



**Waccamaw Regional Transportation Authority
Board of Directors Meeting Agenda
December 15, 2022
12:00 PM**

- I. Welcome and Call to Order
- II. Invocation and Pledge of Allegiance
- III. Approval of Agenda
- IV. Approval of Minutes – October 27, 2022
- V. Acknowledgement of Visitors
- VI. Public Comment (3-minute time limit)
- VII. Committee Reports
 - a. Finance Committee
 - b. Service/PAC Committee
 - Resolution NOV2022-02 – Authorization for Service Changes Public Release
 - c. Compensation Committee
 - d. Other Ad Hoc Committees
- VIII. Old Business
- IX. New Business
- X. General Manager's Report
- XI. Good of the Order
- XII. Announcements
- XIII. Adjournment

Next meeting date: Thursday, January 26, 2023 @ 12:00PM

**FY2023 BOARD OF
DIRECTORS ATTENDANCE
ROSTER**



	OCT	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
D'Angelo, Katharine	X										
Eickhoff, Darrell	X										
James, Greg	A										
Johnson, Lillie Jean	#=										
Keene, Marvin, Ph.D. CFA	#=										
Lazzara, Joseph	X										
Sheehan, Rob, Ph.D.	X										
Silverman, Bernard	X										
Wallace, Randal	X										
Twigg, Nicholas, DBA	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, October 27, 2022
12:00 PM**

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

Staff Present: Brian Piascik, General Manager/CEO
Lauren Morris, PIO
Ron Prater, CFO
Doug Herriott, Transportation Manager
Tom Burda, Maintenance Manager
Candace Brown, Senior Planner/Special Projects
Ann-Martin Buffkin, Board Liaison

Visitors: Robert Pawlowski

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 October 27, 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. Eickhoff and a second by Ms. D'Angelo to revise the agenda. Under General Manager's report, item B, the Board is to make a decision on an asset transfer of two 2016 cutaways to PDRTA. The cutaways have met their useful life and there will be no money exchanged. A voice vote was taken; no nays being heard, the motion passed unanimously to accept the agenda as amended.

APPROVAL OF MINUTES: There was a motion by Ms. D'Angelo and a second by Mr. Lazzara to approve the September 2022 meeting minutes. A voice vote was taken; no nays being heard, the minutes was approved unanimously.

ACKNOWLEDGEMENT OF VISITORS: Mr. Robert Pawlowski briefly commended Coast RTA for all the hard work in getting the new fare structure rolled out.

FINANCE COMMITTEE: Mr. Silverman summarized the last finance committee meeting agenda. He stated the committee spoke about fare structure and ridership. Ridership is better than expected given the new fare system. The committee also agreed that the budget process should start earlier so that the Board can weigh in and the county can look at the budget before it passed.

Mr. Piascik commended staff on what has been a trying close to the fiscal year. He states this has been stressful and there were findings he wants to share with the Board. He added that these issues would not be a problem going forward as there would be controls implemented to prevent a repeat of these findings. Mr. Piascik recapped these findings in five bullets.

1. Cares Act Funding was not available - there was \$627,000 in Cares Act revenue in the FY22 budget that was not there. It was money spent in FY21 budget that was never removed from the spreadsheet. This explains why we are significantly under budget on revenue for the year and why we are having cash issues.
2. Inventory was understated for the year – This was primarily because the prior maintenance clerk was not processing work orders. This resulted in \$200,000 additional expenses for the year.
3. Delayed fare collection implementation – There was \$150,000 from the budget from fares that never came to fruition. Instead, only a little over \$5,000 was collected.
4. Vehicle availability issues/inflated costs – Good decisions were made to purchase vehicles but the decisions were made with bad information as it relates to our cash position. Additionally, it is presently more expensive to purchase vehicles in a hot used vehicle market.

5. Fuel cost increase – It cost an extra \$40,000 to \$45,000 to maintain fuel.

Mr. Silverman asked how these findings would affect the new budget. Mr. Piascik stated they do not affect it. Revenue is okay in FY23 although most of our efforts would be focused on reducing costs. There are some concerns on our budget for vehicle maintenance and we will need to relook at that area and do a budget revision.

Mr. Piascik stated that from an accounting perspective, we have now set parameters that if inventory does not decrease over a three-month period, we will do a trend analysis to make sure any increases or decreases are documented. Mr. Prater is also adding GL segments to our accounting software, Sage, in order to tie expenses to grants. This will allow reports to track expenses to grant sources. Additionally, work orders will be entered into Ron Turley timely. Ron Turley will be used to its' full potential, which was not the case in the past. Ron Turley automates the entry and exit of parts via barcode, which is not a feature that had been used previously, although training for Ron Turley was provided.

Mr. Silverman asked if there was \$600,000 that we thought we had in the budget that we actually did not have, how did we continue to operate. Mr. Piascik stated that we had \$950,000 in the local government investment pool. Additionally, about two-thirds of that \$600,000 was recovered from other funding sources.

Mr. Piascik explains that given all the data mentioned above, we end FY22 \$207,205 over budget in expenses. On the revenue side, the \$3,482,000 in Total FY22 budget is where the Cares Act money resides. Even though we did not get those funds, that number was pulled in. We end FY22 \$120,922 under budget overall. Mr. Piascik congratulated Mrs. Morris on exceeding bus advertising revenue by \$8,151.

Dr. Sheehan suggested he would like to see a report that distinguishes one time money in our bank account versus money from grants. Mr. Piascik stated that at the next finance committee meeting, we would discuss how we can implement this suggestion. Dr. Sheehan asked if the auditors look at minutes from the board meetings and asked how much the Board is involved when it comes to budgeting. Mr. Piascik said that as part of the audit, the auditors do have a conversation with the Chairman of the Board but most of their time is spent on past accounting.

Mr. Silverman asked in what other ways can expenses be cut, other than cutting/changing service. Mr. Piascik stated that the new service is all about miles and we need to think about how that new service is provided. We have to trim miles out of the system. Service package in December will include what we plan to do when it comes to service changes.

SERVICE/PAC COMMITTEE: Ms. D'Angelo began the meeting by saying they met the prior Wednesday. The meeting discussions included: fare updates, Littlepay, RAISE grant, transfer center, site problems and possible new site.

Mr. Piascik presented numbers for fare collections. Total ridership to date is 47,716 trips on the system and 5,659 are taps. Total revenue, including tap revenue is \$36,373. This shows we have approximately 10,000 free rides in system that we have to investigate. To date, we have had only three complaints. Additionally, the validator noise when it declines a tap versus when it approves a tap is too similar so we are going to have KubPay update the sound. Mr. Sheehan asked that when the numbers are run for the next service meeting, to include numbers that eliminate Littlepay startup dates.

As far as facility update, Mr. Piascik explains we have an imminently fundable project and it is just a matter of landing it. We are also working the parcel at every angle and he has a meeting with City October 28, 2022 to talk about options.

Mr. Piascik summarized system ridership. He stated Routes 1, 2, 3 are back to pre-COVID levels; routes 7, 4 and 16 have seen a significant increase and route 17 and Paratransit are seeing very good growth. Route 10 is the biggest winner as it relates to ridership. Route 15S is a problem child and is an area we should look in to as a possible service change/improvement. The entire system has done pretty well in FY22 versus FY21 and FY19. Ridership went from 556,010 in FY19 to 621,165 in FY22, which is an 11.7% increase. Our costs per hour in transit went down from \$96.89 in FY19 to \$95.13 in FY22. That is putting more service hours on the street without increasing our expenses. Our system ridership is truly maturing and improving since September 2022.

COMPENSATION COMMITTEE: Dr. Sheehan stated that the committee has met, data has been entered, and copies have been distributed. A recommendation has been made and accepted. Paperwork was signed and we are now in fiscal year 2023.

AD HOC COMMITTEES: None

OLD BUSINESS: None

NEW BUSINESS: None

GENERAL MANAGER'S REPORT:

Motion: A motion by Ms. D'Angelo and seconded by Dr. Sheehan to approve Resolution # Oct 2022-01 – Transfer of vehicles to PDRTA. A voice vote was taken; no nays being heard, the resolution passed unanimously to approve the transfer of vehicles to PDRTA.

Mrs. Morris gave a presentation of updates from the Sunshine Service. The presentation recapped goals from phase one. We created a service vision, communication plan, job descriptions, and training. Phase two identified easy wins, developed new training platforms, re-instituted State of Coast meetings as well as created an internal Facebook group. Nicholas Twigg suggested attaching metrics to the goals related to Solar Panel in order to see the effectiveness of the program. Creating the new fare collection system stemmed from the SWOT analysis and has now been implemented. Additionally, we have a new employee evaluation process, implemented new trainings, updated our employee handbook and increased communications via monthly staff meetings. Finally, we also have a new logo. Up next will be phase three, which includes marketing signage, rewards and recognition launch, expanded training programs for supervisors, branding style guide, standards of service and enhance quality assurance. Mr. Silverman suggested a secret shopper program, which is included in phase three goals.

The Board requested a copy of the updated job descriptions.

FOR THE GOOD OF THE ORDER: None

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.

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
RESOLUTION NO. NOV2022-02**

Authorization to Release Proposed Route Changes to Public

A motion of the Board of Directors for the Waccamaw Regional Transportation Authority to authorize the GM to release proposed route changes to the public.

Background:

Coast RTA Staff has developed a series of route changes to address on-time performance within the system and to reduce hours and miles in the system to decrease costs. The proposed changes are:

- Route 1 – Conway Local – Elimination of small segments near SR 319 and schedule changes.
- Route 2 – Conway/Loris – Reroute from SR 410 to US 701.
- Route 3 – Conway/Bucksport – No Changes
- Route 4 – Conway/Georgetown – Schedule adjustments mostly in the midday.
- Route 7 – Myrtle Beach/Conway – Schedule adjustments and reduction of midday trips.
- Route 10 – MB/Broadway/GS Mall – No Changes
- Route 14 – Andrews/Georgetown/HGTC – Removal of midday trips and earlier evening shutdown.
- Route 15N – Kings Hwy N/GS Med Center/Carolina Forest – removal of every other trip to Carolina Forest
- Route 15S/15S Ext – MYR/Market Common/Socastee – Routes will be re-attached (one seat ride from Tidelands Waccamaw Hosp to Ivory Wilson TC). Schedule adjustments that will result in reduced frequency between IWTC and Market Common.
- Route 16 – Myrtle Beach/Georgetown – reduction of midday and PM trips during off-season and one morning limited stop departure from Georgetown during off-season. (Nov-Apr).
- Entertainment Shuttle – No route changes proposed, but the Authority proposes to implement its standard fare collection on the route when it starts on May 30, 2023.

Public involvement process will be conducted for 30 days during January with a final route change recommendation for Board approval at the January regular Board meeting for implementation on February 1.

Motion:

It is hereby moved by the Board of Directors for the Waccamaw Regional Transportation Authority to authorize the GM to release proposed route changes to the public.

Requested by: _____
Brian Piascik, General Manager/Secretary-Treasurer

Resolution NOV2022 – 02 - APPROVED by the Waccamaw Regional Transportation Board of Directors at the regular meeting thereof, held on, December 15, 2022.

ATTEST:

Marvin Keene, Ph.D. CFA, Board Chair

Rob Sheehan, Ph.D., Board Vice Chair

Katharine D'Angelo

Darrell Eickhoff

Lillie Jean Johnson

Bernard Silverman

Joseph Lazzara

Greg James

Randal Wallace

Dr. Nicholas W. Twigg, DBA

Vacant – City of Conway



COAST RTA UPDATE

Service/PAC Meeting
December 8, 2022



	FY 22	FY 21	FY 19
1 - Conway Local	18,688	13,986	21,870
2 - Loris	2,250	1,730	2,762
3 - Bucksport	2,801	2,430	2,781
4 - Conway/Georgetown County	11,654	4,025	-
7 - MB/Conway	139,358	73,653	112,617
10 - MB Local	100,499	59,783	64,566
14 - Andrews/GT/HGTC	11,210	2,920	-
16 - MB/Georgetown	95,923	71,635	96,979
17 - MB/NMB	48,674	15,417	-
21 - Entertainment Shuttle	8,054	13,239	70,519
99 - Special Services	6,168	191	6,822
15N - Kings Hwy N/GS Hosp/CF	83,880	56,219	88,862
15S - MYR/Mcomm/Waccamaw Hosp	67,717	50,722	72,300
Paratransit	24,289	16,324	15,932
Grand Total	621,165	382,274	556,010

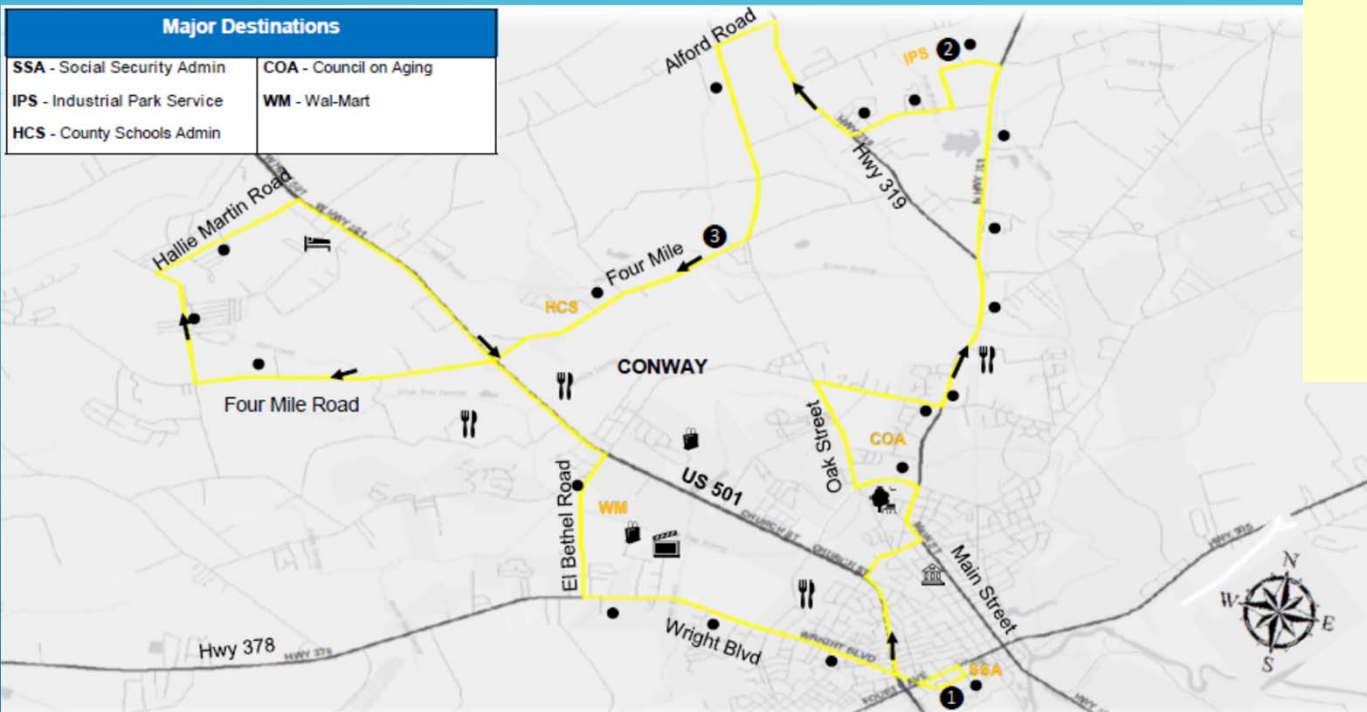
- ▶ No Changes to 3, 10, 17, 21
- ▶ Changes to 1, 2, 4, 7, 14, 15N, 15S, and 16.

RIDERSHIP – SYSTEM

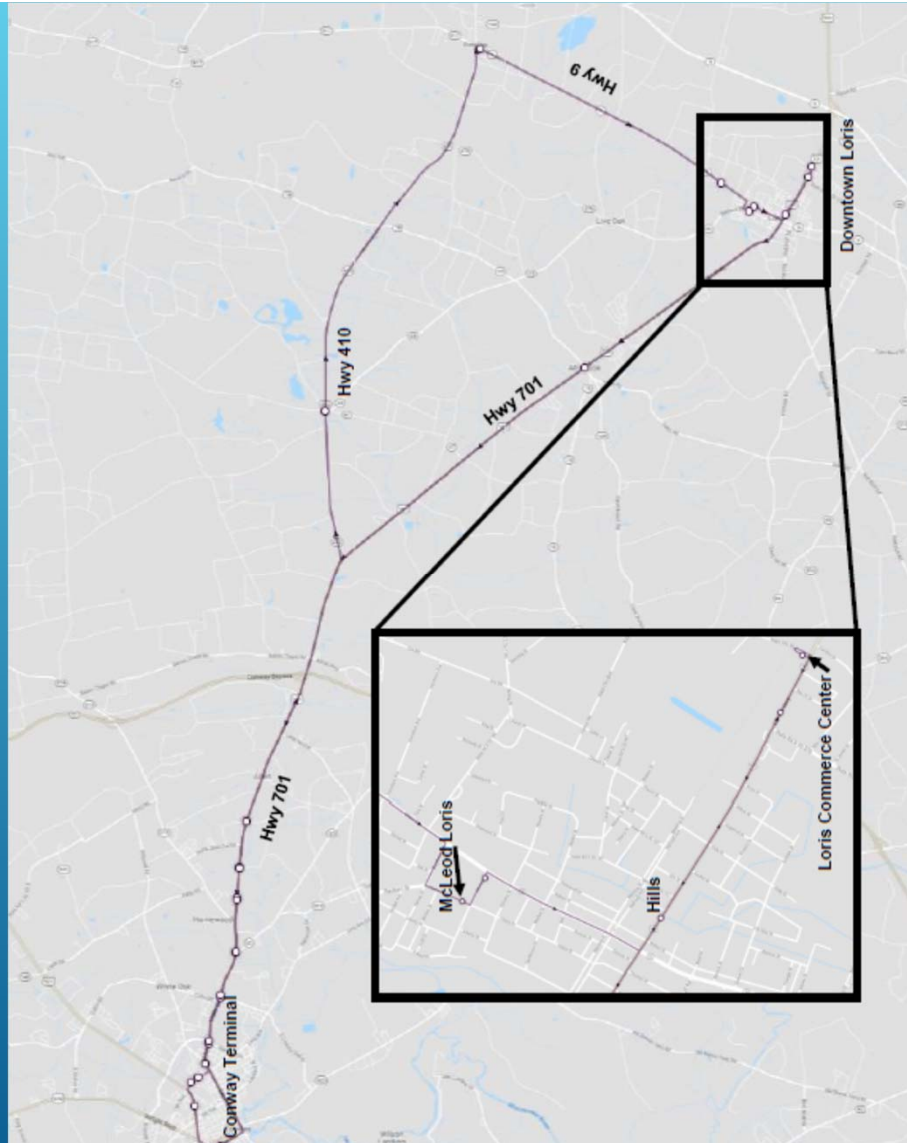
FY 19 less Entertainment/Paratransit/SS	522,326	333,078	462,737
Paratransit Only	24,289	16,324	15,932
Special Services	6,168	191	6,822
Entertainment Shuttle	8,054	13,239	70,519
New Service	59,884	18,337	-

► Route 1 – Conway Local

- Considered linear re-alignment
- Removal of small loop on SR319 – Saves 2 miles per trip
- Adjustment of departure times at Conway Terminal to match up with adjusted Route 7 Schedule
- Removal of 3pm departure from Conway – save 26 miles/day and 1 rev hour saved per day



ROUTE CHANGES 4



► Route 2 – Conway/Loris

- Removal of SR410 on alignment saves 6.2 miles per trip
- Removal of midday trip every day between 11/1 and 3/31 – Saves 48.4 miles and 1.5 rev hours for 181 days/year

ROUTE CHANGES 5

▶ Route 7 – Myrtle Beach/ Conway

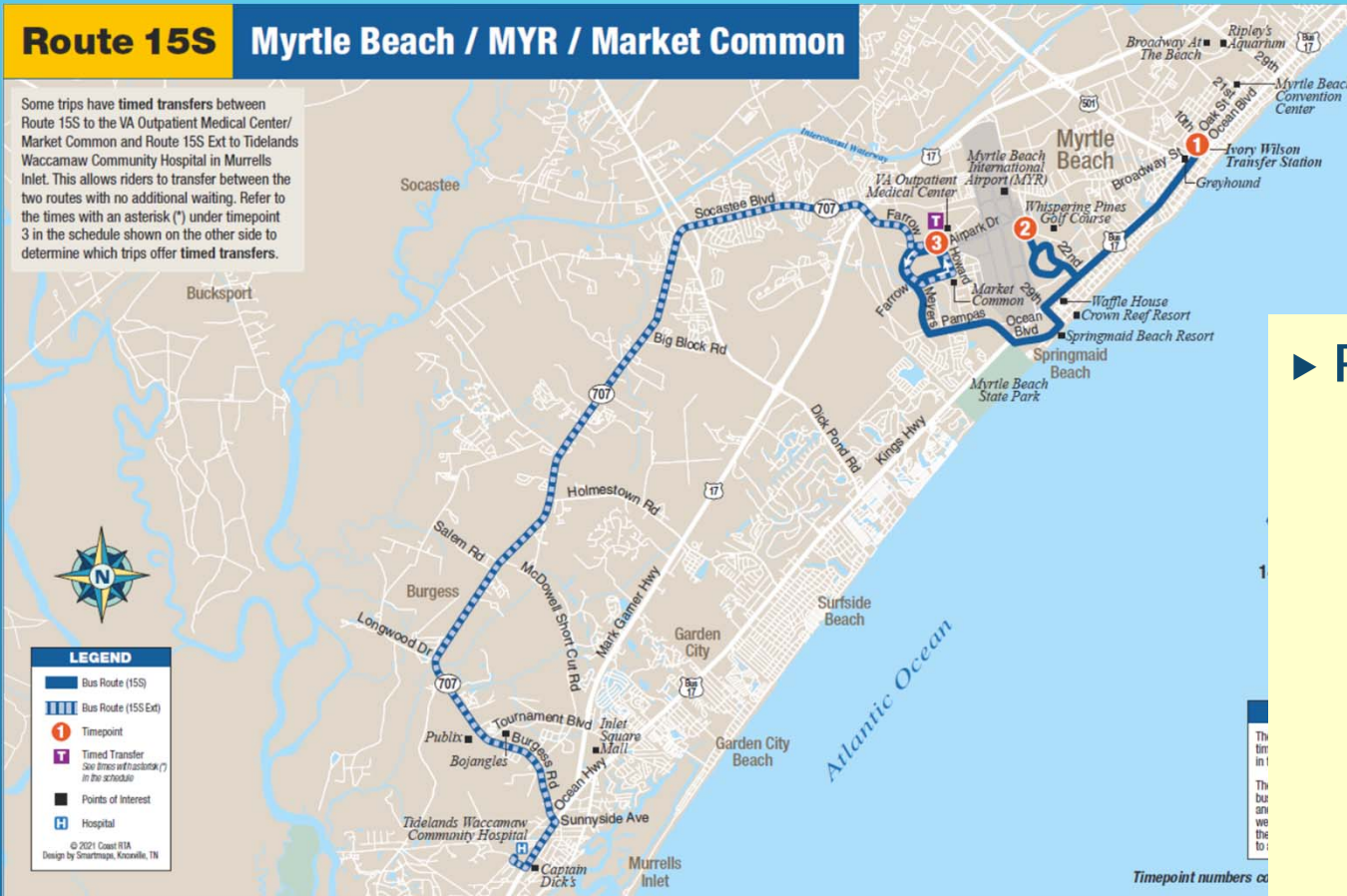
- ▶ Removal of second bus (27 trips per day reduced to 17)
- ▶ Increase running time to move frequency from 60 to 75 minutes
- ▶ Lose pulse at MBTC – with other routes except early AM and late PM trips – will meet Route 15S
- ▶ Annual Savings 79,640 revenue miles and 1629 revenue hours

▶ Route 15N – N. Kings Hwy/GSMC/Carolina Forest

- ▶ Carolina Forest every other trip
- ▶ Saves 24,000 miles annually

Route 15S Myrtle Beach / MYR / Market Common

Some trips have **timed transfers** between Route 15S to the VA Outpatient Medical Center/Market Common and Route 15S Ext to Tideland Waccamaw Community Hospital in Murrells Inlet. This allows riders to transfer between the two routes with no additional waiting. Refer to the times with an asterisk (*) under timepoint 3 in the schedule shown on the other side to determine which trips offer **timed transfers**.



► Route 15S – Conway/Loris

- 15S and 15S Ext back to one route with additional running time
- Frequency moves from 60 to 75 minutes
- Will still pulse with Route 7
- Annual Savings 25,000 miles and 540 revenue hours

ROUTE CHANGES 7

► Route 16 – Myrtle Beach/ Georgetown

- Removal of second bus in PM (Reduce by 5 round trips) – 11/1 through 3/31
- Seasonal reduction of limited stop trip (old 16X) – 11/1 through 3/31
- Reduction of trips into Sandy Island all year
- Annual Savings 88,000 revenue miles and 1900 revenue hours



- ▶ Annual savings about \$490K
- ▶ 15% reduction in mileage – especially cutaway
- ▶ Will improve on-time performance on 15N, 15S and 7
- ▶ Good start toward more sustainable budget

ROUTE CHANGES



FINANCIALS

November 30, 2022

FY 2023

12/14/2022

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
TABLE OF CONTENTS
November 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
14-Dec-22	

Income Statement
DBA THE COAST RTA
Original FY23 Budget
FOR THE PERIOD ENDED November 30, 2022

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY23 Budget
Operating Revenues						
Passenger Fares and Passes	29,199	70,624	66,667	3,957	5.9%	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	29,199	70,624	66,667	3,957	5.9%	500,000
Operating Expenses						
Salaries & Benefits - Admin	71,707	135,360	143,314	7,954	5.6%	859,884
Salaries & Benefits - Transit	310,521	602,129	606,317	4,188	0.7%	3,637,902
Overtime - Transit	21,216	39,440	40,108	668	1.7%	240,645
Salaries & Benefits - Maintenance	70,693	141,081	155,635	14,554	9.4%	933,810
Overtime - Maintenance	3,482	6,141	2,177	(3,964)	-182.1%	13,063
Facility Maintenance	20,776	30,548	28,167	(2,381)	-8.5%	100,000
Vehicle Maintenance	66,964	105,797	69,333	(36,464)	-52.6%	350,000
Fuel & Oil	88,510	178,786	158,333	(20,453)	-12.9%	950,000
Tires	5,226	8,283	8,333	50	0.6%	50,000
Liability Insurance	19,242	38,432	38,667	235	0.6%	232,000
Utilities	2,528	5,071	6,667	1,596	23.9%	40,000
Telecommunications	18,366	30,707	25,000	(5,707)	-22.8%	150,000
Postage & Freight	24	598	417	(181)	-43.5%	2,500
Office Supplies/Computer/Security	26,909	38,068	37,500	(568)	-1.5%	99,000
Legal & Professional Services	5,434	9,824	13,333	3,509	26.3%	115,000
Public Information	0	0	4,167	4,167	100.0%	25,000
Advertising & Marketing	45	64	6,667	6,603	99.0%	40,000
Dues & Subscriptions	0	0	2,083	2,083	100.0%	12,500
Leases	1,383	1,791	1,800	9	0.5%	183,000
Travel & Training	12,086	17,819	15,000	(2,819)	-18.8%	65,000
Interest Expense	0	0	0	0	0.0%	0
Other Expenses	463	929	833	(96)	-11.5%	5,000
Total Operating Expenses	745,575	1,390,868	1,363,851	(27,017)	-2.0%	8,104,303
Operating Profit (Loss)	(716,376)	(1,320,244)	(1,297,184)	(23,060)	-1.8%	(7,604,303)
Non-Reimbursable (by FTA) Expenses						
Depreciation	87,756	175,357	180,000	4,643	2.6%	1,080,000
(Gain) Loss on Fixed Assets	0	0	0	0	0.0%	
Accident Expense*	502	15,624	0	(15,624)	--%	0
Other Non-Reimbursable Expense				0	0.0%	
Pension Expense - Deferred Outflows				0	0.0%	
Total Non-Reimbursable Expenses	88,258	190,981	180,000	(10,981)	-6.1%	1,080,000
Total Operating and Non-Reimbursable Expenses	833,833	1,581,849	1,543,851	(37,998)	-2.5%	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 November 30, 2022**

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY22 Budget
Operating Grant Revenue						
Federal Grants - Operating	383,715	720,546	574,622	145,924	25.4%	3,447,732
State Grants - Operating	13,377	25,064	24,500	564	2.3%	671,773
Local Grants - Operating	228,070	467,177	556,800	(89,623)	-16.1%	3,340,797
Total Operating Grant Revenue	625,162	1,212,787	1,155,922	56,866	4.9%	7,460,302
Capital Grant Revenue						
Federal Grants - Capital	20,763	20,763	20,763	0	0.0%	740,000
State Grants - Capital	0	0	0	0	0.0%	32,000
Local Grants - Capital	23,393	32,217	32,324	(107)	-0.3%	161,202
Total Capital Grant Revenue	44,156	52,980	53,087	(107)	-0.2%	933,202
Total Grant Revenue	669,318	1,265,767	1,209,009	56,759	4.7%	8,393,504
Other Revenue						
Bus Advertising Revenue	6,080	12,160	10,000	2,160	21.6%	60,000
Interest Income	259	479	0	479	0.0%	0
Miscellaneous - Vending, Other	339	643	400	243	60.7%	2,400
Total Other Revenue	6,678	13,282	10,400	2,882	27.7%	62,400
Total Revenue	675,996	1,279,049	1,219,409	59,641	4.9%	8,455,904
In-Kind Revenue	0	0		0		
Change in Net Position	(128,638)	(232,176)	(257,775)	25,599	-10%	(228,399)
YTD Capital Expenditure Activity (Cost)						
Touchless Fare System - Horry Cty ARPA-T1	7,164	15,988	8,824	(7,164)	-81%	0
Transit Facility Development	25,955	25,955		(25,955)	-259550000%	0
Bus Stop Designation / Implementation	11,037	11,037		(11,037)	-110370000%	0
Non-Revenue Vehicles				0	0%	0
Radio/Communications System				0	0%	0
Computer Hardware/Software - 5307/Other				0	0%	0
TBD				0	0%	0
TBD				0	0%	0
TBD				0	0%	0
	44,156	52,980	8,824	(44,156)	-500%	0

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 – November 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).

Operating Revenues is over budget YTD \$4.0K or 5.9% (page 2) based on 40% of annual budget being collected in the first 6 months of the fiscal year.

Salaries & Benefits - Administration is under budget YTD \$8.0K or 5.6% (page 2) but is trending on budget for the year.

Salaries & Benefits - Maintenance is under budget YTD \$14.6K or 9.4% (page 2) because budget has 1 FTE equivalent included for a mechanic to be hired.

Vehicle Maintenance is over budget YTD (\$36.4K) or (52.6%) (page 2) due to a heavy month of repairs, most notably emission issues with New Flyers and working through trolley issues. Management will be investigating other possible reasons for overage including timing issues, inflated pricing of parts/availability and additional outsourcing of repairs.

Fuel & Oil is over budget YTD (\$20.5K) or (12.9%) (page 2) as usage and prices for fuel are still high.

Telecommunications is over budget YTD (\$5.7K) or (22.8%) (page 2) due to the need to convert GPS units for the Ridetracker App from 3G to 4G.

Marketing is under budget YTD \$6.6K or 99.4% (page 2) because of timing for expenses

Operating Grant Revenue is over budget YTD \$56.8K or 4.9% (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 2/12th of expected annual budget.

Coast RTA Budget Review FY 22

	Total Expense YTD	Budget YTD	Variance \$ YTD	Variance % YTD
Administration	240,231	252,614	12,383	4.9%
Operations	867,070	855,925	(11,145)	-1.3%
Maintenance	283,567	255,312	(28,255)	-11.1%
Total	1,390,868	1,363,851	(27,017)	-2.0%
Farebox Revenue	70,624	66,667	3,957	5.9%

ending September 30, 2022

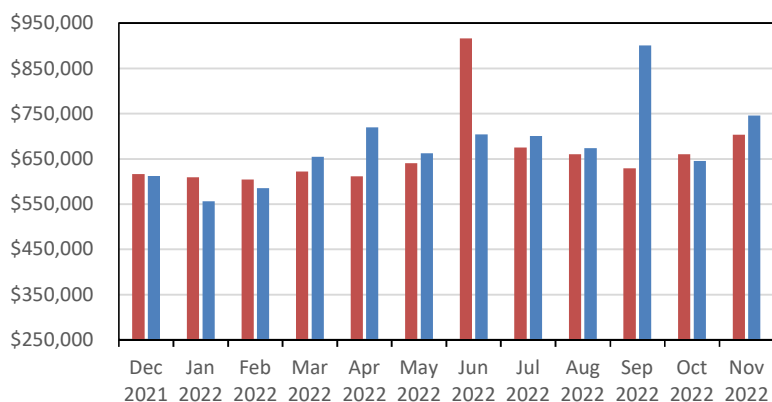
14-Dec-22

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

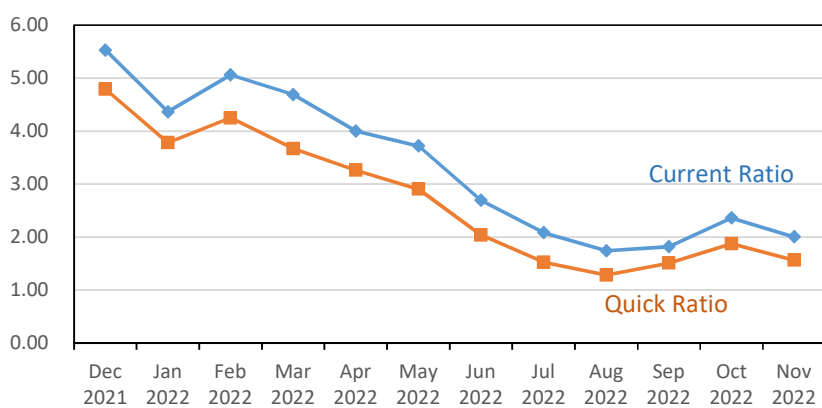
24

	<u>Nov-22</u>	<u>Nov-21</u>
ASSETS		
Current Assets:		
Cash - Checking CNB	206,477	389,046
Money Market / CD - CNB	0	25,010
Operating & Maintenance Reserve - SC LGIP	27,992	650,732
Management Account - SC LGIP	52,389	500,609
Accounts Receivable - Federal, State & Local Grants	1,136,445	1,133,826
Accounts Receivable - Employees/Other	71,414	24,569
Inventory	327,262	355,189
Prepaid Expenses	93,565	74,454
Total Current Assets	<u>1,915,544</u>	<u>3,153,435</u>
Long-Term Assets		
Total Capital Assets, Net	7,189,051	6,738,018
Deferred Outflows of Resources-NPL	1,081,468	1,081,468
Total Long-Term Assets	<u>8,270,519</u>	<u>7,819,486</u>
Total Assets	<u>10,186,063</u>	<u>10,972,921</u>
LIABILITIES & EQUITY		
LIABILITIES		
Current Liabilities:		
Accounts Payable	341,074	114,801
Accrued Payroll and Withholdings	288,048	264,749
Accrued Compensated Absences	133,915	117,332
Disallowed Costs due to SCDOT - Current	0	0
Installment Loan CNB - Short-term	0	0
Unearned Revenue	192,389	68,333
Total Current Liabilities	<u>955,426</u>	<u>565,215</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>7,781,487</u>	<u>7,591,596</u>
EQUITY		
Contributed Capital	2,719,523	2,719,523
Restricted Net Assets	3,805,262	4,700,395
Retained Earnings - Current Year	(232,176)	(150,560)
Net Investments in Capital Assets	2,027,824	2,027,824
Net Position Retriected 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>2,404,576</u>	<u>3,381,325</u>
Total Liabilities and Fund Equity	<u>10,186,063</u>	<u>10,972,921</u>

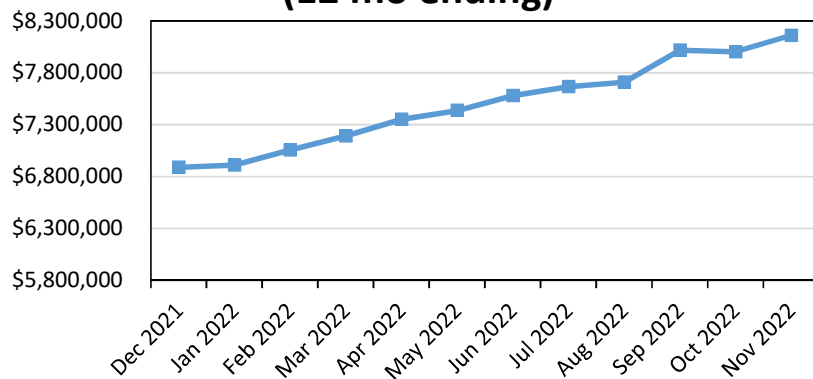
Expenses: Monthly Budget to Actual



Current/Quick Ratio



12-mo Rolling Expense Trending (12 mo ending)



WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

CASH REQUIREMENTS

12/6/2022

	Income	Expense	Balance	Date	Notes
Cash Balance			\$211,028	12/06/22	
Deposits in Transit			\$211,028		
SC Dvsn of Insurance Services Workers Comp		\$32,163	\$178,865	12/01/22	1Q23 Premium
Fares	\$5,000		\$183,865	12/06/22	
Payroll and taxes		\$155,500	\$28,365	12/07/22	
City of Myrtle Beach Q3 FY 21	\$62,500		\$90,865	12/09/22	
5307 Facility Development			\$90,865	12/09/22	
Accounts Payable		\$41,000	\$49,865	12/10/22	
PEBA Health Insurance		\$45,000	\$4,865	12/11/22	
Fares	\$8,400		\$13,265	12/13/22	
5307 Federal OPS			\$13,265	12/15/22	August
5307 Federal OPS			\$13,265	12/15/22	September
Horry County 3QFY23	\$175,000		\$188,265	12/15/22	
Fuel - Diesel		\$20,600	\$167,665	12/16/22	
Fuel - Gas		\$20,100	\$147,565	12/16/22	
Accounts Payable		\$78,000	\$69,565	12/16/22	
5307 Facility Development		\$25,960	\$43,605	12/17/22	
5311 Federal Admin/Ops/PM + SMTF	\$138,299		\$181,904	12/20/22	October Rural Service
Accounts Payable		\$25,000	\$156,904	12/20/22	
Fares	\$8,400		\$165,304	12/20/22	
5307 Federal OPS	\$139,947		\$305,251	12/20/22	October
5307 Federal OPS	\$135,000		\$440,251	12/20/22	November
5307 Federal PM	\$70,272		\$510,523	12/20/22	October
5307 Federal PM	\$75,000		\$585,523	12/20/22	November
Fuel - Diesel		\$32,000	\$553,523	12/21/22	
Payroll and taxes		\$160,000	\$393,523	12/21/22	
Fuel - Gas		\$27,000	\$366,523	12/26/22	
Fares	\$8,400		\$374,923	12/27/22	
Accounts Payable		\$25,000	\$349,923	12/30/22	
PEBA - SC Retirement (Pension)		\$70,000	\$304,923	01/01/23	Nov Pension Payment
Lease - French Collins Facility			\$304,923	01/02/23	
Fares	\$8,400		\$313,323	01/03/23	
Payroll and taxes		\$140,000	\$173,323	01/04/23	
Fares	\$7,000		\$180,323	01/10/23	
Horry County 3QFY23	\$370,000		\$550,323	01/10/23	
PEBA Health Insurance		\$45,000	\$505,323	01/11/23	
Fuel - Diesel		\$32,000	\$473,323	01/12/23	
Accounts Payable		\$27,500	\$445,823	01/13/23	
5307 Federal OPS	\$135,000		\$580,823	01/15/23	December
5307 Federal PM	\$75,000		\$655,823	01/15/23	December
5311 Federal Admin/Ops/PM	\$125,000		\$780,823	01/15/23	November Rural Service
5311 SCDOT SMTF	\$10,000		\$790,823	01/15/23	November SMTF Rural
Fuel - Gas		\$27,625	\$763,198	01/16/23	
Fares	\$7,000		\$770,198	01/17/23	
Payroll and taxes		\$150,000	\$620,198	01/18/23	
Accounts Payable		\$25,000	\$595,198	01/19/23	
LGIP/Savings Cash Mgmt.		\$50,000	\$545,198	01/21/23	
LGIP/Savings O&M		\$50,000	\$495,198	01/21/23	
Fares	\$7,000		\$502,198	01/24/23	

WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

CASH REQUIREMENTS

12/6/2022

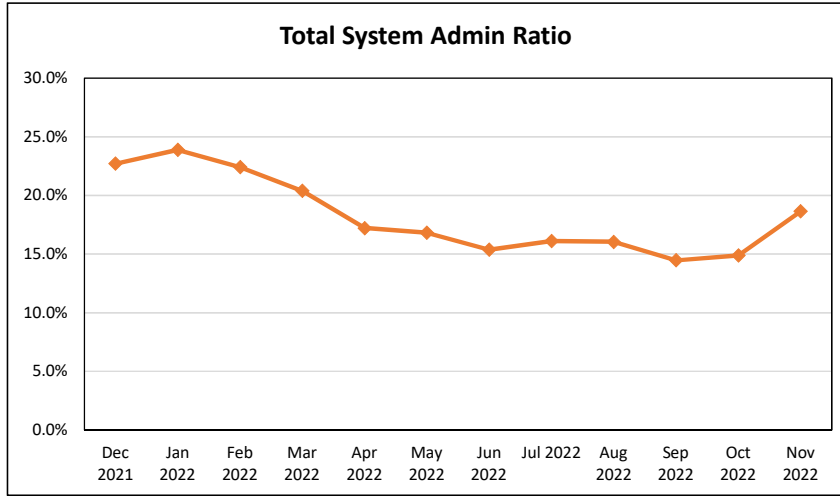
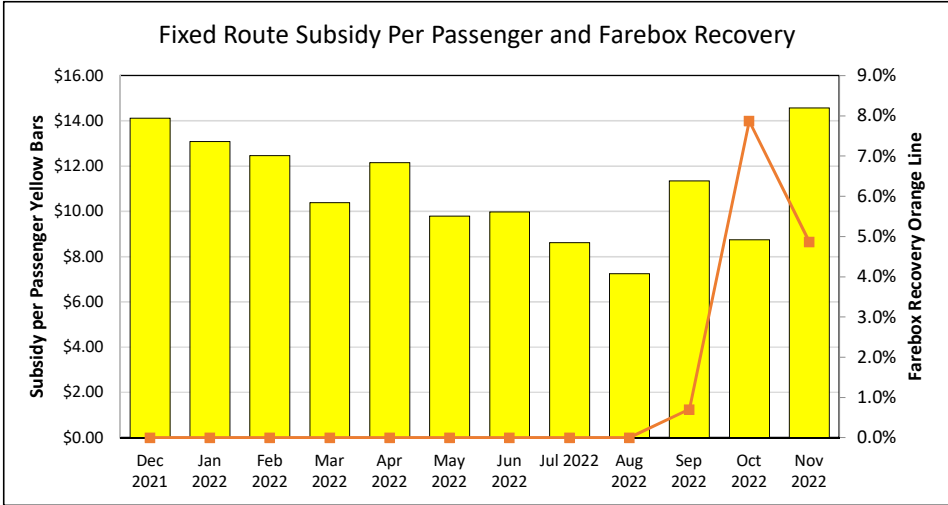
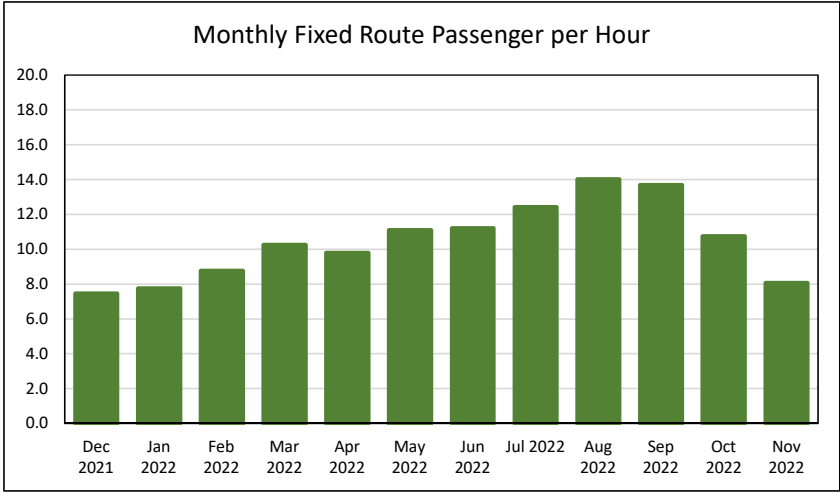
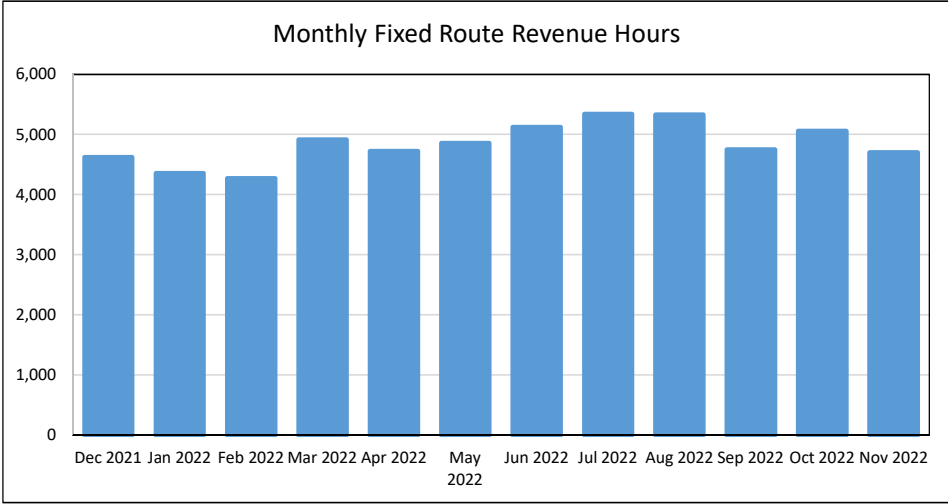
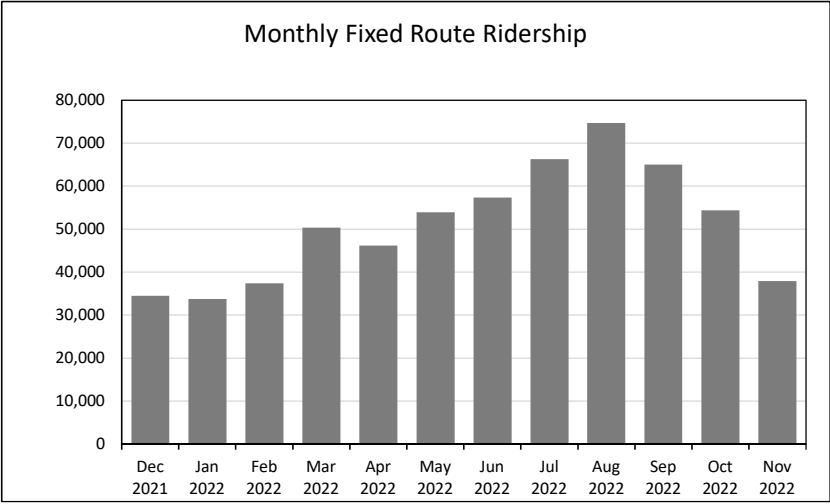
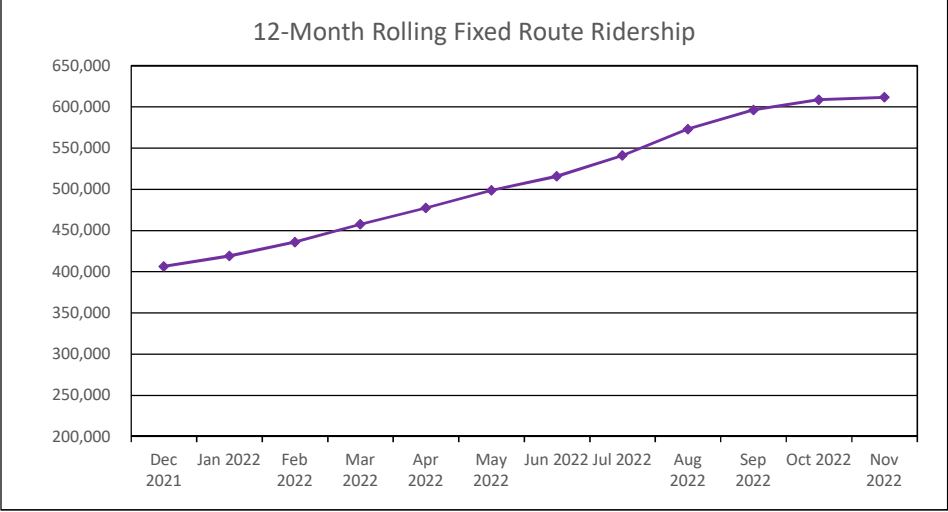
	Income	Expense	Balance	Date	Notes
Cash Balance			\$211,028	12/06/22	
Fuel - Diesel		\$35,000	\$467,198	01/24/23	
5339 Funding Radio System	\$112,000		\$579,198	01/25/23	
Radio System Purchase		\$140,000	\$439,198	01/26/23	
Accounts Payable		\$25,000	\$414,198	01/29/23	
5339 Lease Capital	\$11,400		\$425,598	01/31/23	
Fares	\$7,000		\$432,598	01/31/23	
Payroll and taxes		\$145,000	\$287,598	02/01/23	
PEBA - SC Retirement (Pension)		\$70,000	\$217,598	02/01/23	Dec Pension Payment
Lease - French Collins Facility		\$14,250	\$203,348	02/02/23	
Fuel - Gas		\$24,000	\$179,348	02/06/23	
Fares	\$7,000		\$186,348	02/07/23	
Accounts Payable		\$35,000	\$151,348	02/08/23	
Fuel - Diesel		\$35,000	\$116,348	02/10/23	
State Insurance Fund - Liability Ins. Premium		\$57,536	\$58,812	02/10/23	
PEBA Health Insurance		\$45,000	\$13,812	02/11/23	
Fares	\$7,000		\$20,812	02/14/23	
5307 Federal OPS	\$130,000		\$150,812	02/15/23	January
5307 Federal PM	\$75,000		\$225,812	02/15/23	January
5311 Federal Admin/Ops/PM	\$135,000		\$360,812	02/15/23	December Rural Service
5311 SCDOT SMTF	\$10,000		\$370,812	02/15/23	December SMTF Rural
Payroll and taxes		\$145,000	\$225,812	02/15/23	
Accounts Payable		\$25,000	\$200,812	02/18/23	
Fares	\$7,000		\$207,812	02/21/23	
Fuel - Diesel		\$35,000	\$172,812	02/27/23	
Fuel - Gas		\$27,000	\$145,812	02/27/23	
Accounts Payable		\$25,000	\$120,812	02/28/23	
Fares	\$7,000		\$127,812	02/28/23	
Payroll and taxes		\$145,000	(\$17,188)	03/01/23	
PEBA - SC Retirement (Pension)		\$70,000	(\$87,188)	03/01/23	Jan Pension Payment
SC Dvsn of Insurance Services Workers Comp		\$30,000	(\$117,188)	03/01/23	2Q23 Premium
Lease - French Collins Facility		\$14,250	(\$131,438)	03/02/23	
Fares	\$7,000		(\$124,438)	03/07/23	
Horry County 4QFY23	\$545,001		\$420,563	03/10/23	
PEBA Health Insurance		\$45,000	\$375,563	03/11/23	
Accounts Payable		\$27,500	\$348,063	03/12/23	
Fuel - Gas		\$22,000	\$326,063	03/13/23	

Key Performance Indicators - Fixed Route

Fixed Route Measures	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	12-Month Total
Ridership	35,058	34,522	33,760	37,439	50,332	46,211	53,905	57,379	66,258	74,676	65,033	54,364	37,903	646,840
Revenue Hours	4,484	4,622	4,355	4,269	4,911	4,719	4,855	5,121	5,336	5,327	4,748	5,056	4,699	62,502
Total Hours	3,819	4,745	4,494	4,472	5,114	4,898	5,047	5,336	5,539	5,548	4,912	5,229	4,861	64,014
Revenue Miles	109,506	114,162	107,594	106,782	120,859	114,594	119,448	119,321	123,451	125,109	117,121	126,574	117,840	1,522,361
Total Miles	113,324	117,619	111,373	110,737	126,073	118,041	123,747	124,644	128,803	130,385	121,690	131,225	122,203	1,579,864
Accidents	2	2	2	0	0	3	1	1	2	4	0	1	2	20
Breakdowns	2	2	3	3	6	7	3	2	6	3	4	2	2	45
Complaints	4	2	3	4	7	6	8	7	3	5	2	4	7	62
Transit Expense	\$297,737	\$302,638	\$276,144	\$297,949	\$335,433	\$375,410	\$371,318	\$398,788	\$389,703	\$400,506	\$405,713	\$347,357	\$373,910	\$4,572,607
Maintenance Expense	\$94,147	\$97,782	\$80,878	\$83,675	\$99,632	\$104,336	\$80,919	\$103,716	\$102,456	\$65,702	\$247,415	\$103,031	\$114,815	\$1,378,503
Administrative Expense	\$66,767	\$86,714	\$84,777	\$84,801	\$87,901	\$81,852	\$75,316	\$70,167	\$78,577	\$74,710	\$89,741	\$65,938	\$91,822	\$1,039,083
Total Operating Expenses	\$458,651	\$487,133	\$441,800	\$466,425	\$522,966	\$561,598	\$527,553	\$572,671	\$570,736	\$540,918	\$742,868	\$516,327	\$580,546	\$6,990,193
Fare/Contract Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,207	\$40,641	\$28,265	\$74,113

Efficiency Metrics	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	12-Month Total
O & M Expense per Hour (No Admin)	\$87.40	\$86.63	\$81.98	\$89.39	\$88.59	\$101.66	\$93.15	\$98.12	\$92.23	\$87.52	\$137.56	\$89.08	\$104.01	\$95.21
Average Fare	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.08	\$0.75	\$0.75	\$0.11
Farebox Recovery	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	7.9%	4.9%	1.1%
Subsidy per Passenger	\$13.08	\$14.11	\$13.09	\$12.46	\$10.39	\$12.15	\$9.79	\$9.98	\$8.61	\$7.24	\$11.34	\$8.75	\$14.57	\$10.69
Maintenance Cost per Mile	\$0.83	\$0.83	\$0.73	\$0.76	\$0.79	\$0.88	\$0.65	\$0.83	\$0.80	\$0.50	\$2.03	\$0.79	\$0.94	\$0.87
Deadhead Ratio (Miles)	3%	3%	4%	4%	4%	3%	4%	4%	4%	4%	4%	4%	4%	4%
Administrative Ratio	17%	22%	24%	22%	20%	17%	17%	14%	16%	16%	14%	15%	19%	17%

Effectiveness Metrics	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Nov 2022	12-Month Total
Passengers per Hour	7.8	7.5	7.8	8.8	10.2	9.8	11.1	11.2	12.4	14.0	13.7	10.8	8.1	10.3
Mean Distance between Accidents	56,662	58,810	55,687	N/A	N/A	39,347	123,747	124,644	64,402	32,596	N/A	131,225	61,102	78,993
Mean Distance between Breakdowns	56,662	58,810	37,124	36,912	21,012	16,863	41,249	62,322	21,467	43,462	30,423	65,613	61,102	35,108
Complaints per 1,000 Riders	0.114	0.058	0.089	0.107	0.139	0.130	0.148	0.122	0.045	0.067	0.031	0.074	0.185	0.126
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%

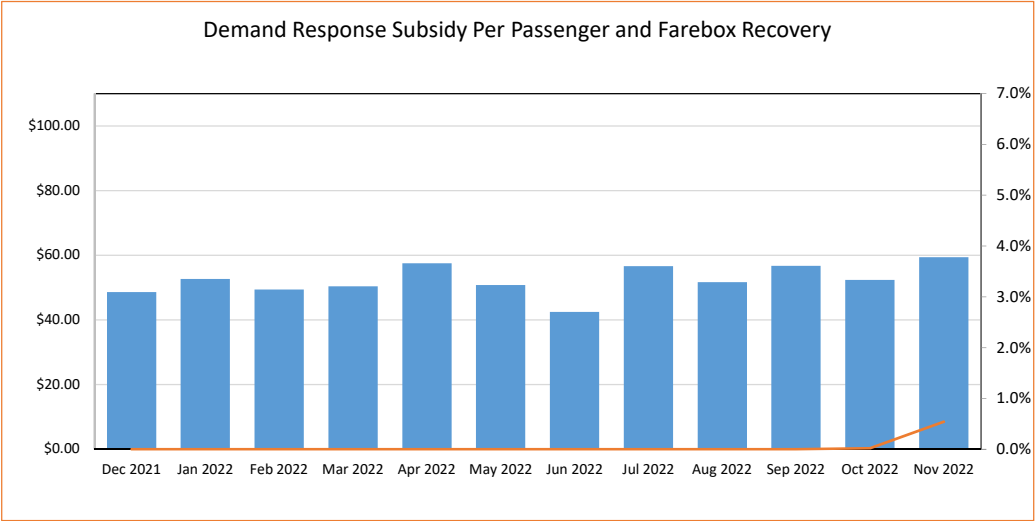
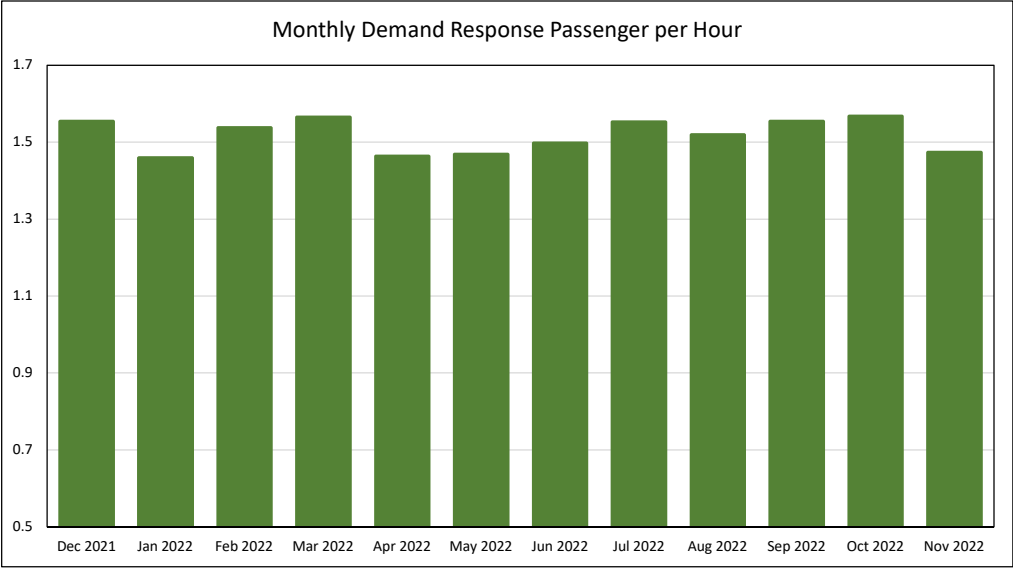
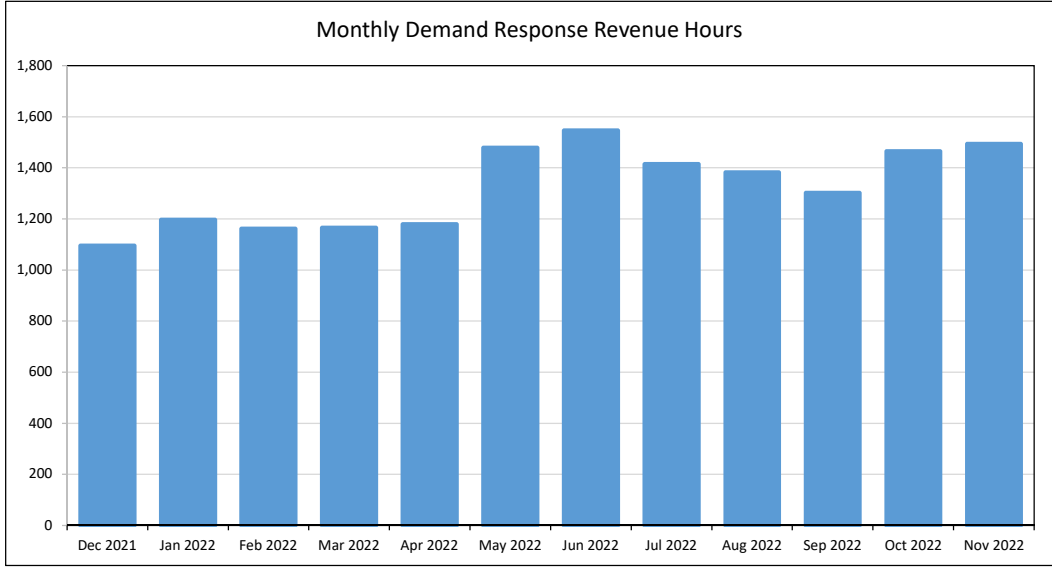
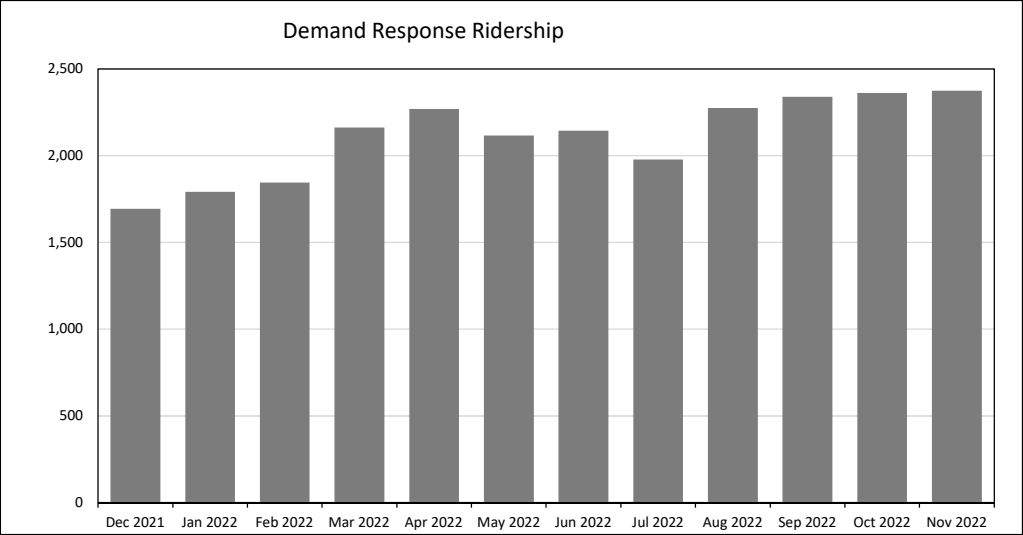
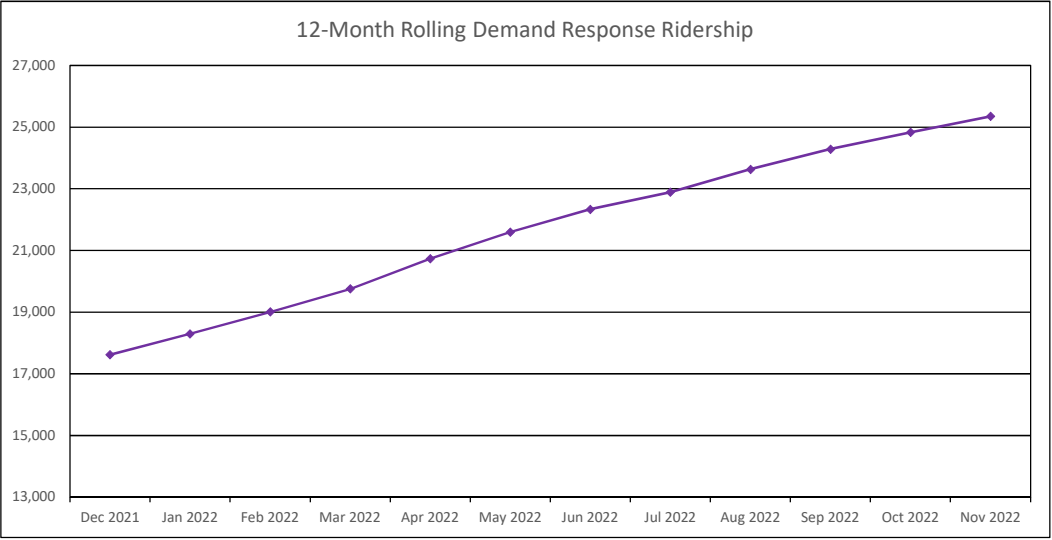


Key Performance Indicators - Demand Response

Demand Response Measures	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Oct 2022	12-Month Total
Ridership	1,817	1,858	1,694	1,791	1,845	2,162	2,269	2,117	2,144	1,977	2,275	2,340	2,361	2,374	27,207
Revenue Hours	1,095	1,196	1,161	1,165	1,179	1,478	1,546	1,414	1,381	1,302	1,464	1,493	1,603	1,546	17,928
Total Hours	1,291	1,409	1,371	1,362	1,342	1,713	1,788	1,647	1,582	1,504	1,687	1,731	1,824	1,738	20,698
Revenue Miles	21,882	25,049	22,108	23,398	24,896	29,829	28,905	27,337	27,358	25,076	30,538	28,482	29,905	28,409	351,290
Total Miles	26,624	29,391	27,152	27,859	28,911	35,526	34,358	32,761	31,899	28,965	35,998	33,504	34,254	32,934	413,512
Accidents	0	1	1	0	0	1	2	1	1	0	0	0	0	0	7
Breakdowns	0	0	0	0	0	1	0	0	1	1	1	1	0	0	5
Complaints	0	2	0	1	2	2	1	2	3	1	1	1	1	0	17
Paratransit Expense	\$81,215	\$80,843	\$80,027	\$75,019	\$74,153	\$87,713	\$106,205	\$90,201	\$74,153	\$92,624	\$101,285	\$108,028	\$103,311	\$104,576	\$1,178,138
Maintenance Expense	\$29,736	\$24,888	\$2,270	\$19,403	\$17,008	\$21,233	\$24,356	\$17,253	\$17,008	\$19,408	\$16,218	\$24,860	\$21,166	\$37,309	\$262,381
Administrative Expense	\$17,109	\$18,129	\$22,930	\$23,031	\$21,105	\$22,985	\$23,156	\$18,782	\$21,105	\$18,676	\$18,894	\$23,895	\$19,611	\$25,681	\$277,982
Total Operating Expenses	\$128,060	\$123,859	\$105,228	\$117,454	\$112,267	\$131,931	\$153,717	\$126,236	\$112,267	\$130,708	\$136,396	\$156,783	\$144,088	\$167,566	\$1,718,500
Fare Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31	\$783	\$934	\$1,749

Efficiency Metrics	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Oct 2022	12-Month Total
O & M Expense per Hour	\$101.33	\$88.40	\$70.89	\$81.03	\$77.32	\$73.71	\$84.45	\$75.99	\$66.01	\$86.05	\$80.26	\$89.01	\$77.65	\$91.78	\$80.35
Average Fare	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.01	\$0.33	\$0.39	\$0.06
Farebox Recovery	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.6%	0.1%
Subsidy per Passenger	\$61.06	\$56.91	\$48.58	\$52.72	\$49.41	\$50.39	\$57.54	\$50.76	\$42.52	\$56.67	\$51.65	\$56.78	\$52.39	\$59.37	\$52.88
Deadhead Ratio (Miles)	22%	17%	23%	19%	16%	19%	19%	20%	17%	16%	18%	18%	15%	16%	18%
Administrative Ratio	15%	17%	28%	24%	23%	21%	18%	17%	23%	17%	16%	18%	16%	18%	19%

Effectiveness Metrics	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022	Jul 2022	Aug 2022	Sep 2022	Oct 2022	Oct 2022	12-Month Total
Passengers per Hour	1.66	1.55	1.46	1.54	1.56	1.46	1.47	1.50	1.55	1.52	1.55	1.57	1.47	1.54	1.52
Mean Distance between Accidents	n/a	29,391	27,152	n/a	n/a	35,526	17,179	32,761	31,899	n/a	n/a	n/a	n/a	n/a	59,073
Mean Distance between Breakdowns	n/a	n/a	n/a	n/a	n/a	35,526	n/a	n/a	31,899	28,965	35,998	33,504	n/a	n/a	82,702
Complaints per 1,000 Riders	0.0	1.1	0.0	0.6	1.1	0.9	0.4	0.9	1.4	0.5	0.4	0.4	0.4	0.0	0.6
On-Time Performance	81%	81%	81%	81%	81%	80%	81%	78%	70%	73%	71%	77%	77%	81%	83%



Coast RTA Federal Grants - FY23												Current Month	50	> Bus Stops + Ecolane
Activity Line Item Balances												Current Month	2	> 5307
November 2022 - Final														
5307 FY23 Federal Grant # 5526-2022-2 (Temp)							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		
FY23 Contract	\$ 1,495,684	\$ 900,000	\$ 43,200	\$ 2,438,884	> 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		
							\$ (424,200)	\$ (15,962)	\$ (13,597)	\$ (117,573)	\$ (571,332)	> Prior Year Carryforward		
Monthly Draws:						Monthly Draws:								
Oct 2022	\$ 139,947	\$ 70,272	\$ -	\$ 210,219		Oct 2022	\$ -	\$ -	\$ -	\$ -	\$ -			
Nov 2022	\$ 154,769	\$ 85,640	\$ -	\$ 240,409		Nov 2022	\$ -	\$ -	\$ -	\$ 11,037	\$ 11,037			
Dec 2022	\$ -	\$ -	\$ -	\$ -		Dec 2022	\$ -	\$ -	\$ -	\$ -	\$ -			
Jan 2023	\$ -	\$ -	\$ -	\$ -		Jan 2023	\$ -	\$ -	\$ -	\$ -	\$ -			
Feb 2023	\$ -	\$ -	\$ -	\$ -		Feb 2023	\$ -	\$ -	\$ -	\$ -	\$ -			
Mar 2023	\$ -	\$ -	\$ -	\$ -		Mar 2023	\$ -	\$ -	\$ -	\$ -	\$ -			
Apr 2023	\$ -	\$ -	\$ -	\$ -		Apr 2023	\$ -	\$ -	\$ -	\$ -	\$ -			
May 2023	\$ -	\$ -	\$ -	\$ -		May 2023	\$ -	\$ -	\$ -	\$ -	\$ -			
June 2023	\$ -	\$ -	\$ -	\$ -		June 2023	\$ -	\$ -	\$ -	\$ -	\$ -			
July 2023	\$ -	\$ -	\$ -	\$ -		July 2023	\$ -	\$ -	\$ -	\$ -	\$ -			
Aug 2023	\$ -	\$ -	\$ -	\$ -		Aug 2023	\$ -	\$ -	\$ -	\$ -	\$ -			
Sept 2023	\$ -	\$ -	\$ -	\$ -		Sept 2023	\$ -	\$ -	\$ -	\$ -	\$ -			
Subtotal Draws	\$ 294,716	\$ 155,912	\$ -	\$ 450,628			\$ -	\$ -	\$ -	\$ 11,037	\$ 11,037			
Remaning Balance	\$ 1,200,968	\$ 744,088	\$ 43,200	\$ 1,988,256		Remaning Balance	\$ -	\$ 5,538	\$ 3,963	\$ (12,795)	\$ (3,294)			
% Expended	19.70%	17.32%	0.00%	18.48%		% Expended	100.00%	74.24%	77.43%	111.05%	100.57%			
% Time Elapsed	16.67%	16.67%	16.67%	16.67%		% Time Elapsed	72.46%	72.46%	72.46%	72.46%	72.46%	> Contract Ends 3/31/24		

Coast RTA SCDOT Grants - FY23														
Activity Line Item Balances														
November 2022 - Final													Current Month	5
***** 5311 Federal Rural - Grant # PT-230911-11 *****							***** 5311 State Rural SMTF - Grant # PT-230911-11 *****							
	Operating	Preventative Maintenance	Capital Expenditures	Admin	Totals	Comments		Operating	Preventative Maintenance	Capital Expenditures	Admin	Totals	Comments	
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	\$ 75,839	\$ 36,530	\$ -	\$ 14,243	\$ 126,612			\$ -	\$ 4,566	\$ -	\$ 7,121	\$ 11,687		
Nov 2022	\$ 81,991	\$ 46,079	\$ -	\$ 15,236	\$ 143,306			\$ -	\$ 5,759	\$ -	\$ 7,618	\$ 13,377		
Dec 2022	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Jan 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Feb 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Mar 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Apr 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
May 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
June 2023	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		
Subtotal Draws	\$ 403,313	\$ 176,638	\$ -	\$ 63,363	\$ 643,314			\$ 100,565	\$ 22,077	\$ -	\$ 31,680	\$ 154,322		
Remaning Balance	\$ 197,136	\$ 23,093	\$ -	\$ 136,341	\$ 356,570			\$ -	\$ 28,219	\$ -	\$ 18,616	\$ 46,835		
% Expended	67.17%	88.44%		31.73%	64.34%			100.00%	43.89%		62.99%	76.72%		
% Time Elapsed	41.67%	41.67%		41.67%	41.67%			41.67%	41.67%		41.67%	41.67%		
***** SMTF 5307 Large Urban Match - Grant # PT-230999-08 *****														
	Federal Share	State Share	Local Share	TBD	Totals	Comments								
FY23 Contract	\$ 299,232	\$ 149,616	\$ 149,616	\$ -	\$ 598,464									
Monthly Draws:														
July 2022	\$ 261,942	\$ -	\$ 141,088	\$ -	\$ 403,030									
Aug 2022	\$ 37,290	\$ 149,616	\$ 8,528	\$ -	\$ 195,434									
Sept 2022	\$ -	\$ -	\$ -	\$ -	\$ -									
Subtotal Draws	\$ 299,232	\$ 149,616	\$ 149,616	\$ -	\$ 598,464									
Remaning Balance	\$ -	\$ -	\$ -	\$ -	\$ -									

Coast RTA Local Grants - FY22								
Activity Line Item Balances								
November 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+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			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	\$ 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					

Coast RTA								
Transit Facility Development - ALI Balances								
FTA Grant # SC-2020-006-00 (FHWA FLEX + Section 5307)								
November 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		
Month	Bus Storage / Contingency	Site Location / Develop / Concept	Grant Prep / Financial Analysis	Environmental / Clearance	Preliminary Design	Project Management	FTA 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Jan 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Feb 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Mar 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Apr 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
May 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
June 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
July 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Aug 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Sept 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ -	\$ -	\$ -	\$ 14,829	\$ 4,485	\$ 1,449	\$ 20,763	
Remaning Balance	\$ 1,440	\$ (74,403)	\$ 73,528	\$ 1,737	\$ 214,855	\$ (741)	\$ 216,416	
% Expended	89.41%	140.33%	51.04%	97.83%	18.41%	100.68%	72.95%	
% Time Elapsed	53.33%	53.33%	53.33%	53.33%	53.33%	53.33%	53.33%	
***** Georgetown County Capital Funds *****								
	80 / 90	81 / 91	82 / 92	83 / 93	84 / 94	87 / 97		
Month	Bus Storage / Contingency	Site Location / Develop / Concept	Grant Prep / Financial Analysis	Environmental / Clearance	Preliminary Design	Project Management	Georgetown Totals	Project 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jan 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Feb 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apr 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
May 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
June 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
July 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Aug 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sept 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Draws	\$ -	\$ -	\$ -	\$ 3,708	\$ 1,122	\$ 362	\$ 5,192	\$ 25,955
Remaning Balance	\$ 360	\$ (17,629)	\$ 20,124	\$ 433	\$ 53,712	\$ (2,901)	\$ 54,099	\$ 270,515
% Expended	89.41%	138.22%	50.02%	97.84%	18.41%	111.90%	72.95%	72.95%
% Time Elapsed	53.33%	53.33%	53.33%	53.33%	53.33%	53.33%	53.33%	53.33%



Coast RTA Monthly Cash Flow November 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	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ -
Cash Receipts													
5307 - Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5307 - Preventative Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5307 - Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5307 - SMTF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311 - Operations	\$ 245,644.00	\$ 250,020.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 495,664.00
5311 - Preventative Maintenance	\$ 67,633.00	\$ 38,148.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,781.00
5311 - Administration	\$ 33,059.00	\$ 17,766.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,825.00
5311 - Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Horry County Registration Fees	\$ 626,035.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 626,035.00
Horry County Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Georgetown Cty Reg Fees/FY23 Funding	\$ -	\$ 95,206.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,206.00
Myrtle Beach	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
North Myrtle Beach	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fares/Passes	\$ 36,989.19	\$ 30,779.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,768.21
Local Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Advertising	\$ -	\$ 5,700.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,700.00
Accident Claims	\$ -	\$ 2,035.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,035.16
Proceeds from Sale of Assets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RTAP / Fuel Refunds / Other	\$ 8,066.08	\$ 564.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,630.20
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,822.00
Horry County ARPA Funds	\$ 10,541.25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,541.25
Georgetown County Capital Funds	\$ 4,883.00	\$ 15,988.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,871.23
Total Cash Receipts	\$ 1,077,497.52	\$ 456,206.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,533,704.05
Cash Basis Expenditures:													
Operating Expenses	\$ 372,580.34	\$ 664,207.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,036,788.22
Capital Expenditures	\$ 274,750.43	\$ 15,988.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 290,738.66
O & M Reserve + Management Account	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenditures	\$ 647,330.77	\$ 680,196.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,327,526.88
Ending Balance	\$ 430,166.75	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17	\$ 206,177.17