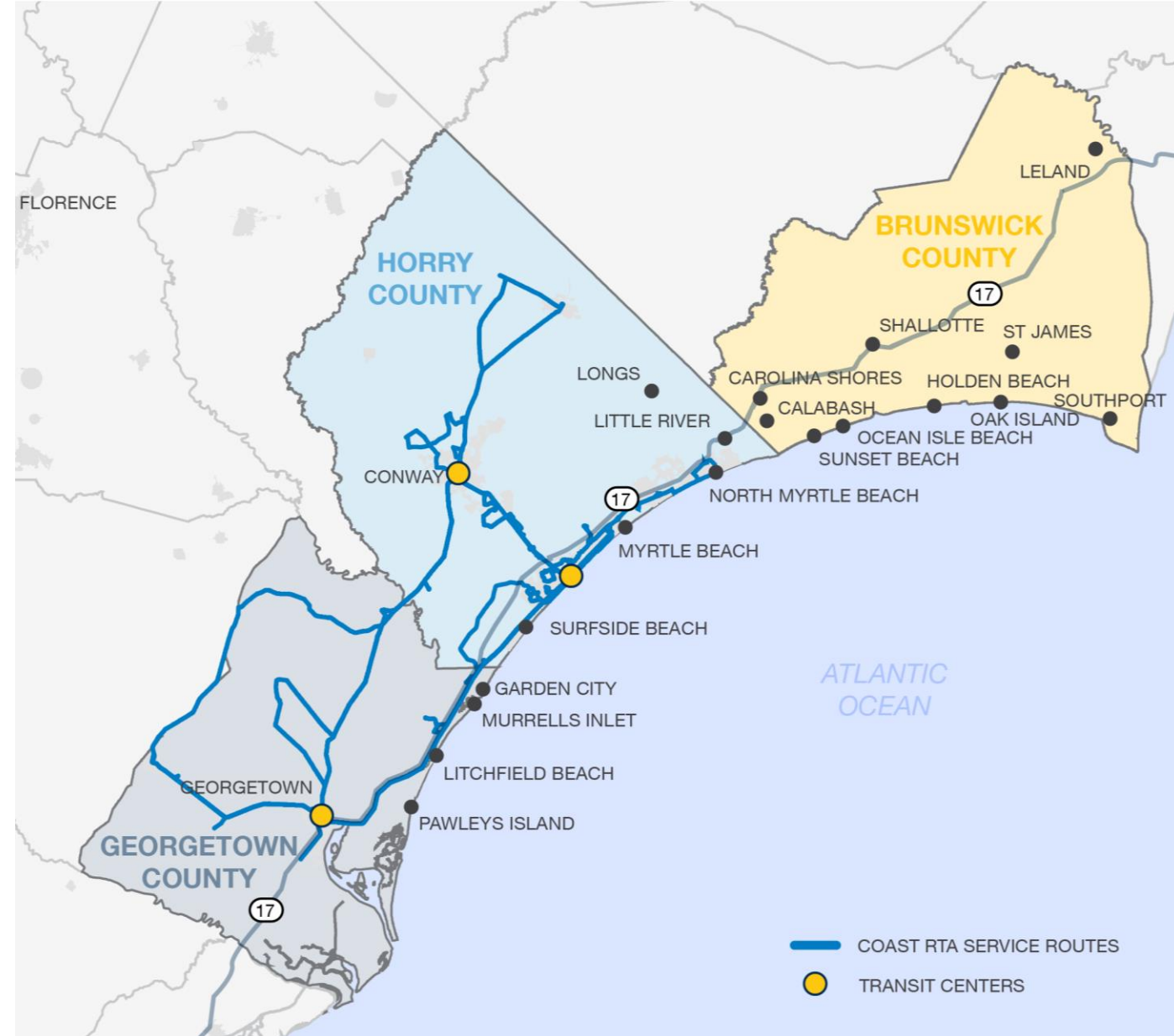
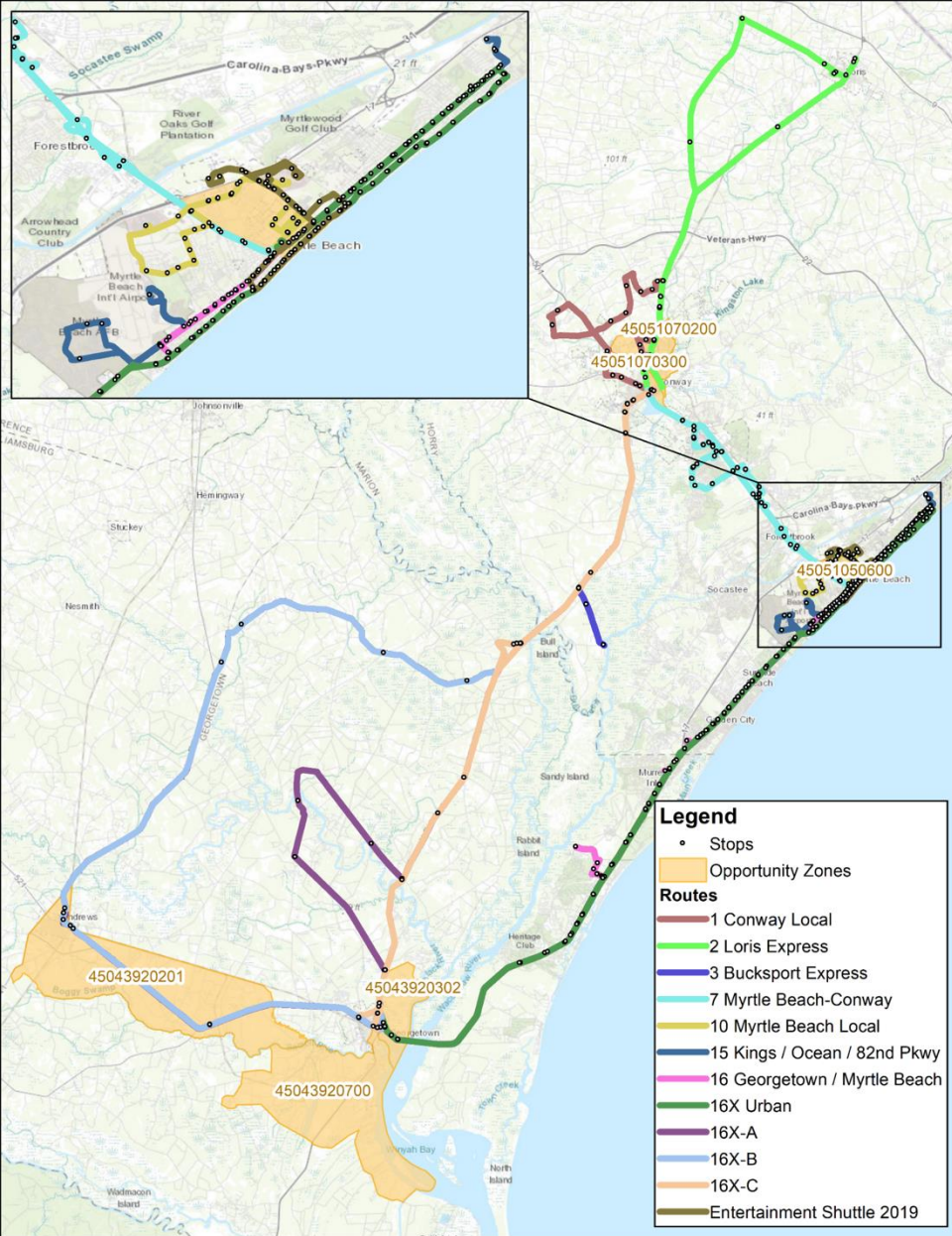


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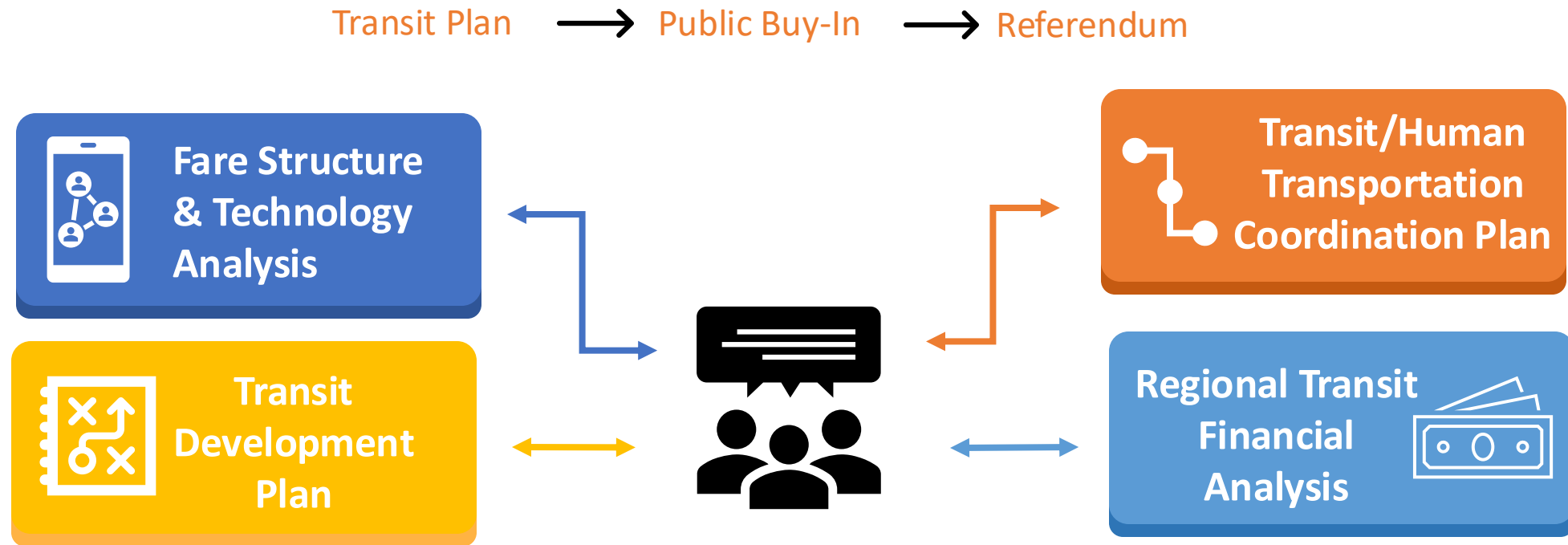
Kimley»Horn

Coast RTA





Coast RTA Organizational Plan



Data Collection

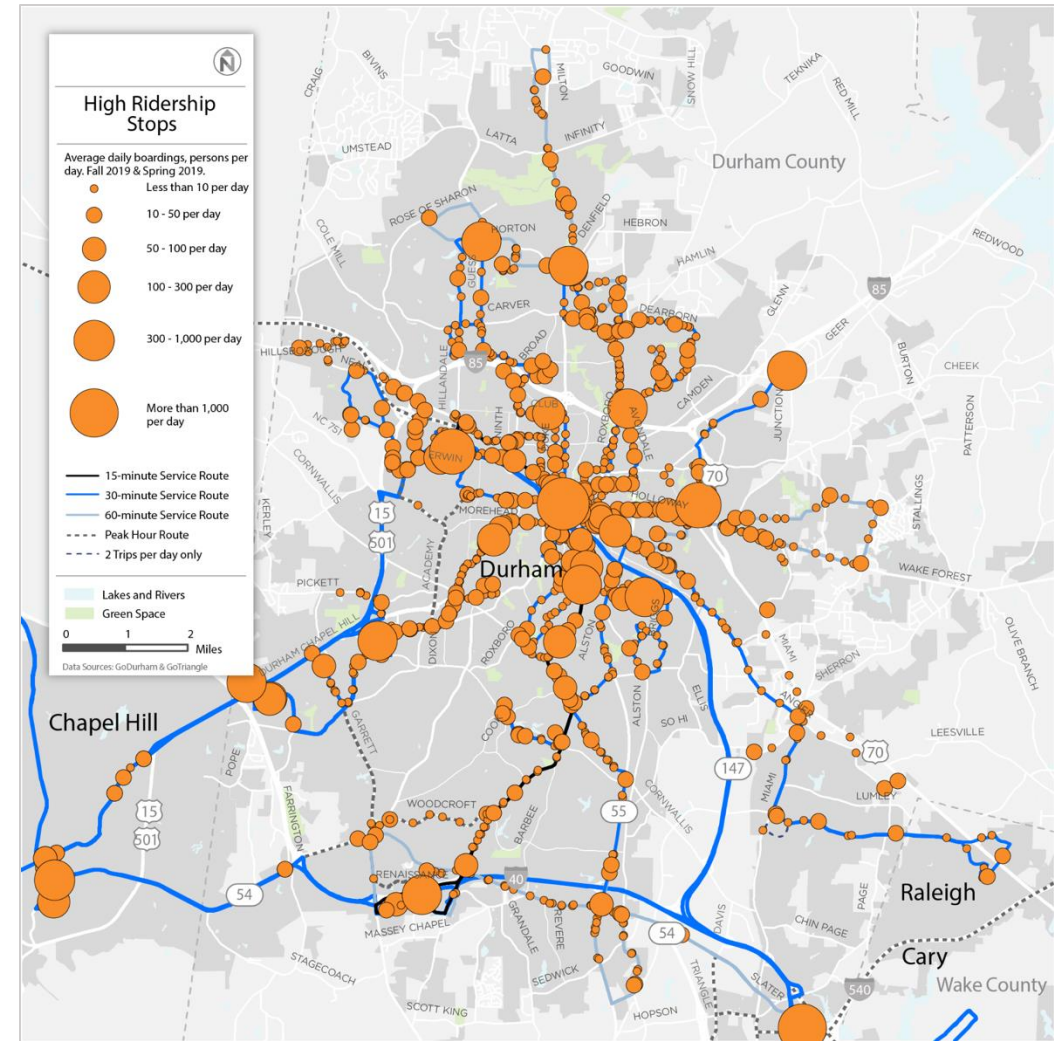
Transit Needs Assessment:

Operating Environment

- Population and employment
- Demographics
- Land use
- Regional economic growth trends
- Origin-destination (travel patterns)

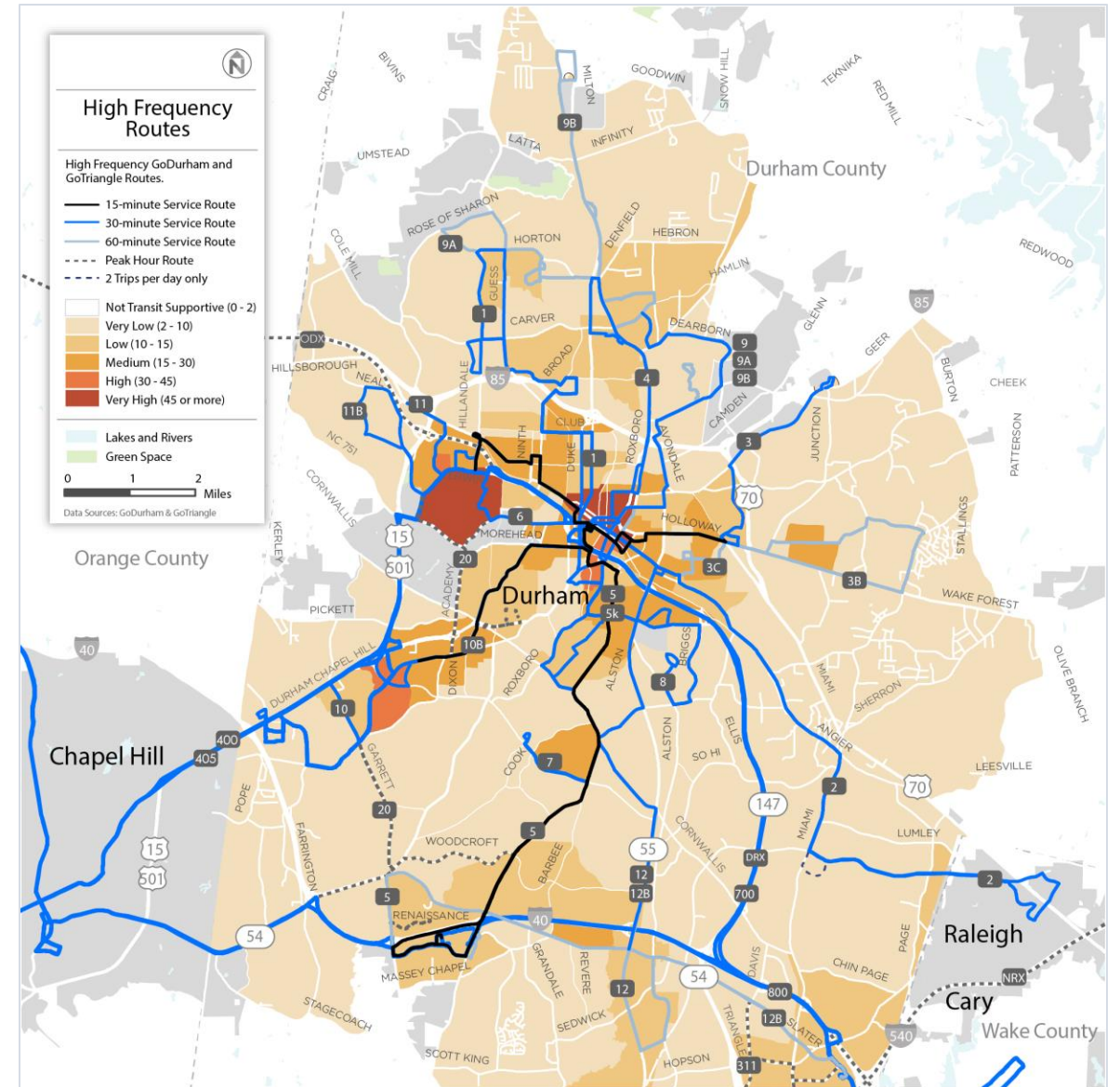
Transit Service Data

- Service alignments
- Frequency and span of services
- Existing ridership data
- Peer Review/Trend Analysis
- Operator/Departmental Interviews



Needs and Gaps Analysis:

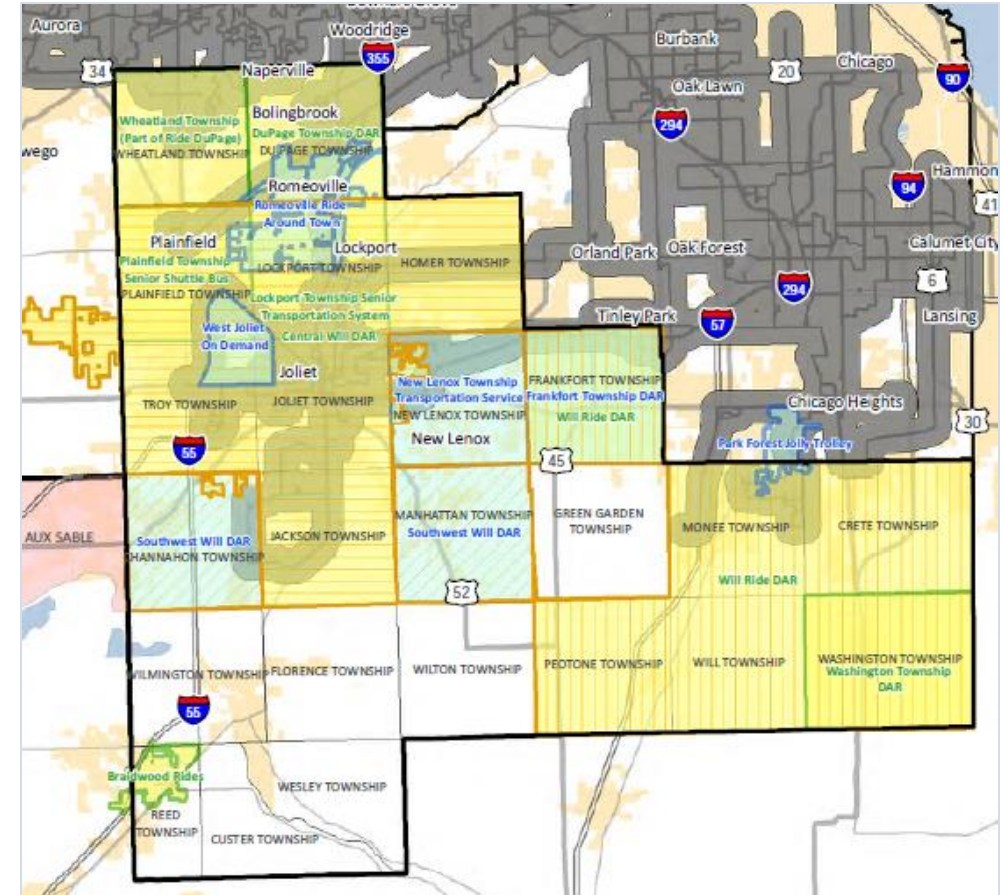
Travel Demand



Data Collection

Human Service Transportation Coordination Plan

- Offer all providers an online survey link
- Invite larger/key providers for one-on-one virtual or phone interviews
- Obtain or create shapefiles for service areas for larger/key providers
- Map major trip generators/common destinations
- Document unmet mobility needs of, and service gaps experienced by, older adults, people with disabilities, and people with low incomes
- Analyze data to inform the prioritization of needs



Fare Analysis

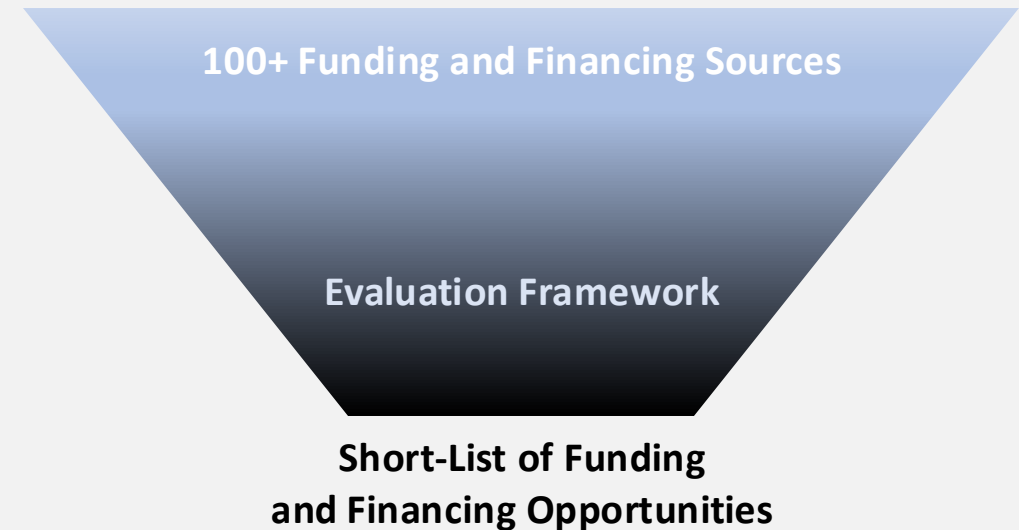
- Establish a fare structure and policy framework
 - Conduct peer review
 - How many riders are using existing fare types? What is the average fare?
 - Develop alternatives and assess ridership impacts (elasticity analysis)
 - Assess Title VI impacts
 - Determine incentives to promote/transition use to the new system
- Ambassadors and Education





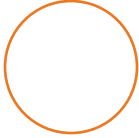
littlepay

Funding Options Assessment Process

- Step 1** Identify Comprehensive List of Opportunities (typically > 100 sources)
- Step 2** Evaluate Potential Opportunities Using Proposed Evaluation Framework
- Step 3** Develop Proposed Short-List of Opportunities



Proposed Evaluation Framework

			
Revenue Potential: The estimated amount of revenue a source may yield	High (greater than \$10M/year)	Medium (\$10M to \$1M/year)	Low (less than \$1M/year)
Equity: The proportionate impact of the mechanism across income levels	Progressive	Neutral	Regressive
Nexus with Beneficiaries: The extent to which each source relates to the beneficiaries of Coast RTA	Directly related	Some relation	Not directly related
Stability/Predictability: The annual predictability of the source	Stable and predictable	Can be volatile, but generally predictable	Unpredictable and volatile
Legal: The legal authority required to implement the source	Legal authority	No legal authority with limited obstacles	No legal authority with significant obstacles
Partnerships: Required partnerships or coordination with other regional entities	No partnerships are required to secure funds	Partnerships/coordination could help to secure funds	Requires partnerships to secure funds
Political Support: The overall political palpability of the source	Strong	Neutral	Weak

Public Involvement

- Survey Current Transit Users
- Work with Stakeholders, including Social Service Agencies, to Obtain Client and Stakeholder Input
 - Identify social service stakeholders
 - Reach out to local agencies
 - Use social service provider networks as venues for outreach
 - Ask agencies to help secure client input
 - Collect data through interviews, focus groups, surveys, and reviews of previous assessments



Agency and Stakeholder Coordination

