



**Waccamaw Regional Transportation Authority
Board of Directors Workshop Agenda
December 13, 2023
10:00 AM**

10 -10:15 AM – Welcome

10:15 – 10:45 AM – RIDE IV Discussion

10:45 – 11:45 AM – Coast RTA Organization Plan

- Data Analysis
- Fare Structure Goals
- Plan Recommendations
- Next Steps

11:45 – 12:45 PM – Working Lunch

- Board Responsibilities & Initiatives

12:45 – 1:20 PM – 2024 Program of Events

1:20 – 1:30 PM – Break

1:30 – 2:00 PM - Board Meeting



**Waccamaw Regional Transportation Authority
Board of Directors Meeting Agenda
December 13, 2023
1:30 PM**

- I. Welcome and Call to Order
- II. Invocation and Pledge of Allegiance
- III. Roll Call
- IV. Approval of Agenda
- V. Approval of Minutes – October 10, 2023
- VI. Acknowledgement of Visitors
- VII. Public Comment (3-minute time limit)
- VIII. Committee Reports
 - a. Service/PAC Committee
 - b. Finance Committee
 - October Financials
 - c. Compensation Committee
 - d. Other Ad Hoc Committees
- IX. Old Business
- X. New Business
- XI. General Manager's Report
- XII. Executive Session – if necessary
- XIII. Good of the Order
- XIV. Announcements
- XV. Adjournment

Next meeting date: Wednesday, January 31, 2024

FY2024 BOARD OF DIRECTORS ATTENDANCE ROSTER



	OCT	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Bilka, Melissa	#=										
D'Angelo, Katharine	#=										
Eickhoff, Darrell	X										
Johnson, Lillie Jean	A										
Keene, Marvin, Ph.D. CFA	X										
Metherd, Elijah	#=										
Sheehan, Rob, Ph.D.	X										
Silverman, Bernard	X										
Twigg, Nicholas, DBA	X										
Wallace, Randal	A										
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
Wednesday October 25, 2023
12:00 PM**

Board Present: Melissa Bilka
Katharine D'Angelo
Darrell Eickhoff
Marvin Keene
Elijah Metherd
Robert Sheehan
Bernard Silverman
Nicholas Twigg

Staff Present: Brian Piascik, General Manager/CEO
Doug Herriott, Operations Manager
Candace Brown, Senior Planner/Special Projects
Ann-Martin Buffkin, Board Liaison
Lauren Morris, Director of Strategic Communications

Visitors: Tommy Cardinal – My Horry News

In accordance with the Freedom of Information Act (FOIA), the 2023 meeting schedule was provided to the press at the beginning of the 2023 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 25, 2023.

CALL TO ORDER: Chairman Sheehan called the meeting to order at 12:07 PM and welcomed everyone.

INVOCATION/PLEDGE OF ALLEGIANCE: Dr. Sheehan 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: Dr. Robert Sheehan asked to revise the agenda to move Resolution No: OCT2023-01 to The General Managers Report and move The Compensation discussion to Executive Session. There was a motion by Mr. Bernie Silverman and a second by Mr. Darrell Eickhoff to approve the revised agenda. A voice vote was taken; no nays being heard; the agenda was approved unanimously.

APPROVAL OF MINUTES: A voice vote was taken; no nays being heard; the minutes were approved unanimously.

ACKNOWLEDGEMENT OF VISITORS: Dr. Sheehan introduced and welcomed Tommy Cardinal from My Horry News.

SERVICE/PAC COMMITTEE: Dr. Sheehan stated that Nicholas Twigg will be the new chair along with members Elijah Metherd, Katharine D'Angelo, and Randal Wallace.

Dr. Twigg states he will use the by-laws to lead the committee. He outlined the details involved in leading this committee. Mr. Piascik will have Coast staff contact Dr. Twigg with customer complaints and concerns. Next Service/Pac committee meeting will be discussed in the General Manager's report. Additionally, Mr. Piascik will share ridership figures in the General manager's report.

FINANCE COMMITTEE: Mr. Silverman began by reviewing discussions from the finance committee meeting. Mr. Piascik to decide when an authority wide compensation plan will be needed and the board members will look at the plan annually, if needed. Mr. Piascik stated an authority-wide compensation plan would be brought to the board next year. Mr. Silverman stated that September 2023 financials will be year-end financials. Budget is 4% over but there are overages in revenues to cover. Fares are down 17% partially due to Genfare issues when we were not collecting fares. The admin salary is below budget while other departments are over. Vehicle maintenance is over 66% because of availability of parts and older fleet. The balance sheet shows about \$34k in the LGIP, we will begin to add \$10k a month beginning in Oct 2023 to build this account up. LGIP goal is to reserve enough to cover a pay period. Waiting on GSAT study to prepare a 6-year plan.

Mr. Silverman states cash requirements show an \$11k balance on November 11, 2023, however; this is not a concern as the county will have a payment on November 15, 2023. The month of September 2023 was very tight due to three pay periods and delays in South Carolina payments.

Mr. Silverman asked when will Coast begin looking at next year's entertainment shuttles. Mrs. Lauren Morris and Mr. Piascik answered now. Mr. Piascik will be meeting with the Myrtle Beach

Chamber next Wednesday, November 1, 2023. Additionally, Mrs. Morris stated having proper signage for the Entertainment Shuttle is in the fore front of planning. Also, getting materials into pre-trip planning documentation so tourists will know what is happening before they arrive for vacation. Coast will also be putting materials in hotel rooms and spreading the word with Chambers.

COMPENSATION COMMITTEE: Moved to Execution Session.

AD HOC COMMITTEES: None.

OLD BUSINESS: Mr. Piascik provided an update on the project listing. Financial Plan/High Level Ride IV Plan moved up as it is very critical.

NEW BUSINESS: None.

GENERAL MANAGER'S REPORT: Mr. Piascik presented Marvin Kenne with a recognition plaque for his service as Chairman of the Board.

Fleet update: Coast has applied for 4 transit buses and 2 cutaway buses under the 5310 Grant Application into GSATS, this cost is approximately \$729,000. Waiting to hear from GSATS if we will be getting funding. SCDOT is working on a round of vehicle purchases. We will be requesting replacements for 5 NABI buses and 2 El Dorado buses. This cost is approximately \$42 Million. Coast will be using some 5339 dollars and asking SCDOT to fund some from their vehicle purchase program.

Future funding: Ride IV Commission has been given more direction to pursue the 25-year program, estimated at \$5.5 billion for the region to put towards transportation projects and assures a 4% growth. This program will be 60% tourist paid. This transportation tax would replace RIDE III Capital Projects Tax and will not increase in annual taxes. Taxpayers will keep paying the same amount of taxes (since it is a replacement). Mr. Wilfong submitted Coast RTA officially into the project listing. Mr. Piascik will be presenting in November 2023. Mr. Piascik will be asking is for \$18 Million annually plus growth (1/7 of penny). Decision for inclusion will be in the Spring of 2024 (March/April) and that is when Coast will know if we are included in the referendum. This program would begin in July 2025.

Facility development: Coast's maintenance department is moving to a new location. The new facility is 22,000 square feet and will allow for parking some of our buses inside. We will be planning a hygienic cleaning in the Conway maintenance area to convert the inventory room into an employee's lounge. There is more plumbing work scheduled for the Conway maintenance bathroom. Healthcare Partners is moving forward without Coast RTA but they offered us a lease for the parking lot. Mr. Piascik states parking should not be an issue since we have split

operations. Coast did receive FTA concurrence on CatEx for the Grissom Parkway parcel. We are working towards the acquisition of this parcel. We are working with the City of Myrtle Beach in coordination of placement of the fire station. Mr. Piascik presented a layout of the current site plan. There are three different grant applications that Coast will be producing next year (2024) regarding Long Term Facility Development: RAISE-USDOT, 5339/Low No-FTA and Protect-USDOT. Once Coast acquires the property on Grissom Parkway, we will be working with Kimley Horn in releasing an RFP for construction management /general contractor.

Resolution: Resolution No: OCT2023-01 – Authorization to Pursue Acquisition of Grissom Parkway Parcel. A voice vote was taken; no nays being heard; the resolution passes unanimously to approve the Authorization to Pursue Acquisition of Grissom Parkway Parcel.

Coast RTA organizational plan: Mr. Piascik would like to have a board retreat instead of the normal December board meeting. During this meeting, we will discuss GSAT study in detail. Some highlights include: service later into the evening, higher peak frequencies, introduction of micro transit region wide and expansion of paratransit, adding service to North Myrtle Beach, Carolina Forest, SR544 and Burgess/Socastee. Upcoming products include delays in fare structure analysis, assisting in presentation for RIDE IV, recommendation report, financial plan – status quo/RIDE IV.

Ridership stats: Ridership is down from FY2022 to FY2023. Stats show more revenue hours from FY2022 to FY2023, costs have increased substantially due to inflationary costs (wage rates, etc). O&M costs per revenue hours went down \$5 because we were collecting fares. Paratransit accidents have increased but fixed route accidents have decreased.

System ridership: In July 2023, our ridership dropped substantially. This could be due to inclement weather (rain) but also because our ridership on the entertainment shuttles was not as high as expected. Route 10, the Myrtle Beach Local ridership dropped and there was a big drop in Route 1, the Conway Local. We saw a 10% increase on Route 16, Myrtle Beach/Georgetown. Route 7, Myrtle Beach/Conway stayed about the same.

FY2024 goals: Fare structure implementation with public involvement, acquire Grissom Parkway parcel, develop new financial plan, inclusion in Ride IV referendum, increasing ridership and technology plan (fare collection, ride tracker app, consolidation of data plans, passenger counting, bus stop annunciation).

FOR THE GOOD OF THE ORDER: New committee chairs were announced. Dr. Twigg will head the Service/Pac Committee; Mr. Eickhoff will chair the Compensation Committee; and Mr. Silverman will continue to chair the Finance Committee. There will be no committee meetings or board meeting in November 2023.

ANNOUNCEMENTS: None.

EXECUTIVE SESSION: There was a motion to go into Executive Session by Dr. Keene with a second by Mr. Silverman at which time the recording session ended. A motion to come out of the Executive Session was made by Dr. Keene with a second by Mr. Silverman. No decisions were made, and no votes were taken.

ADJOURNMENT: There was a motion by Mr. Silverman and a second by Dr. Keene to adjourn the meeting. Dr. Sheehan adjourned the meeting at 2:40 PM.



Revised FINANCIALS

October 31, 2023

FY 2024

11/29/2023

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
TABLE OF CONTENTS
October 31, 2023**

Page 1	Table of Contents
Page 2-3	Income Statement
Page 4	Notes to the Income Statement
Page 5	Net Working Capital/FY 24 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 -15	Federal Urban Grant Draw Schedule(s)
Page 16-17	Federal Rural and State Grant Draw Schedule(s)
Page 18	Facility Development Program
Page 19	Local Funding Programs
Page 20	Cash Flow Analysis Year-to-Date
29-Nov-23	

Income Statement
Waccamaw Regional Transportation Authority
dba THE COAST RTA
FOR THE PERIOD ENDED October 31, 2023

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY23 Budget
Operating Revenues						
Passenger Fares and Passes	34,782	34,782	41,667	(6,885)	-16.5%	500,000
Local Contracts / Other Operating Revenue	0	0	0	0	0.0%	0
Total Operating Revenues	34,782	34,782	41,667	(6,885)	-16.5%	500,000
Operating Expenses						
Salaries & Benefits - Admin	65,157	65,157	71,540	6,383	8.9%	858,484
Salaries & Benefits - Transit	323,379	323,379	323,783	404	0.1%	3,885,395
Overtime - Transit	22,786	22,786	13,998	(8,788)	-62.8%	167,973
Salaries & Benefits - Maintenance	74,168	74,168	74,918	750	1.0%	899,014
Overtime - Maintenance	9,284	9,284	2,842	(6,442)	-226.6%	34,108
Subtotal Salaries & Benefits	494,774	494,774	487,081	(7,693)	-1.6%	5,844,975
Facility Maintenance	11,748	11,748	10,417	(1,331)	-12.8%	125,000
Vehicle Maintenance	21,863	21,863	32,083	10,220	31.9%	385,000
Fuel & Oil	76,099	76,099	79,167	3,068	3.9%	950,000
Tires	12,186	12,186	5,000	(7,186)	-143.7%	60,000
Liability Insurance	18,458	18,458	20,167	1,709	8.5%	242,000
Utilities	2,569	2,569	3,333	764	22.9%	40,000
Telecommunications	14,593	14,593	12,500	(2,093)	-16.7%	150,000
Office Supplies/I.T.; Postage; Dues & Pubs	16,338	16,338	10,417	(5,921)	-56.8%	125,000
Legal & Professional Services	5,767	5,767	5,417	(350)	-6.5%	65,000
Public Information	349	349	2,083	1,734	83.2%	25,000
Advertising & Marketing	0	0	3,333	3,333	100.0%	40,000
Leases	2,218	2,218	1,833	(385)	-21.0%	22,000
Travel & Training; Events & Meetings	2,593	2,593	8,333	5,740	68.9%	100,000
Vanpool	0	0	0	0	0.0%	125,000
Other Expenses	513	513	833	320	38.4%	10,000
Total Operating Expenses	680,068	680,068	681,998	1,930	0.3%	8,308,975
Operating Profit (Loss)	(645,286)	(645,286)	(640,331)	4,955	-0.8%	(7,808,975)
Operating Expenses (Capital Grants)						
Facility Maintenance (Capital Grants)	13,530	13,530	13,530	0	0.0%	247,200
I.T. & Security (Capital Grants) + ARPA	13,205	13,205	13,205	0	0.0%	64,000
Interest Expense - Lease Assets	0	0	3,420	3,420	100.0%	41,035
Total Expenses Reimbursed by Capital Grants	26,735	26,735	30,155	3,420	11.3%	352,235
Non-Reimbursable (by FTA) Expenses						
Depreciation	86,359	86,359	86,359	0	0.0%	1,036,308
Amortization - Lease Assets	18,825	18,825	18,825	0	0.0%	225,900
(Gain) Loss on Fixed Assets	0	0	0	0	0.0%	0
Accident Expense*	0	0	0	0	0.0%	0
Pension Expense - Deferred Outflows	0	0	0	0	0.0%	0
Total Non-Reimbursable Expenses	105,184	105,184	105,184	0	0	1,262,208
Total Expenses	811,987	811,987	817,336	5,349	0.7%	9,923,418

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
INCOME STATEMENT
FOR THE PERIOD ENDED October 31, 2023**

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY22 Budget
Operating Grant Revenue						
Federal Grants - Operating	369,420	369,420	329,941	39,479	12.0%	3,959,296
State Grants - Operating	43,771	43,771	30,118	13,653	45.3%	361,416
Local Grants - Operating	269,478	269,478	286,667	(17,189)	-6.0%	3,640,000
Total Operating Grant Revenue	682,669	682,669	646,726	35,943	5.6%	7,960,712
Capital Grant Revenue						
Federal Grants - Capital	11,203	11,203	11,250	(47)	-0.4%	2,172,000
State Grants - Capital	0	0	0	0	0.0%	400,000
Local Grants - Capital	17,796	17,796	17,796	0	0.0%	1,720,000
Total Capital Grant Revenue	28,999	28,999	29,046	(47)	(0)	4,292,000
Total Grant Revenue	711,668	711,668	675,772	35,896	5.3%	12,252,712
Other Revenue						
Bus Advertising Revenue	2,750	2,750	5,000	(2,250)	-45.0%	60,000
Interest Income	164	164	0	164	0.0%	0
Miscellaneous - Vending, Other	160	160	1,250	(1,090)	-87.2%	15,000
Total Other Revenue	3,074	3,074	6,250	(3,176)	-50.8%	75,000
Total Revenue	714,742	714,742	682,022	32,720	4.8%	12,327,712
 In-Kind Revenue	 0	 0		 0		
Change in Net Position	(62,463)	(62,463)	(93,648)	31,185	-33.3%	2,904,294
 YTD Capital Expenditure Activity (Cost)						
Touchless Fare System - Horry Cty ARPA-T1	16,200	16,200	16,200	0	0.0%	150,000
Transit Facility Development	0	0	0	0	0.0%	0
Bus Stop Designation / Implementation	0	0	0	0	0.0%	0
Shop Equipment/Vehicles - 5339	1,641	1,641	1,641	0	0.0%	150,000
Radio/Communications System - 5339	0	0	0	0	0.0%	0
Computer Hardware/Software/Security - 5307	5,067	5,067	5,067	0	0.0%	51,200
Computer Hardware/Software/Security - ARPA	4,824	4,824	4,824	0	0.0%	4,824
Computer Hardware/Software/Security - Local	1,267	1,267	1,267	0	0.0%	12,800
Capialized Lease Exp - Maintenance Facility	0	0	0	0	0.0%	0
Other Capialized Items - Maintenance Facility	0	0	0	0	0.0%	0
YTD Capital Expenditures vs Budget	28,999	28,999	28,999	0	0	368,824

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

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
INCOME STATEMENT NOTES – October 2023**

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 are under budget YTD (\$6.9K) or (16.5%) (page 2) although the budget is based on 1/12th of the annual goal. October is typically a good month for ridership but the annual budget incorporates some increases related to a fare structure update at some point during the year.

Salaries & Benefits - Administration is under budget YTD \$6.4K or 8.9% (page 2) due to staff on long-term medical leave and a reduction in contract employee hours related to Sunshine Service and website support.

Overtime – Transportation is over budget YTD (\$8.8K) or (62.8%) (page 2) as we are still struggling with driver shortages.

Overtime - Maintenance is over budget YTD (\$6.4K) or (226.6%) (page 2) primarily due to extra time moving to the North Conway facility. Maintenance basically moved themselves.

Vehicle Maintenance is under budget YTD \$10.2K or (31.9%) (page 2) due to timing of expenses, also because of the transition to the new leased facility.

Tires is over budget YTD (\$7.2K) or (143.7%) (page 2) due to timing of purchases.

Office Supplies/I.T.; Other is over budget YTD (\$5.9K) or (56.8%) (page 2) due to timing of expenses including purchases for the new maintenance facility.

were incurred and published additional marketing materials for the North Myrtle Beach Entertainment Shuttle.

Travel & Training is under budget YTD \$5.7K or 68.9% (page 2) due to additional expense related to delaying the 40th Anniversary celebration and additional HR training.

Depreciation is under budget YTD \$37.9K or 3.5% (page 2) due to timing of mid-sized capital improvements and larger fleet.

Operating Grant Revenue is over budget YTD \$35.9K or 5.6% (page 2) due to federal grants are drawn as early as possible and timing of other grants. Local grants are higher than expected.

Waccamaw Regional Transportation Authority
October 31, 2023

***** Net Working Capital *****

Cash & Investments

Cash - Checking CNB	\$	227,637.00	
Money Market / CD - CNB	\$	-	
Operating & Maintenance Reserve - SC LGIP	\$	27,368.00	
Management Account - SC LGIP	\$	6,980.00	
Subtotal Cash & Investments			\$ 261,985.00

Accounts Receivable

Accounts Receivable - Federal, State & Local Grants	\$	810,548.00	
Accounts Receivable - Employees/Other	\$	35,522.00	
Subtotal Accounts Receivable			\$ 846,070.00

Total Current Assets	\$	1,108,055.00
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Current Liabilities

Accounts Payable	\$	175,018.00
Accrued Payroll and Withholdings	\$	289,369.00

Total Current Liabilities	\$	464,387.00
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Net Working Capital	\$	643,668.00
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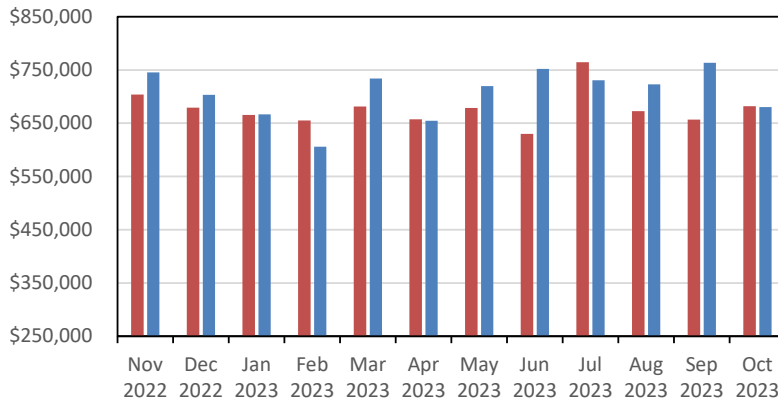
***** Coast RTA Budget Review FY 24 *****

<u>Department</u>	<u>YTD Expenses</u>	<u>YTD Budget</u>	<u>YTD Variance \$</u>	<u>YTD Variance %</u>
Administration	\$ 109,748	\$ 117,540	7,792	6.6%
Operations	\$ 453,257	\$ 444,197	(9,060)	-2.0%
Maintenance	\$ 117,063	\$ 120,260	3,197	2.7%
Total	\$ 680,068	\$ 681,998	1,930	0.3%
Farebox Revenue	34,782	41,667	(6,885)	-16.5%

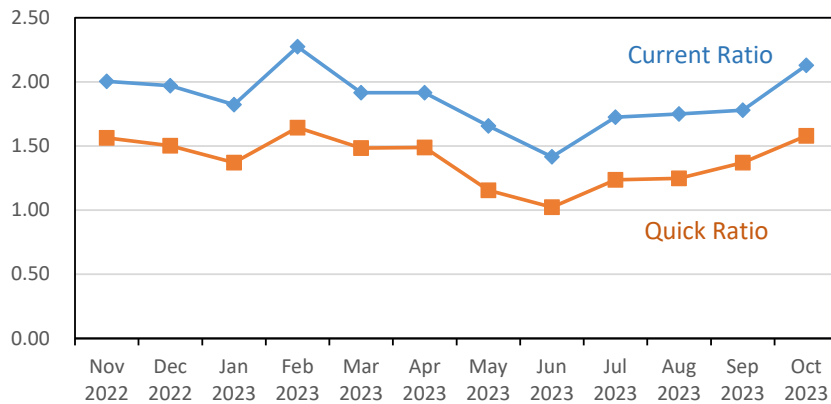
Waccamaw Regional Transportation Authority
DBA THE COAST RTA
COMPARATIVE BALANCE SHEET
October 31, 2023

	<u>Oct-23</u>	<u>Oct-22</u>
ASSETS		
Current Assets:		
Cash - Checking CNB	227,637	430,467
Money Market / CD - CNB	0	0
Operating & Maintenance Reserve - SC LGIP	27,368	27,902
Management Account - SC LGIP	6,980	52,220
Accounts Receivable - Federal, State & Local Grants	810,548	848,423
Accounts Receivable - Employees/Other	35,522	73,858
Inventory	329,266	314,171
Prepaid Expenses	57,146	59,035
Total Current Assets	<u>1,494,467</u>	<u>1,806,076</u>
Long-Term Assets		
Total Capital Assets, Net	7,350,721	7,250,851
Deferred Outflows of Resources-NPL	1,061,711	1,061,711
Total Long-Term Assets	<u>8,412,432</u>	<u>8,312,562</u>
Total Assets	<u><u>9,906,899</u></u>	<u><u>10,118,638</u></u>
LIABILITIES & EQUITY		
LIABILITIES		
Current Liabilities:		
Accounts Payable	175,018	178,368
Accrued Payroll and Withholdings	289,369	306,401
Accrued Compensated Absences	140,321	133,915
Disallowed Costs due to SCDOT - Current	0	0
Installment Loan CNB - Short-term	0	0
Unearned Revenue	97,167	160,435
Total Current Liabilities	<u>701,875</u>	<u>779,119</u>
Non-Current Liabilities:		
Due to FTA - Long Term	0	5,757
Net Lease Liability	636,511	0
Net Pension Liability	6,911,422	6,911,422
Deferred Inflows of Resources-NPL	79,755	79,755
Total Non-Current Liabilities	<u>7,627,688</u>	<u>6,996,934</u>
Total Liabilities	<u><u>8,329,563</u></u>	<u><u>7,776,053</u></u>
EQUITY		
Contributed Capital	2,719,523	2,719,523
Restricted Net Assets	2,808,309	3,614,633
Retained Earnings - Current Year	(62,463)	(103,538)
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>1,577,336</u>	<u>2,342,585</u>
Total Liabilities and Fund Equity	<u><u>9,906,899</u></u>	<u><u>10,118,638</u></u>

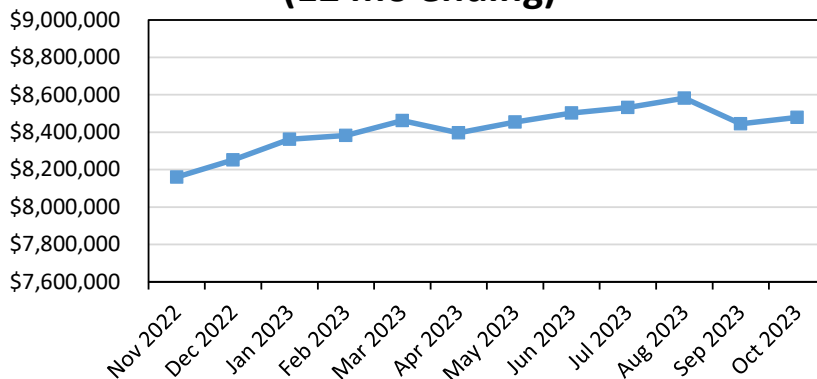
Expenses: Monthly Budget to Actual



Current/Quick Ratio



12-mo Rolling Expense Trending (12 mo ending)



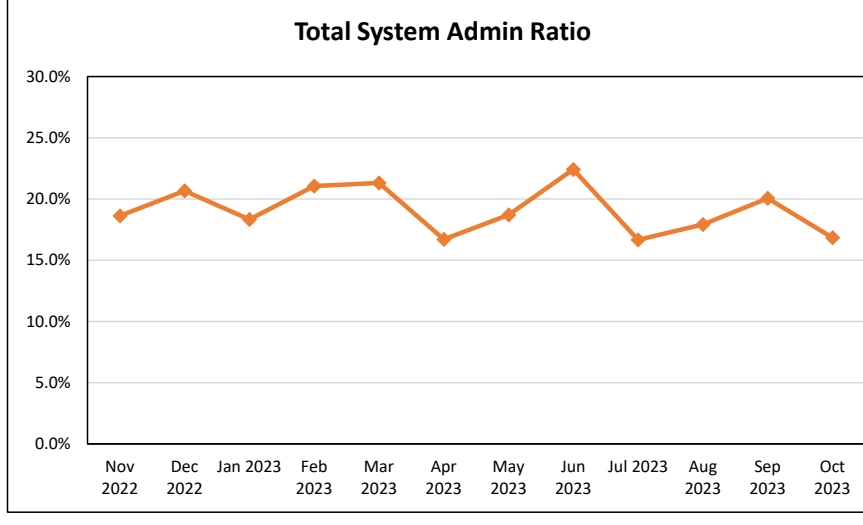
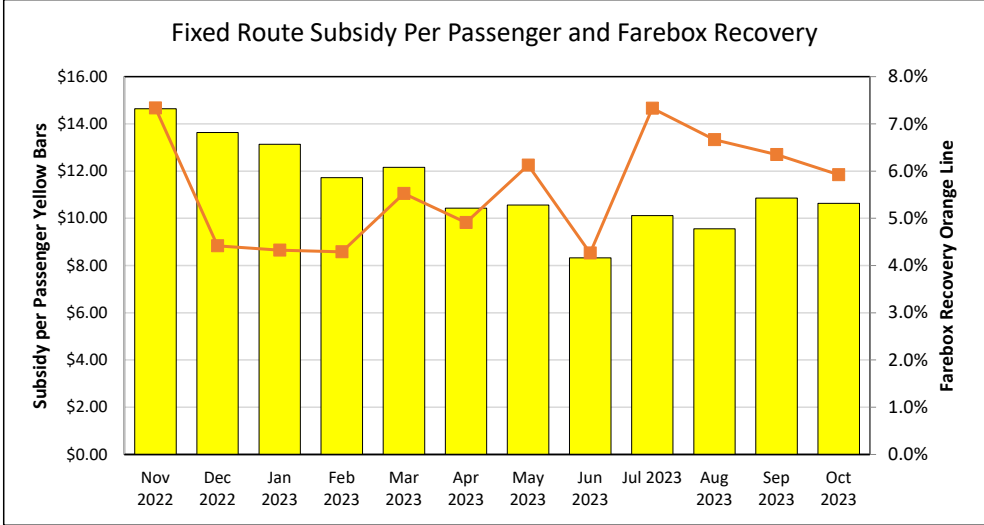
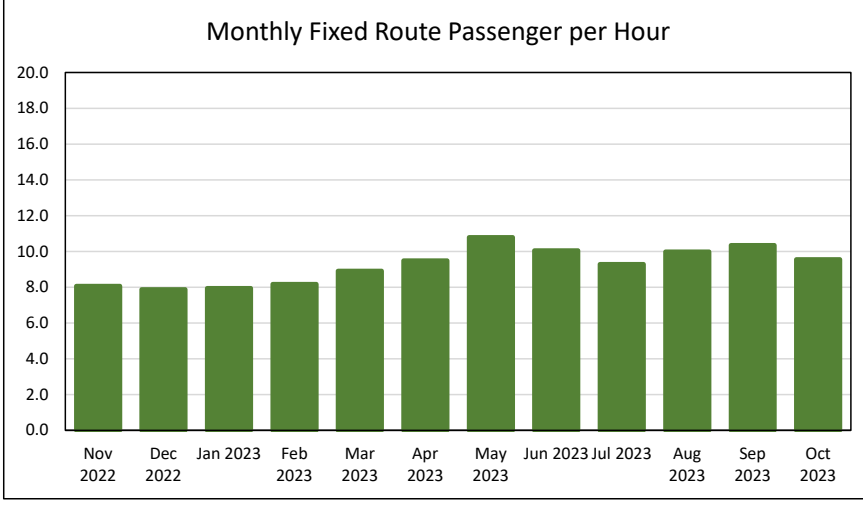
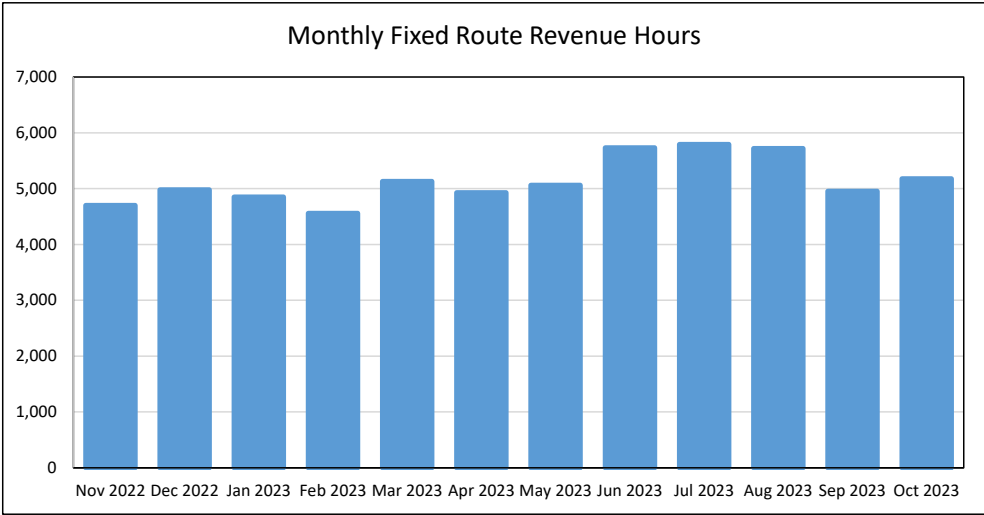
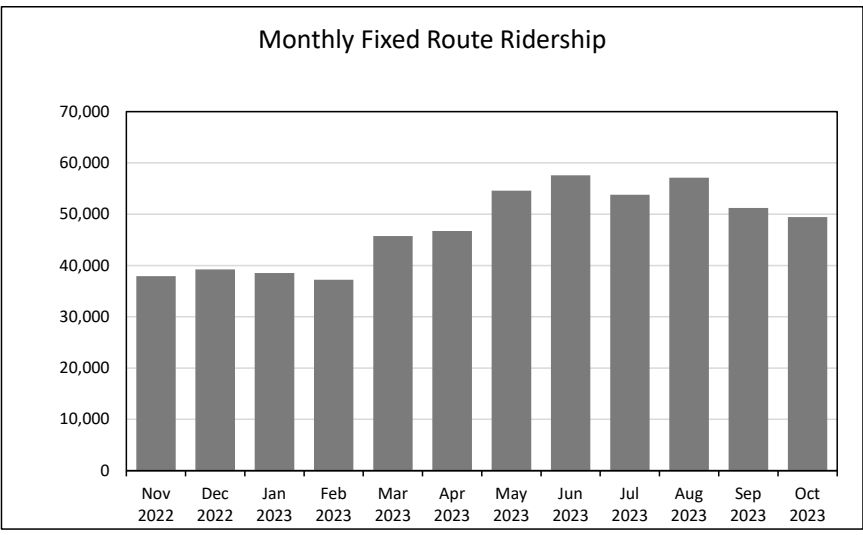
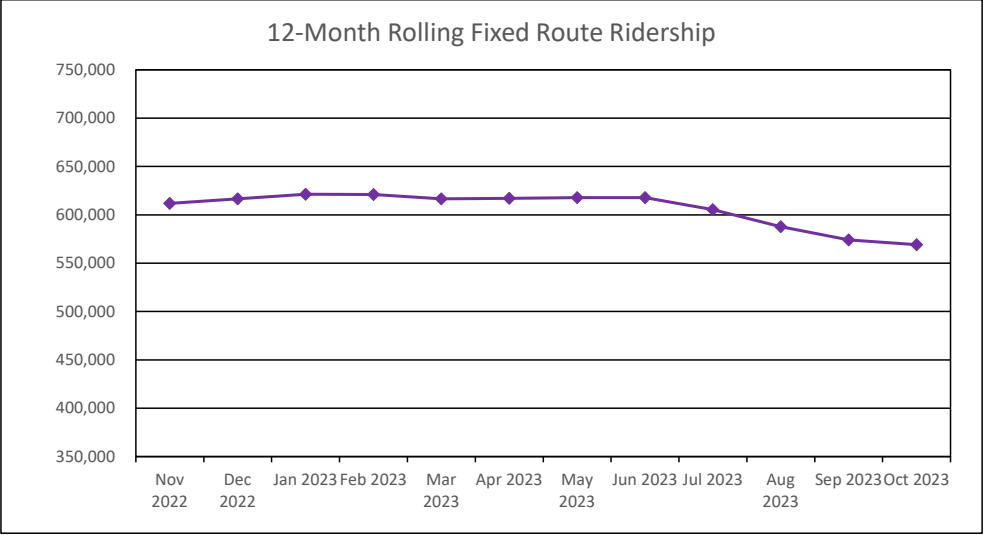
WACCAMAW REGIONAL TRANSPORTATION AUTHORITY					
CASH REQUIREMENTS					
11/20/2023					
wy					
	Income	Expense	Balance	Date	Notes
Cash Balance			\$253,676	11/20/23	
Deposits in Transit			\$253,676		
5311 Federal Admin/Ops/PM	\$161,508		\$415,184	11/22/23	September Final
5311 SCDOT SMTF	\$57,257		\$472,441	11/22/23	September Final
Payroll and taxes		\$176,000	\$296,441	11/22/23	
5307 SCDOT SMTF	\$75,057		\$371,498	11/23/23	September Urban
Fares	\$8,000		\$379,498	11/27/23	
Lease - Highway 65		\$20,650	\$358,848	11/29/23	December
5339 Capital/ Lease and expenses	\$25,000		\$383,848	12/01/23	
PEBA - SC Retirement (Pension)		\$82,000	\$301,848	12/01/23	Oct Pension Payment
SC Dvsn of Insurance Services Workers Comp		\$40,000	\$261,848	12/01/23	1Q24 Premium
Fuel - Diesel		\$27,500	\$234,348	12/04/23	
Fares	\$8,000		\$242,348	12/05/23	
Payroll and taxes		\$172,000	\$70,348	12/06/23	
Accounts Payable		\$30,000	\$40,348	12/07/23	
Georgetown County Monthly	\$32,000		\$72,348	12/10/23	
Horry County Monthly	\$160,000		\$232,348	12/10/23	
PEBA Health Insurance		\$53,000	\$179,348	12/11/23	
5307 Federal PM	\$80,000		\$259,348	12/12/23	November Final
5307 Federal OPS - CARES ACT	\$142,000		\$321,348	12/12/23	November Final
Fares	\$8,000		\$329,348	12/13/23	
5339 Capital			\$329,348	12/15/23	
Fare Collection Implementation			\$329,348	12/15/23	T2H, KUBAPay
Horry County ARPA Funds - Fare Collection			\$329,348	12/15/23	
LGIP/Savings Cash Mgmt./O&M		\$12,000	\$317,348	12/15/23	
5311 Federal Admin/Ops/PM	\$109,914		\$427,262	12/16/23	October Final
5311 SCDOT SMTF	\$40,000		\$467,262	12/16/23	October Final
Fuel - Gas		\$21,000	\$446,262	12/17/23	
Accounts Payable		\$30,000	\$416,262	12/20/23	
Payroll and taxes		\$155,000	\$261,262	12/20/23	
Fares	\$8,000		\$269,262	12/21/23	
Fuel - Diesel		\$27,500	\$241,762	12/21/23	
Fares	\$8,000		\$249,762	12/29/23	
Lease - Highway 65		\$20,650	\$229,112	12/29/23	January
5339 Lease Capital + SMTF	\$20,600		\$249,712	01/01/24	
PEBA - SC Retirement (Pension)		\$82,000	\$167,712	01/01/24	Nov Pension Payment
Accounts Payable		\$30,000	\$137,712	01/02/24	
5307 Federal OPS	\$125,000		\$262,712	01/12/24	December Partial
Payroll and taxes		\$162,000	\$100,712	01/03/24	
Fares	\$8,000		\$108,712	01/06/24	
Fuel - Diesel		\$27,500	\$81,212	01/07/24	
Georgetown County Monthly	\$32,000		\$113,212	01/10/24	
PEBA Health Insurance		\$53,000	\$60,212	01/11/24	
5307 Federal OPS	\$50,000		\$110,212	01/12/24	December Final
5307 Federal PM	\$80,000		\$190,212	01/12/24	December Final
Fuel - Gas		\$21,000	\$169,212	01/13/24	
Fares	\$8,000		\$177,212	01/14/24	
Accounts Payable		\$30,000	\$147,212	01/15/24	
City of Myrtle Beach 3QFY 24	\$62,500		\$209,712	01/15/24	
Fare Collection Implementation			\$209,712	01/15/24	T2H, KUBAPay
Horry County ARPA Funds - Fare Collection			\$209,712	01/15/24	

Key Performance Indicators - Fixed Route

Fixed Route Measures	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	12-Month Total
Ridership	54,364	37,903	39,238	38,536	37,238	45,732	46,732	54,575	57,590	53,777	57,105	51,240	49,448	623,478
Revenue Hours	5,056	4,699	4,982	4,853	4,559	5,132	4,928	5,061	5,732	5,792	5,722	4,953	5,176	66,645
Total Hours	5,229	4,861	5,152	5,032	4,732	5,549	5,158	5,278	6,014	6,095	6,020	5,179	5,332	69,631
Revenue Miles	126,574	117,840	122,970	123,473	115,023	128,522	123,646	123,782	124,489	124,139	122,063	114,875	119,048	1,586,444
Total Miles	131,225	122,203	128,023	128,674	119,897	134,446	128,577	128,556	132,793	1,807	130,304	120,378	123,275	1,530,158
Accidents	1	2	2	3	1	0	3	1	1	0	0	3	2	19
Breakdowns	2	2	4	7	9	9	1	9	10	7	3	10	4	77
Complaints	4	7	4	2	4	2	5	3	3	12	3	6	6	61
Transit Expense	\$347,357	\$373,910	\$382,793	\$356,652	\$310,036	\$367,129	\$345,759	\$377,496	\$307,037	\$376,166	\$388,996	\$370,433	\$359,667	\$4,663,430
Maintenance Expense	\$103,031	\$114,815	\$80,788	\$90,003	\$72,436	\$116,421	\$99,813	\$131,883	\$113,111	\$124,971	\$105,188	\$124,019	\$120,297	\$1,396,775
Administrative Expense	\$65,938	\$91,822	\$95,595	\$82,027	\$79,480	\$101,490	\$73,589	\$92,642	\$97,592	\$81,722	\$88,536	\$96,868	\$80,801	\$1,128,101
Total Operating Expenses	\$516,327	\$580,546	\$559,176	\$528,682	\$461,952	\$585,040	\$519,161	\$602,020	\$517,740	\$582,859	\$582,720	\$591,320	\$560,765	\$7,188,307
Fare/Contract Revenues	\$37,883	\$25,638	\$24,192	\$22,684	\$25,530	\$28,730	\$31,804	\$25,673	\$37,953	\$38,847	\$37,002	\$35,012	\$34,782	\$405,732

Efficiency Metrics	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	12-Month Total
O & M Expense per Hour (No Admin)	\$89.08	\$104.01	\$93.05	\$92.04	\$83.89	\$94.22	\$90.42	\$100.65	\$73.30	\$86.52	\$86.37	\$99.83	\$92.73	\$90.93
Average Fare	\$0.70	\$0.68	\$0.62	\$0.59	\$0.69	\$0.63	\$0.68	\$0.47	\$0.66	\$0.72	\$0.65	\$0.68	\$0.70	\$0.65
Farebox Recovery	7.3%	4.4%	4.3%	4.3%	5.5%	4.9%	6.1%	4.3%	7.3%	6.7%	6.3%	5.9%	6.2%	5.6%
Subsidy per Passenger	\$8.80	\$14.64	\$13.63	\$13.13	\$11.72	\$12.16	\$10.43	\$10.56	\$8.33	\$10.12	\$9.56	\$10.86	\$10.64	\$10.88
Maintenance Cost per Mile	\$0.79	\$0.94	\$0.63	\$0.70	\$0.60	\$0.87	\$0.78	\$1.03	\$0.85	\$69.16	\$0.81	\$1.03	\$0.98	\$0.91
Deadhead Ratio (Miles)	4%	4%	4%	4%	4%	5%	4%	4%	7%	-99%	7%	5%	4%	-4%
Administrative Ratio	15%	19%	21%	18%	21%	21%	17%	18%	23%	16%	18%	20%	17%	19%

Effectiveness Metrics	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	12-Month Total
Passengers per Hour	10.8	8.1	7.9	7.9	8.2	8.9	9.5	10.8	10.0	9.3	10.0	10.3	9.6	9.4
Mean Distance between Accidents	131,225	61,102	64,012	42,891	119,897	N/A	42,859	128,556	132,793	N/A	N/A	40,126	61,638	80,535
Mean Distance between Breakdowns	65,613	61,102	32,006	18,382	13,322	14,938	128,577	14,284	13,279	258	43,435	12,038	30,819	19,872
Complaints per 1,000 Riders	0.074	0.185	0.102	0.052	0.107	0.044	0.107	0.055	0.052	0.223	0.053	0.117	0.121	0.120
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%

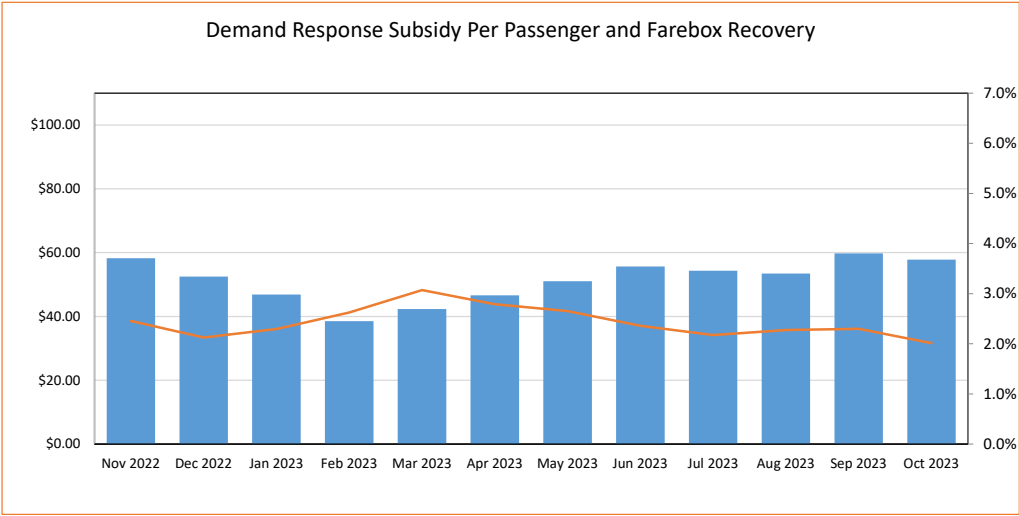
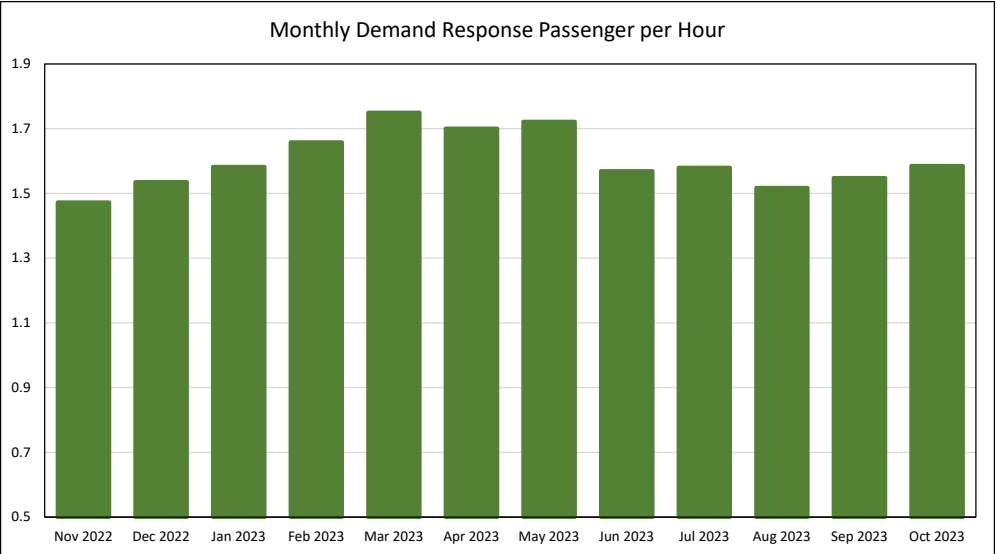
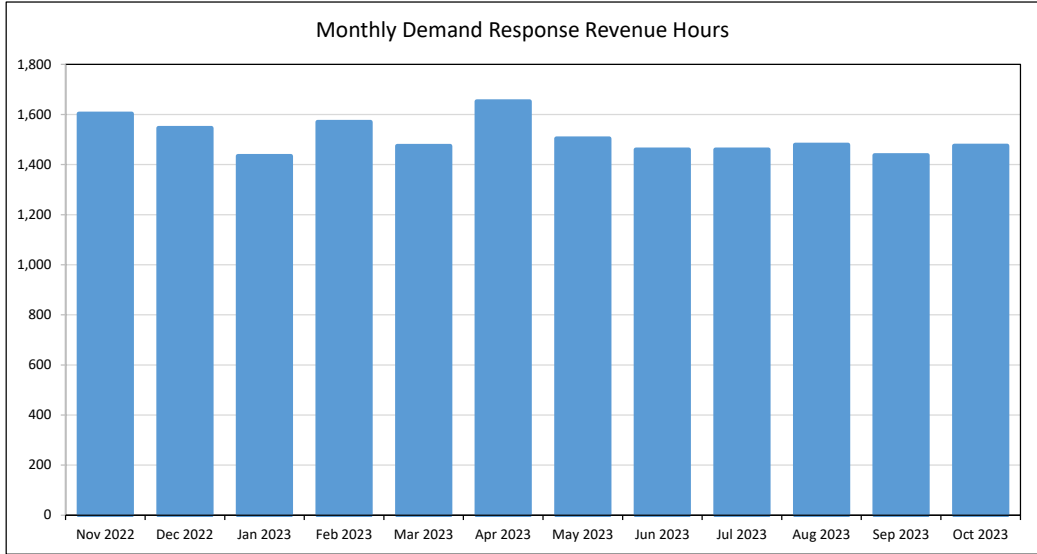
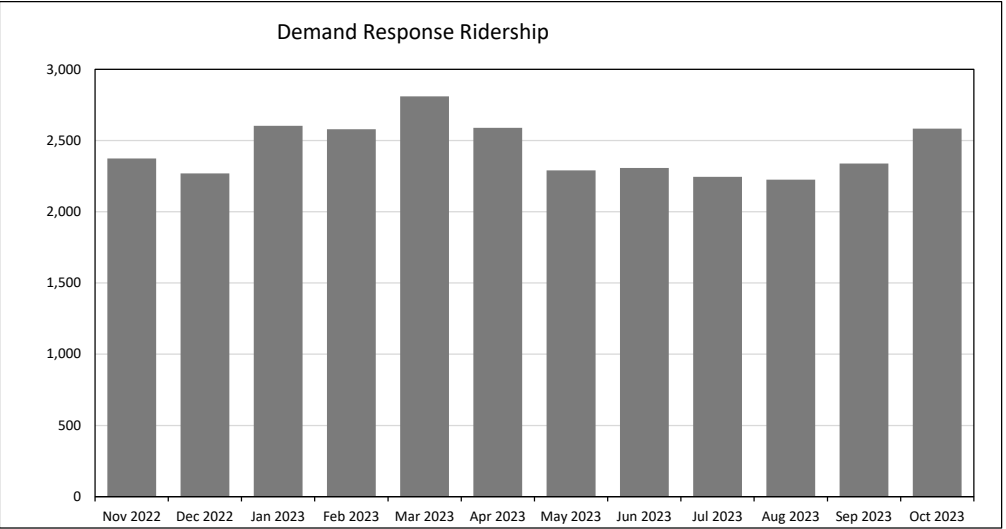
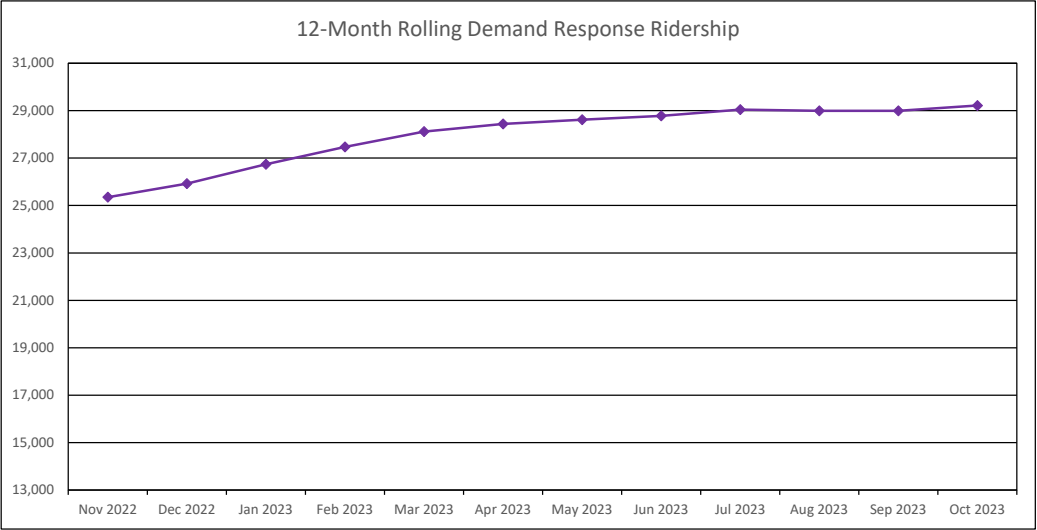


Key Performance Indicators - Demand Response

Demand Response Measures	Sep 2022	Oct 2022	Nov 2023	Dec 2023	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	12-Month Total
Ridership	2,340	2,361	2,374	2,269	2,604	2,580	2,810	2,590	2,291	2,307	2,245	2,225	2,339	2,584	33,919
Revenue Hours	1,493	1,603	1,546	1,434	1,570	1,474	1,652	1,504	1,460	1,460	1,479	1,437	1,475	1,697	21,284
Total Hours	1,731	1,824	1,738	1,655	1,786	1,686	1,892	1,725	1,697	1,666	1,718	1,685	1,661	1,915	24,379
Revenue Miles	28,482	29,905	28,409	26,658	29,247	29,021	31,150	30,186	30,229	30,574	29,807	29,326	31,485	34,536	419,015
Total Miles	33,504	34,254	32,934	31,214	33,603	32,861	35,473	34,763	35,137	35,622	35,056	35,472	35,336	39,457	484,686
Accidents	0	0	0	0	1	0	0	0	1	2	1	3	1	1	10
Breakdowns	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
Complaints	1	1	0	2	0	1	2	2	2	3	5	4	4	2	29
Paratransit Expense	\$108,028	\$103,311	\$104,576	\$102,422	\$99,600	\$88,784	\$100,634	\$101,913	\$102,683	\$108,328	\$104,374	\$100,331	\$118,415	\$120,297	\$1,463,695
Maintenance Expense	\$24,860	\$21,166	\$37,309	\$20,173	\$26,426	\$14,435	\$22,578	\$22,800	\$17,711	\$23,563	\$21,004	\$21,918	\$24,840	\$33,021	\$331,805
Administrative Expense	\$23,895	\$19,611	\$25,681	\$25,578	\$22,907	\$22,761	\$27,819	\$21,690	\$25,199	\$27,315	\$22,675	\$22,836	\$30,966	\$30,966	\$349,899
Total Operating Expenses	\$156,783	\$144,088	\$167,566	\$148,172	\$148,933	\$125,980	\$151,031	\$146,403	\$145,593	\$159,206	\$148,054	\$145,085	\$174,221	\$184,284	\$2,145,399
Fare Revenues	\$31	\$3,542	\$3,561	\$3,404	\$3,909	\$3,870	\$4,215	\$3,885	\$3,437	\$3,461	\$3,368	\$3,338	\$3,509	\$3,876	\$47,403

Efficiency Metrics	Sep 2022	Oct 2022	Nov 2023	Dec 2023	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	12-Month Total
O & M Expense per Hour	\$89.01	\$77.65	\$91.78	\$85.49	\$80.27	\$70.03	\$74.58	\$82.92	\$82.46	\$90.34	\$84.77	\$85.07	\$97.12	\$90.35	\$84.36
Average Fare	\$0.01	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
Farebox Recovery	0.0%	2.5%	2.1%	2.3%	2.6%	3.1%	2.8%	2.7%	2.4%	2.2%	2.3%	2.3%	2.0%	2.1%	2.2%
Subsidy per Passenger	\$56.78	\$51.22	\$58.27	\$52.53	\$46.90	\$38.51	\$42.35	\$46.65	\$51.05	\$55.67	\$54.35	\$53.44	\$59.75	\$57.83	\$51.54
Deadhead Ratio (Miles)	18%	15%	16%	17%	15%	13%	14%	15%	16%	17%	18%	21%	12%	14%	16%
Administrative Ratio	18%	16%	18%	21%	18%	22%	23%	17%	21%	21%	18%	19%	22%	20%	19%

Effectiveness Metrics	Sep 2022	Oct 2022	Nov 2023	Dec 2023	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	12-Month Total
Passengers per Hour	1.57	1.47	1.54	1.58	1.66	1.75	1.70	1.72	1.57	1.58	1.52	1.55	1.59	1.52	1.59
Mean Distance between Accidents	n/a	n/a	n/a	n/a	33,603	n/a	n/a	n/a	35,137	17,811	35,056	11,824	35,336	39,457	48,469
Mean Distance between Breakdowns	33,504	n/a	n/a	n/a	n/a	n/a	n/a	34,763	n/a	n/a	n/a	35,472	n/a	n/a	161,562
Complaints per 1,000 Riders	0.4	0.4	0.0	0.9	0.0	0.4	0.7	0.8	0.9	1.3	2.2	1.8	1.7	0.8	0.9
On-Time Performance	77%	77%	81%	82%	82%	81%	83%	78%	79%	76%	80%	82%	79%	76%	82%



Coast RTA Federal Grants - FY24
Activity Line Item Balances
October 2023 - Final

Current Month 4

FTA FY24 5307 Formula Grant # SC-2023-020-00					
	SC-2023-020-03 SC-2023-020-04 300-A3 + 300-A4	SC-2023-020-01 117-A1	SC-2023-020-02 114-A2		
Month	Operations	Preventative Maintenance	Security / I.T. Hard/Software	Totals	Comments
FY23 Contract	\$ 1,458,820	\$ 900,000	\$ 43,200	\$ 2,402,020	> Current Yr Award
Monthly Draws:					
July 2023	\$ -	\$ -	\$ -	\$ -	
Aug 2023	\$ 181,094	\$ -	\$ -	\$ 181,094	> Ops POP 8/1/23-9/30/24
Sept 2023	\$ 160,232	\$ -	\$ -	\$ 160,232	
Oct 2023	\$ 166,516	\$ 76,652	\$ 5,067	\$ 248,235	> PM POP 10/1/23-9/30/24
Nov 2023	\$ -	\$ -	\$ -	\$ -	
Dec 2023	\$ -	\$ -	\$ -	\$ -	
Jan 2024	\$ -	\$ -	\$ -	\$ -	
Feb 2024	\$ -	\$ -	\$ -	\$ -	
Mar 2024	\$ -	\$ -	\$ -	\$ -	
Apr 2024	\$ -	\$ -	\$ -	\$ -	
May 2024	\$ -	\$ -	\$ -	\$ -	
June 2024	\$ -	\$ -	\$ -	\$ -	
July 2024	\$ -	\$ -	\$ -	\$ -	
Aug 2024	\$ -	\$ -	\$ -	\$ -	
Sept 2024	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ 507,842	\$ 76,652	\$ 5,067	\$ 589,561	
Remaning Balance	\$ 950,978	\$ 823,348	\$ 38,133	\$ 1,812,459	
% Expended	34.81%	8.52%	11.73%	24.54%	
% Time Elapsed	26.67%	26.67%	26.67%	26.67%	

FTA FY24 American Rescue Plan Act (ARPA 5307) - Grant # SC-2023-019-00					
	SC-2023-019-01 300-A1		SC-2023-019-02 114-A2		
Month	Operations	Preventative Maintenance	Security / I.T. Hard/Software	Totals	Comments
FY24 Award	\$ 270,816	\$ -	\$ 4,824	\$ 275,640	> Total Award
Monthly Draws:					
July 2023	\$ 270,816	\$ -	\$ -	\$ 270,816	> Ops POP 7/1/23-9/30/24
Aug 2023	\$ -	\$ -	\$ -	\$ -	
Sept 2023	\$ -	\$ -	\$ -	\$ -	
Oct 2023	\$ -	\$ -	\$ 4,824	\$ 4,824	> I.T. POP 10/1/23-9/30/24
Nov 2023	\$ -	\$ -	\$ -	\$ -	
Dec 2023	\$ -	\$ -	\$ -	\$ -	
Jan 2024	\$ -	\$ -	\$ -	\$ -	
Feb 2024	\$ -	\$ -	\$ -	\$ -	
Mar 2024	\$ -	\$ -	\$ -	\$ -	
Apr 2024	\$ -	\$ -	\$ -	\$ -	
May 2024	\$ -	\$ -	\$ -	\$ -	
June 2024	\$ -	\$ -	\$ -	\$ -	
July 2024	\$ -	\$ -	\$ -	\$ -	
Aug 2024	\$ -	\$ -	\$ -	\$ -	
Sept 2024	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ 270,816	\$ -	\$ 4,824	\$ 275,640	
Remaning Balance	\$ -	\$ -	\$ -	\$ -	
% Expended	100.00%	0.00%	100.00%	100.00%	
% Time Elapsed	26.67%	26.67%	26.67%	26.67%	

FTA FY24 Cares Act / 5307 Funds - Grant # SC-2023-018-00

SC-2023-018-01

SC-2023-018-02

300-A1

114-A2

<u>Month</u>	<u>Operations</u>	<u>Preventative Maintenance</u>	<u>Security / I.T. Hard/Software</u>	<u>Totals</u>	<u>Comments</u>
FY24 Award	\$ 336,541	\$ -	\$ 5,995	\$ 342,536	> Total Award
Monthly Draws:					
July 2023	\$ -	\$ -	\$ -	\$ -	
Aug 2023	\$ -	\$ -	\$ -	\$ -	
Sept 2023	\$ -	\$ -	\$ -	\$ -	
Oct 2023	\$ -	\$ -	\$ -	\$ -	> POP 10/1/23-9/30/24
Nov 2023	\$ 200,000	\$ -	\$ -	\$ 200,000	
Dec 2023	\$ -	\$ -	\$ -	\$ -	
Jan 2024	\$ -	\$ -	\$ -	\$ -	
Feb 2024	\$ -	\$ -	\$ -	\$ -	
Mar 2024	\$ -	\$ -	\$ -	\$ -	
Apr 2024	\$ -	\$ -	\$ -	\$ -	
May 2024	\$ -	\$ -	\$ -	\$ -	
June 2024	\$ -	\$ -	\$ -	\$ -	
July 2024	\$ -	\$ -	\$ -	\$ -	
Aug 2024	\$ -	\$ -	\$ -	\$ -	
Sept 2024	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ 200,000	\$ -	\$ -	\$ 200,000	
Remaning Balance	\$ 136,541	\$ -	\$ 5,995	\$ 142,536	
% Expended	59.43%	0.00%	0.00%	58.39%	
% Time Elapsed	26.67%	26.67%	26.67%	26.67%	

[illegible]

Coast RTA SCDOT Grants - FY24
Activity Line Item Balances
October 2023 - Final

Current Month 4

***** FY24 5311 Federal Rural - Grant # PT-240911-12 *****						
	Operating	Preventative Maintenance	Capital Expenditures	Admin	Totals	Comments
FY24 Contract	\$ 665,000	\$ 255,000	\$ -	\$ 101,910	\$ 1,021,910	
Monthly Draws:						
July 2023	\$ 62,249	\$ 28,811	\$ -	\$ 18,854	\$ 109,914	
Aug 2023	\$ 58,702	\$ 31,203	\$ -	\$ 17,757	\$ 107,662	
Sept 2023	\$ 89,746	\$ 44,447	\$ -	\$ 27,315	\$ 161,508	
Oct 2023	\$ 69,947	\$ 31,556	\$ -	\$ 24,749	\$ 126,252	
Nov 2023	\$ -	\$ -	\$ -	\$ -	\$ -	
Dec 2023	\$ -	\$ -	\$ -	\$ -	\$ -	
Jan 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
Feb 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
Mar 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
Apr 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
May 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
June 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ 280,644	\$ 136,017	\$ -	\$ 88,675	\$ 505,336	
Remaning Balance	\$ 384,356	\$ 118,983	\$ -	\$ 13,235	\$ 516,574	
% Expended	42.20%	53.34%		87.01%	49.45%	
% Time Elapsed	33.33%	33.33%		33.33%	33.33%	

***** SMTF 5307-ARPA Large Urban Match - Grant # PT-240999-05 *****						
	Federal Share	State Share	Local Share	TBD	Totals	Comments
FY24 Contract	\$ 320,518	\$ 160,259	\$ 160,259	\$ -	\$ 641,036	
Monthly Draws:						
July 2023	\$ -	\$ 85,202	\$ 364,189	\$ -	\$ 449,391	
Aug 2023	\$ -	\$ -	\$ -	\$ -	\$ -	
Sept 2023	\$ -	\$ 75,057	\$ 379,307	\$ -	\$ 454,364	
Subtotal Draws	\$ -	\$ 160,259	\$ 743,496	\$ -	\$ 903,755	
Remaning Balance	\$ 320,518	\$ -	\$ (583,237)	\$ -	\$ (262,719)	

***** FY24 5311 State Rural SMTF - Grant # PT-240911-12 *****						
	Operating	Preventative Maintenance	Capital Expenditures	Admin	Totals	Comments
FY24 Contract	\$ 140,000	\$ 40,000	\$ -	\$ 21,157	\$ 201,157	
July 2023	\$ 31,124	\$ 3,601	\$ -	\$ 4,714	\$ 39,439	
Aug 2023	\$ 29,351	\$ 3,900	\$ -	\$ 4,439	\$ 37,690	
Sept 2023	\$ 44,873	\$ 5,555	\$ -	\$ 6,829	\$ 57,257	
Oct 2023	\$ 34,652	\$ 3,944	\$ -	\$ 5,175	\$ 43,771	
Nov 2023	\$ -	\$ -	\$ -	\$ -	\$ -	
Dec 2023	\$ -	\$ -	\$ -	\$ -	\$ -	
Jan 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
Feb 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
Mar 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
Apr 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
May 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
June 2024	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ 140,000	\$ 17,000	\$ -	\$ 21,157	\$ 178,157	
Remaning Balance	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000	
% Expended	100.00%	42.50%		100.00%	88.57%	
% Time Elapsed	33.33%	33.33%		33.33%	33.33%	

FY24 5311 / ARPA - SCDOT Grant # PT-2409AR-19						
	Federal Share	State Share	Local Share	Totals	Comments	
FY24 Contract	\$ -	\$ 76,642	\$ -	\$ 76,642	> Book when FY24 5311 fully expended	
Monthly Draws:						
July 2023	\$ -	\$ -	\$ -	\$ -		
Aug 2023	\$ -	\$ -	\$ -	\$ -		
Sept 2023	\$ -	\$ -	\$ -	\$ -		
Subtotal Draws	\$ -	\$ -	\$ -	\$ -		
Remaning Balance	\$ -	\$ 76,642	\$ -	\$ 76,642		

Coast RTA SCDOT Grants - FY25
Activity Line Item Balances
October 2023 - Final

***** FY25 5311 Federal Rural - Grant # PT-240911-12 *****						
	Operating	Preventative Maintenance	Capital Expenditures	Admin	Totals	Comments
FY24 Contract	\$ -	\$ -	\$ -	\$ -	\$ -	
Monthly Draws:						
July 2023	\$ -	\$ -	\$ -			
Aug 2023	\$ -	\$ -	\$ -			
Sept 2023	\$ -	\$ -	\$ -			
Oct 2023	\$ -	\$ -	\$ -			
Nov 2023	\$ -	\$ -	\$ -			
Dec 2023	\$ -	\$ -	\$ -			
Jan 2024	\$ -	\$ -	\$ -			
Feb 2024	\$ -	\$ -	\$ -			
Mar 2024	\$ -	\$ -	\$ -			
Apr 2024	\$ -	\$ -	\$ -			
May 2024	\$ -	\$ -	\$ -			
June 2024	\$ -	\$ -	\$ -			
Subtotal Draws	\$ -	\$ -	\$ -	\$ -	\$ -	
Remaning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	
% Expended	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		
% Time Elapsed	33.33%	33.33%		33.33%	33.33%	

Placeholder for Rural Grant to Start July 2024

***** FY25 5311 State Rural SMTF - Grant # PT-240911-12 *****						
Operating	Preventative Maintenance	Capital Expenditures	Admin	Totals	Comments	
\$ -	\$ -	\$ -	\$ -	\$ -		
nt to Start July 2024				-	\$ -	
				-	\$ -	
				-	\$ -	
				-	\$ -	
				-	\$ -	
				-	\$ -	
				-	\$ -	
				-	\$ -	
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				-	\$ -	
				-	\$ -	
				-	\$ -	
\$ -	\$ -	\$ -	\$ -	\$ -		
\$ -	\$ -	\$ -	\$ -	\$ -		
\$ -	\$ -	\$ -	\$ -	\$ -		
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		
33.33%	33.33%		33.33%	33.33%		

***** SMTF 5307-ARPA Large Urban Match - Grant # PT-240999-05 *****						
	Federal Share	State Share	Local Share	TBD	Totals	Comments
FY24 Contract	\$ -	\$ -	\$ -	\$ -	\$ -	
Monthly Draws:						
July 2023	\$ -	\$ -	\$ -	\$ -	\$ -	
Aug 2023	\$ -	\$ -	\$ -	\$ -	\$ -	
Sept 2023	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ -	\$ -	\$ -	\$ -	\$ -	
Remaning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	

Coast RTA									
Transit Facility Development - ALI Balances									
FTA Grant # SC-2020-006-00 (FHWA FLEX + Section 5307)									
October 2023									
	***** 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 /	Lo-No Grant Prep /	Project	FTA		
Month	Contingency	Develop / Concept	Financial Analysis	Clearance	Prelim 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)	\$ (96,056)	\$ (125,306)	\$ (175,262)	\$ (744,327)	> Prior Year Expenditures	
Monthly Draws:									
Oct 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Nov 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Dec 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Jan 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Feb 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Mar 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Apr 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
May 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
June 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
July 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Aug 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Sept 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Subtotal Draws	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Remaning Balance	\$ 1,440	\$ (74,403)	\$ 73,528	\$ (16,056)	\$ 138,018	\$ (66,854)	\$ 55,673		
% Expended	89.41%	140.33%	51.04%	120.07%	47.59%	161.67%	93.04%		
% Time Elapsed	71.67%	71.67%	71.67%	71.67%	71.67%	71.67%	71.67%		
	***** Georgetown County Capital Funds *****								
	80 / 90	81 / 91	82 / 92	83 / 93	84 / 94	87 / 97			
	Bus Storage /	Site Location /	Grant Prep /	Environmental /	Lo-No Grant Prep /	Project	Georgetown	Project	
Month	Contingency	Develop / Concept	Financial Analysis	Clearance	Prelim 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)	\$ (24,015)	\$ (31,328)	\$ (43,818)	\$ (186,090)	\$ (930,417)	
Monthly Draws:									
Oct 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Nov 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Dec 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Jan 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Feb 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Mar 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Apr 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
May 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
June 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
July 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Aug 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Sept 2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Remaning Balance	\$ 360	\$ (17,629)	\$ 20,124	\$ (4,015)	\$ 34,503	\$ (19,433)	\$ 13,910	\$ 69,583	
% Expended	89.41%	138.22%	50.02%	120.08%	47.59%	179.69%	93.05%	93.04%	
% Time Elapsed	71.67%	71.67%	71.67%	71.67%	71.67%	71.67%	71.67%	71.67%	

Coast RTA Local Grants - FY23									
Activity Line Item Balances									
October 2023 - 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
	\$	229,529	> Prior LTD Expend	\$	475,000	> Prior LTD Expend			> Prior LTD Expend
Monthly Draws:				\$	-				
July 2023	\$	-		\$	-		\$	-	
Aug 2023	\$	-		\$	-		\$	-	
Sept 2023	\$	-		\$	-		\$	-	
Oct 2023	\$	16,199		\$	-		\$	-	
Nov 2023	\$	-		\$	-		\$	-	
Dec 2023	\$	-		\$	-		\$	-	
Jan 2024	\$	-		\$	-		\$	-	
Feb 2024	\$	-		\$	-		\$	-	
Mar 2024	\$	-		\$	-		\$	-	
Apr 2024	\$	-		\$	-		\$	-	
May 2024	\$	-		\$	-		\$	-	
June 2024	\$	-		\$	-		\$	-	
Subtotal Draws	\$	245,728		\$	475,000		\$	-	
Remaning Balance	\$	194,272		\$	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			
	\$	(174,228)	> LTD Facility			Resolution R-81-2021			
	\$	(95,038)	> LTD Vehicles						
	\$	(63,515)	> LTD Other						
Monthly Draws:									
July 2023	\$	621	> Kimley-Horn	\$	-				
Aug 2023	\$	2,557	> Kimley-Horn	\$	-				
Sept 2023	\$	8,684	> Kimley-Horn	\$	-				
Oct 2023	\$	-	> Kimley-Horn	\$	-				
Nov 2023	\$	-		\$	-				
Dec 2023	\$	-		\$	-				
Jan 2024	\$	-		\$	-				
Feb 2024	\$	-		\$	-				
Mar 2024	\$	-		\$	-				
Apr 2024	\$	-		\$	-				
May 2024	\$	-		\$	-				
June 2024	\$	-		\$	-				
Subtotal Draws	\$	11,862		\$	-				
Remaning Balance	\$	155,357		\$	500,000				

Coast RTA														
Monthly Cash Flow														
October 2023														
	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Totals	
Beginning Balance	\$ 256,383.11	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 256,383.11	
Cash Receipts														
5307 - Operations	\$ 232.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 232.00	
5307 - Preventative Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5307 - Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5307 - SMTF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5307 - ARPA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5311 - Operations	\$ 88,053.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,053.00	
5311 - Preventative Maintenance	\$ 35,103.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,103.00	
5311 - Administration	\$ 22,196.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,196.00	
5311 - Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Horry County Registration Fees	\$ 675,857.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 675,857.00	
Horry County Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Georgetown Cty Reg Fees/FY23 & FY24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Myrtle Beach	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
North Myrtle Beach	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Fares/Passes	\$ 22,137.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,137.98	
Local Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Bus Advertising	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Accident Claims	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Proceeds from Sale of Assets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Misc / Fuel Refunds / Other	\$ 22,523.78	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,523.78	
Transfer-In from Investments (SC LGIP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5339 - Bus Stop Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Foundations / Donations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5310 - Vehicles - WRCOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5339 - Bus & Bus Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5307 + FHWA Flex - Facility Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Horry County ARPA Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Georgetown County Capital Funds	\$ 6,429.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,429.00	
Total Cash Receipts	\$ 872,531.76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 872,531.76	
Cash Basis Expenditures:														
Operating Expenses	\$ 844,725.42	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 844,725.42	
Capital Expenditures	\$ 56,852.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,852.01	
O & M Reserve + Management Account	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenditures	\$ 901,577.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 901,577.43	
Ending Balance	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	\$ 227,337.44	

Coast RTA Transit Development Plan

Ride IV Committee
November 15, 2023



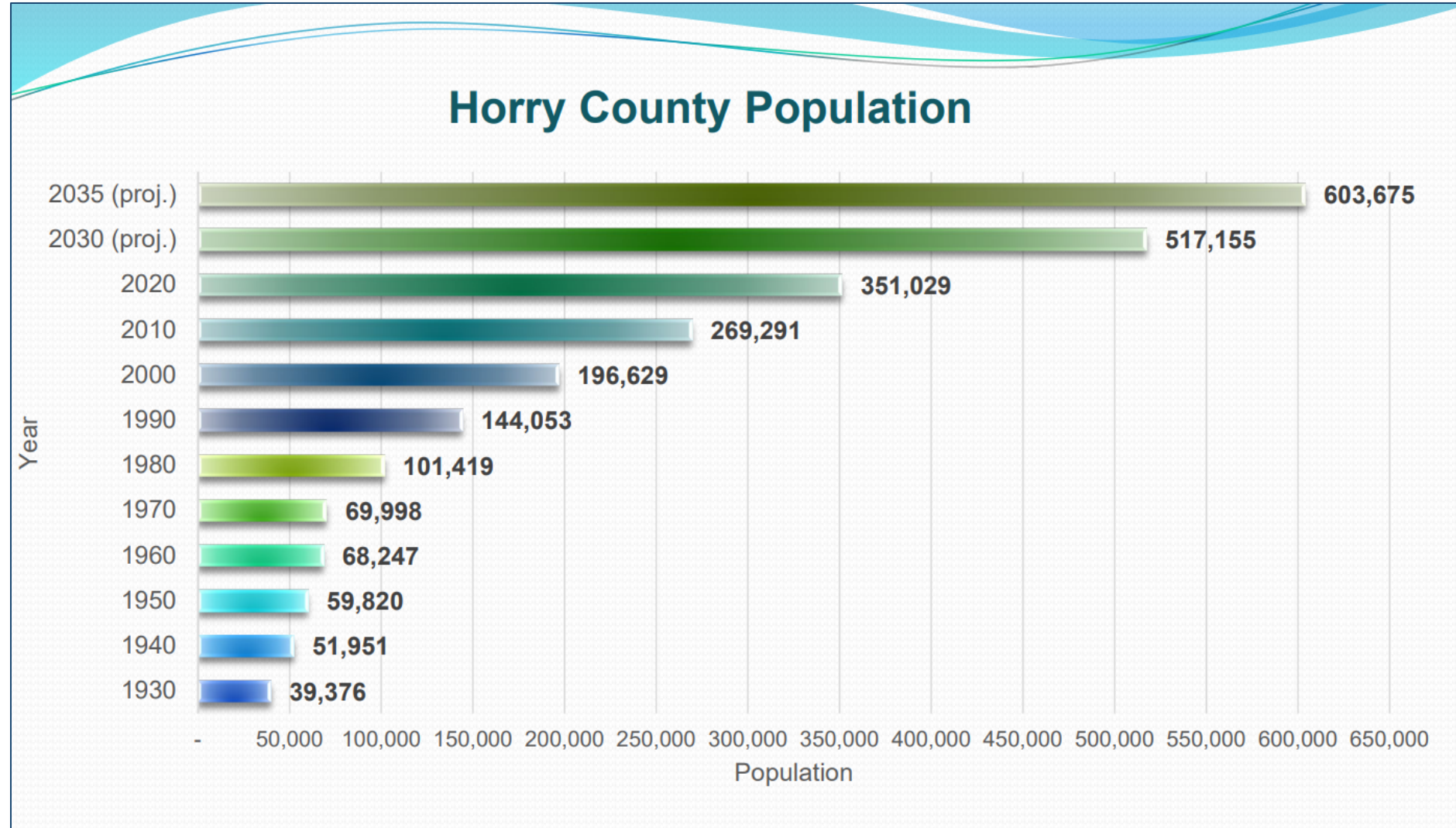
Transit Market Analysis



Population Growth



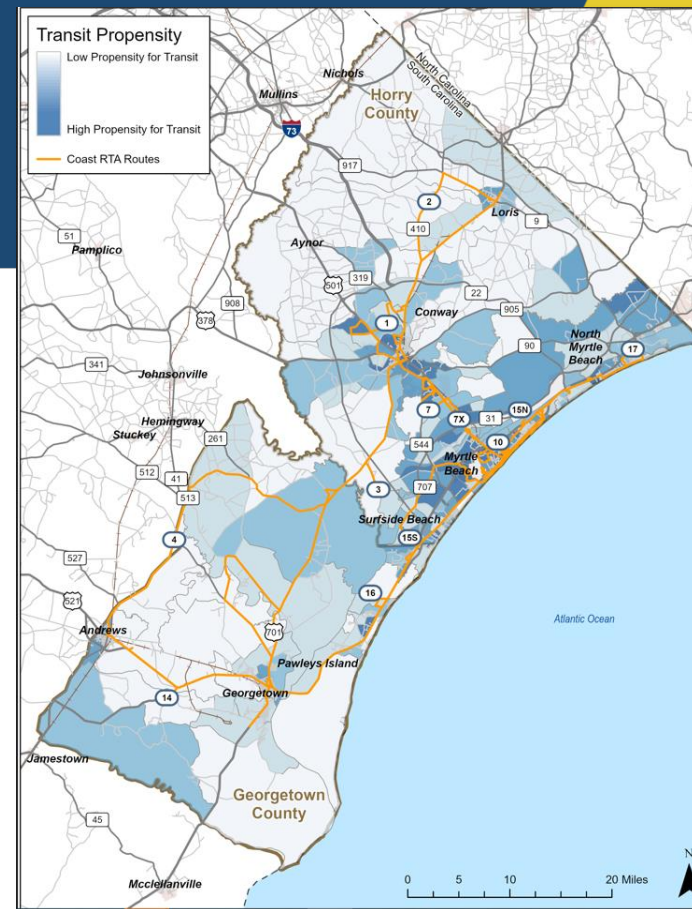
- Horry County's estimated 2023 population is 408,930
- Growth rate of 2.22% in the past year, alone
- Horry County is the 4th largest county in South Carolina



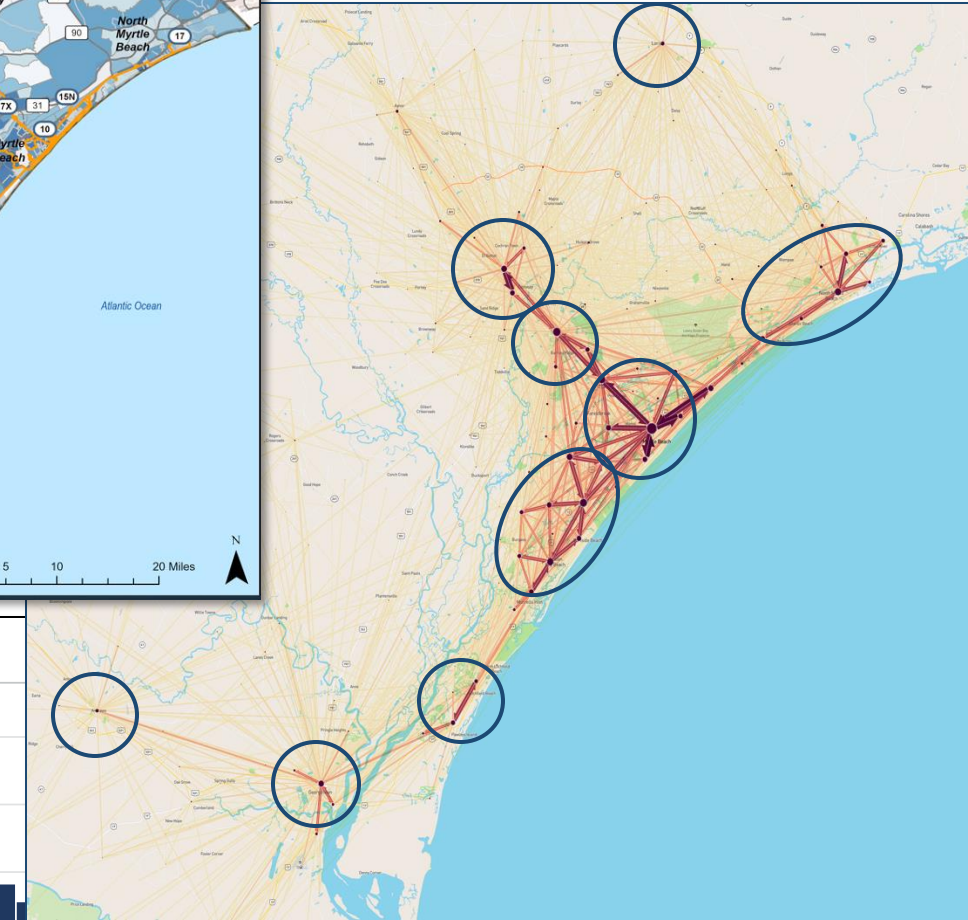
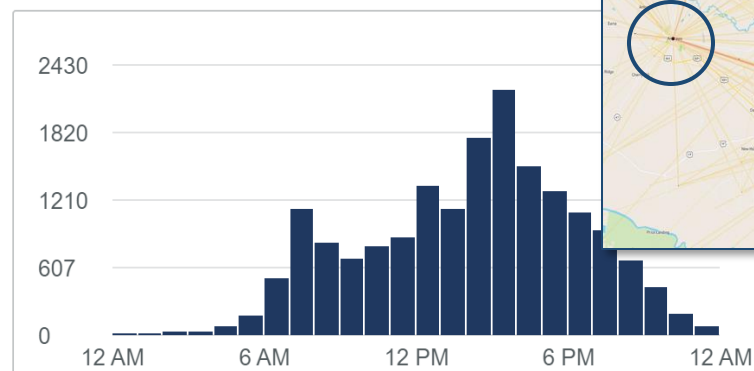
Transit Demand



- Identify areas most likely to need and use transit
- Areas of high demand align with areas likely to need and use transit
- Atypical travel demand peaks
- Consistent demand across the day and into evening
- Some areas with high demand not served by transit
- More local demand in some sub areas
- Work trips not concentrated in MB



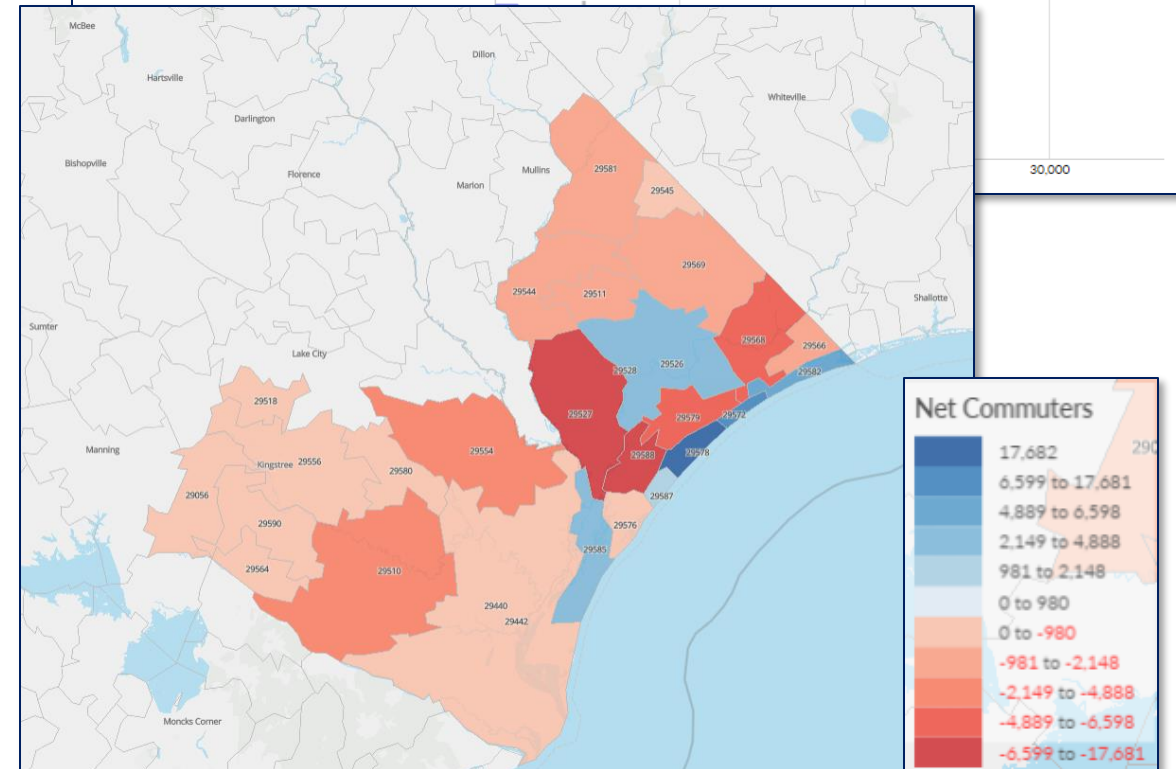
Starting Hour (In Local Time)



Supporting Workforce

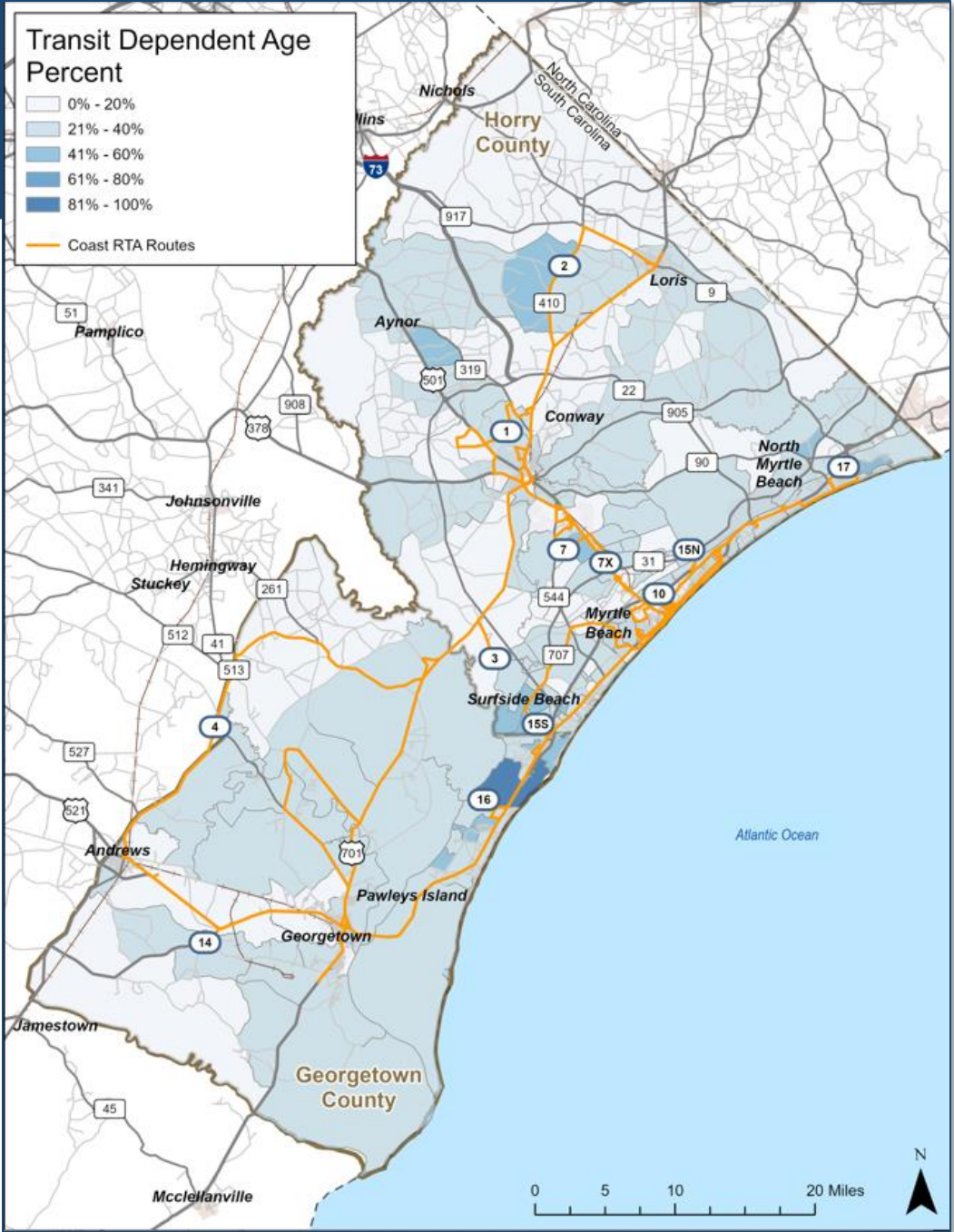
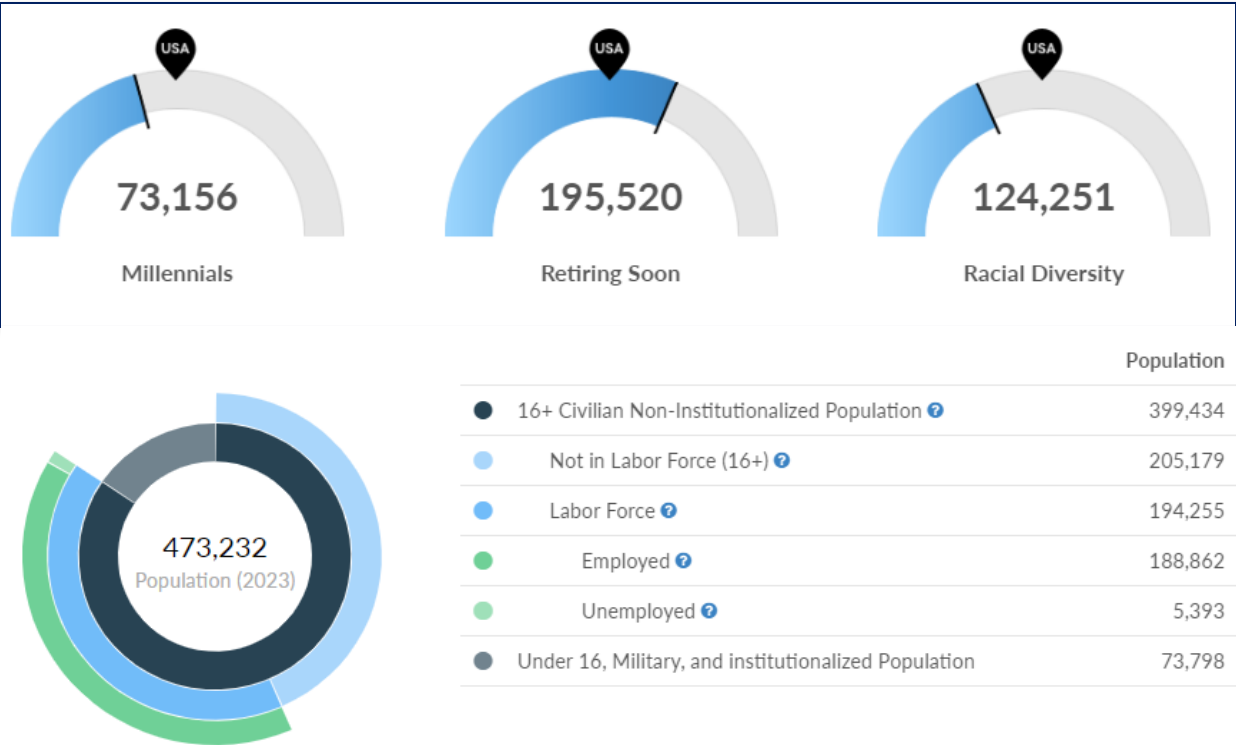
- Accommodation and food services is largest in terms of jobs – and also lowest in terms of pay
- Equates to large numbers of workers who may not be able to provide for their own transport
- Areas with concentrations of jobs coincides with areas Coast RTA is investing resources in fixed route and why vanpool makes sense

Largest Industries



Supporting Aging Population

- Large portion of the population has aged-out of the workforce or is retiring soon
- Need for senior transportation



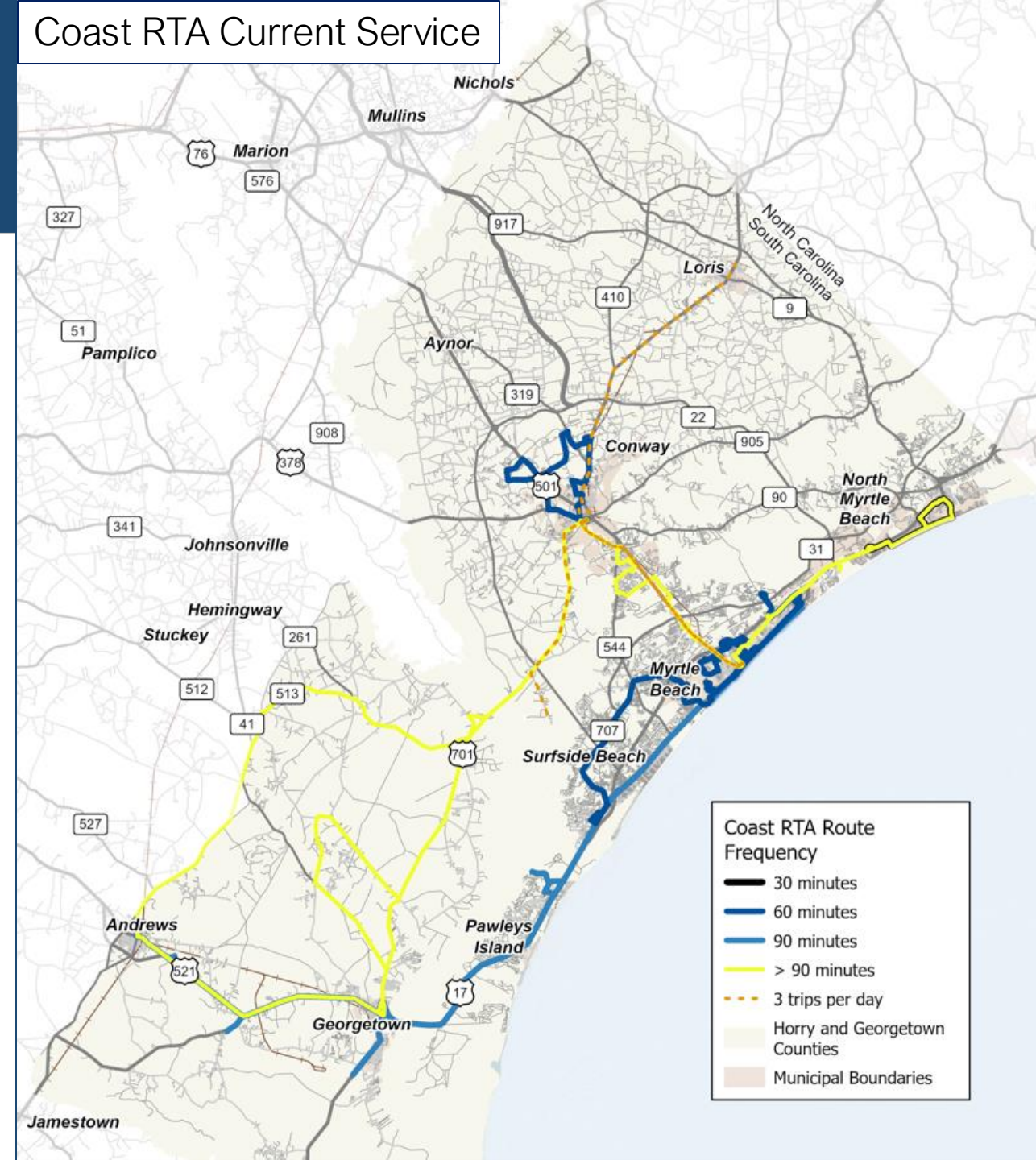
Service Improvements



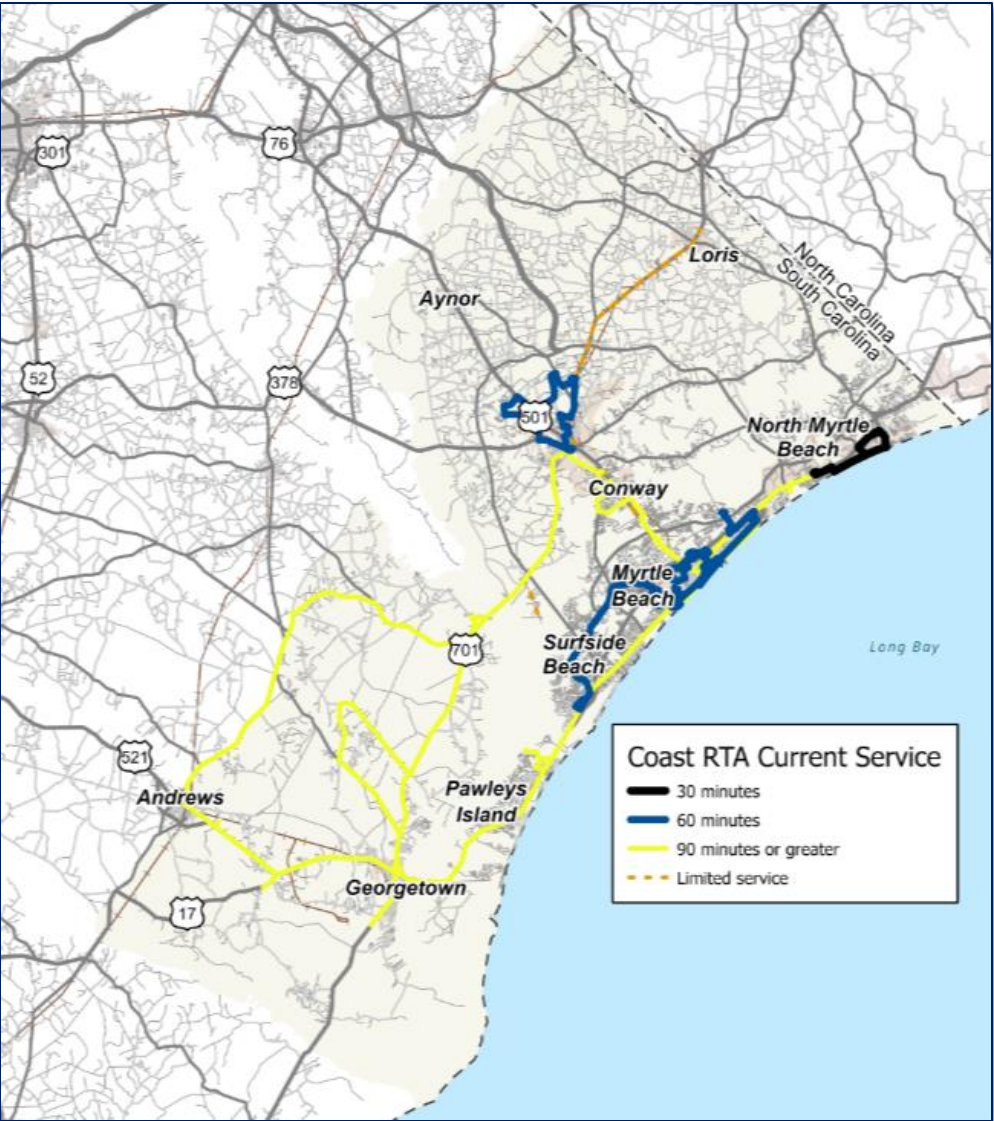
Service/Operations Needs

- Increased service frequencies on high demand routes
- Extended service span to later in the evening
- New service to more areas across the region
- New service types
 - Vanpool
 - Microtransit/Senior Shuttle Services
- Increased wages for operators

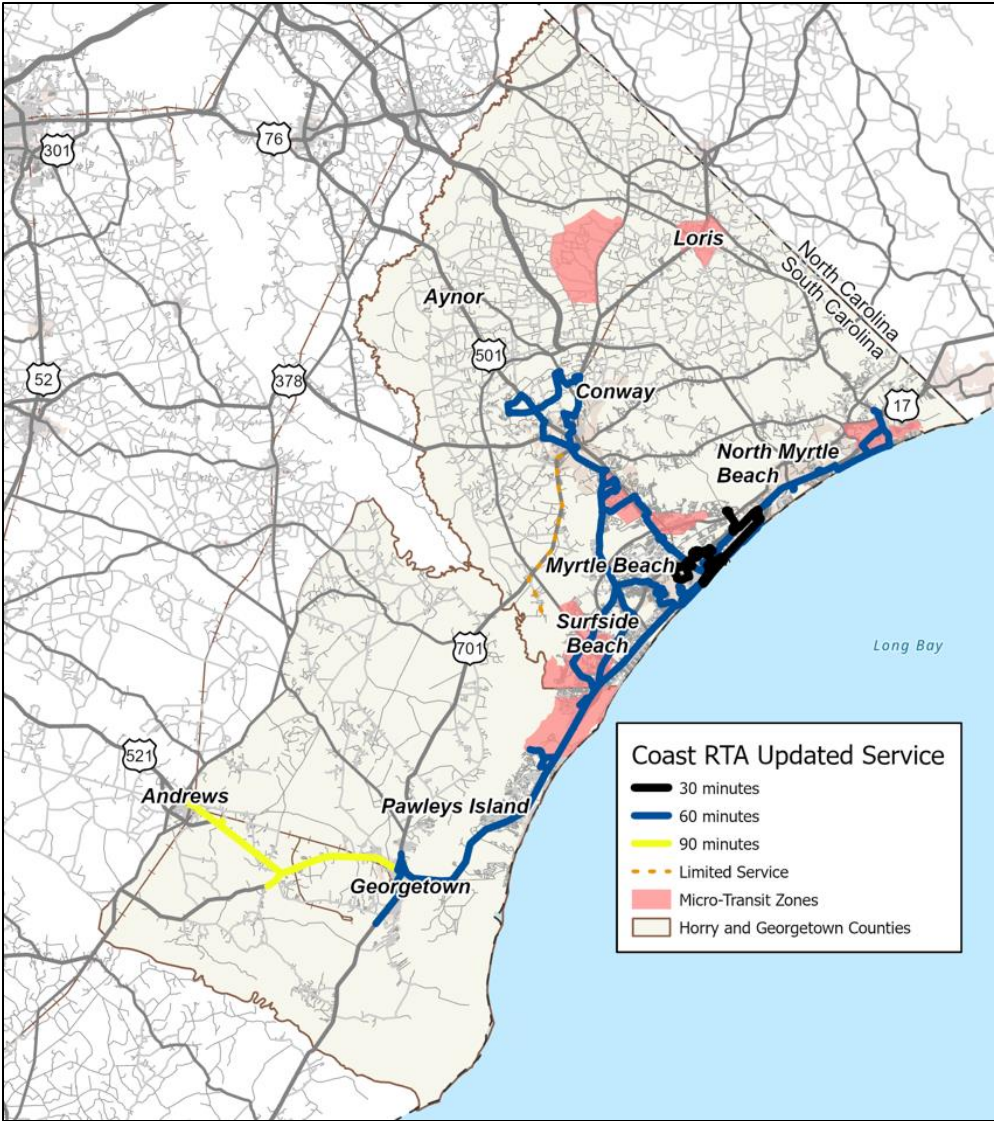
Coast RTA Current Service



Service Improvements

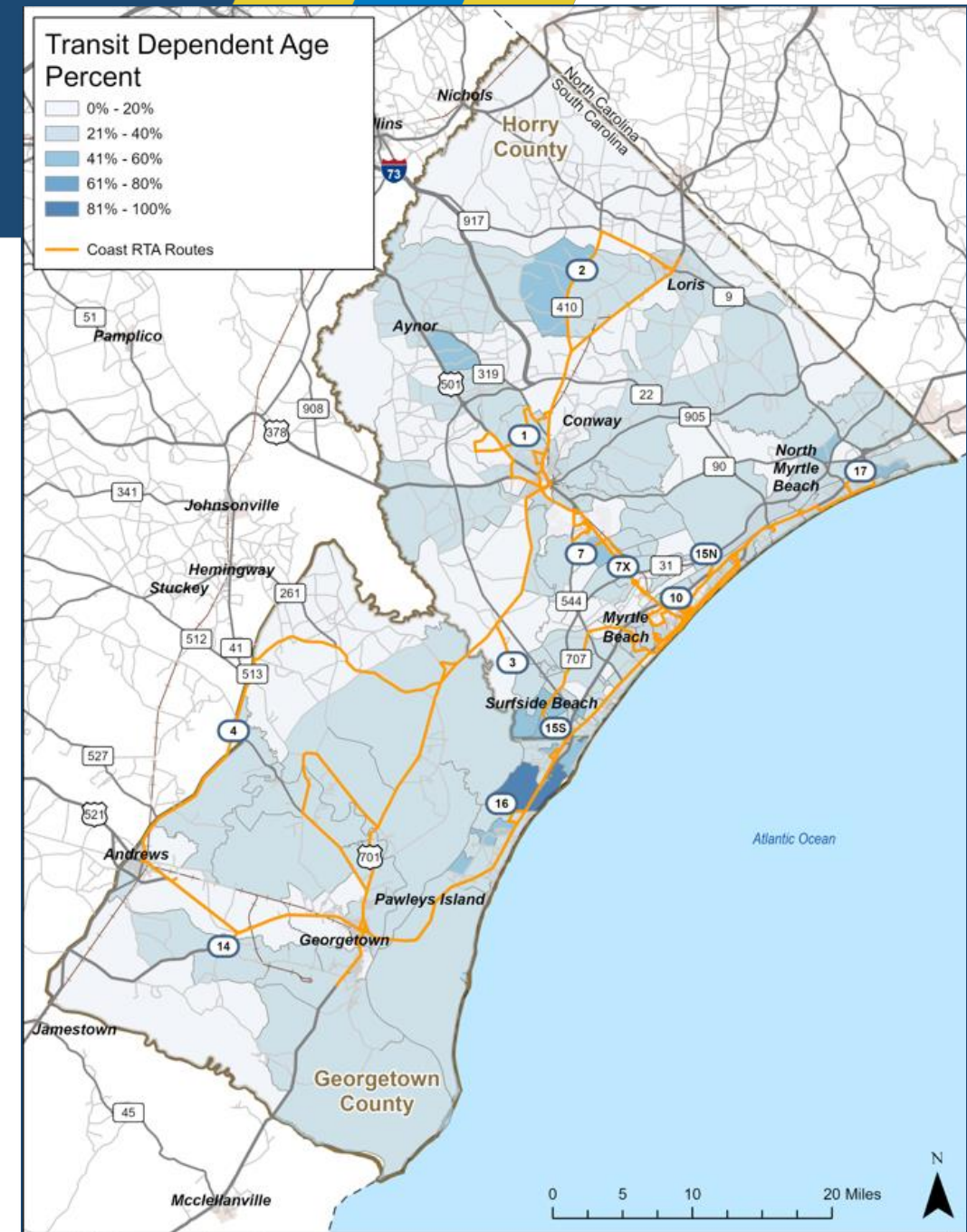


- ↑ 300% increase in total revenue Hours
- 📍 New Routes
- 🗺️ New microtransit zones
- 🕒 Extended service until midnight 7 days a week
- + Increase in frequency on high demand routes



Senior Shuttle Service

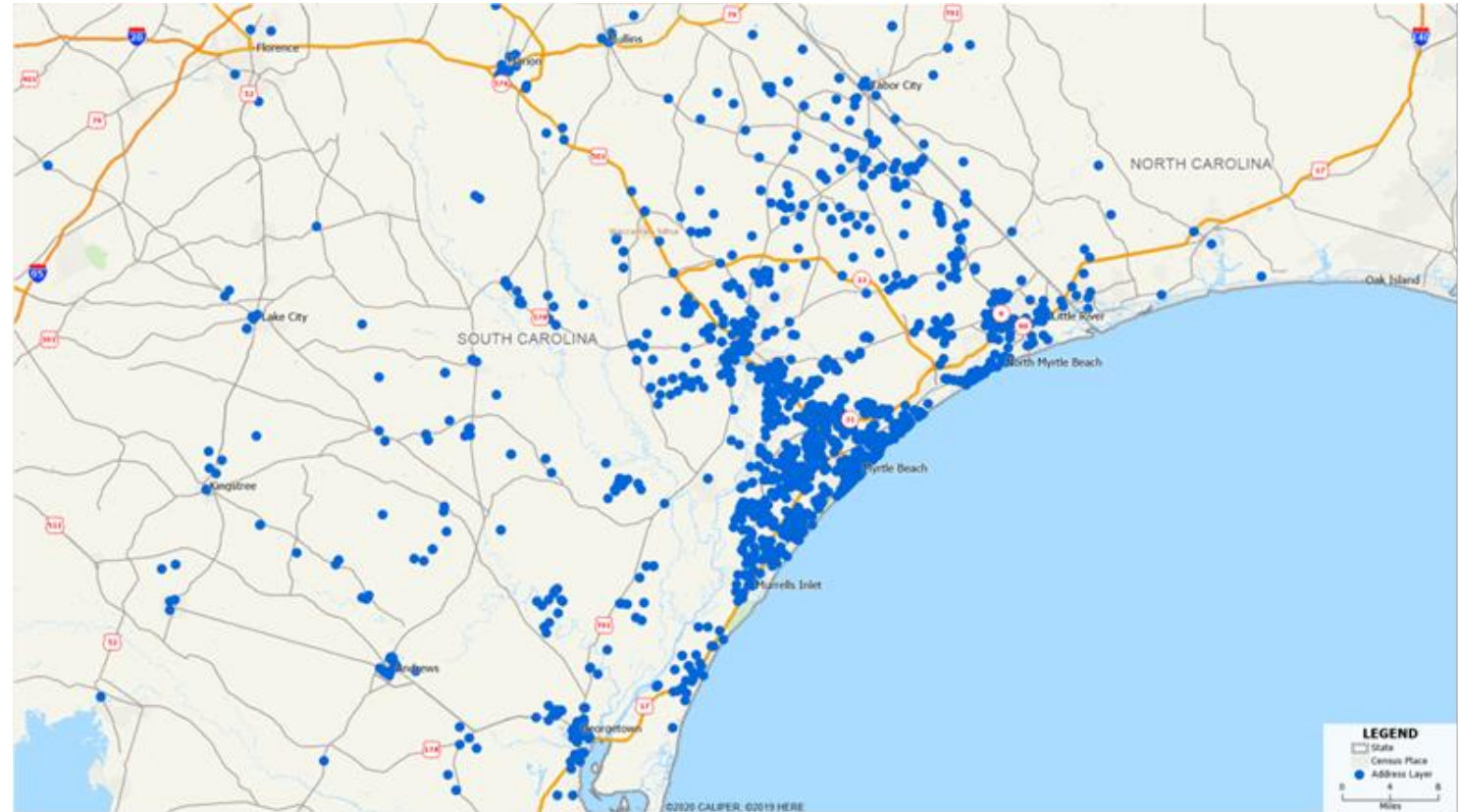
- Senior residents from several Horry County communities would be able to take a weekly shuttle between their homes and key destinations/services. Shuttle availability would vary weekly depending on location.



Vanpool



- Commuters matched with other employees traveling to work at similar destinations – Turnkey
- Allows more flexibility/coverage for commuters without the cost of a fixed route
- Coast RTA Pays for 40-50% of cost
- Does not require hiring drivers



Employee Addresses for Two Employers



Capital Improvements



Capital Needs



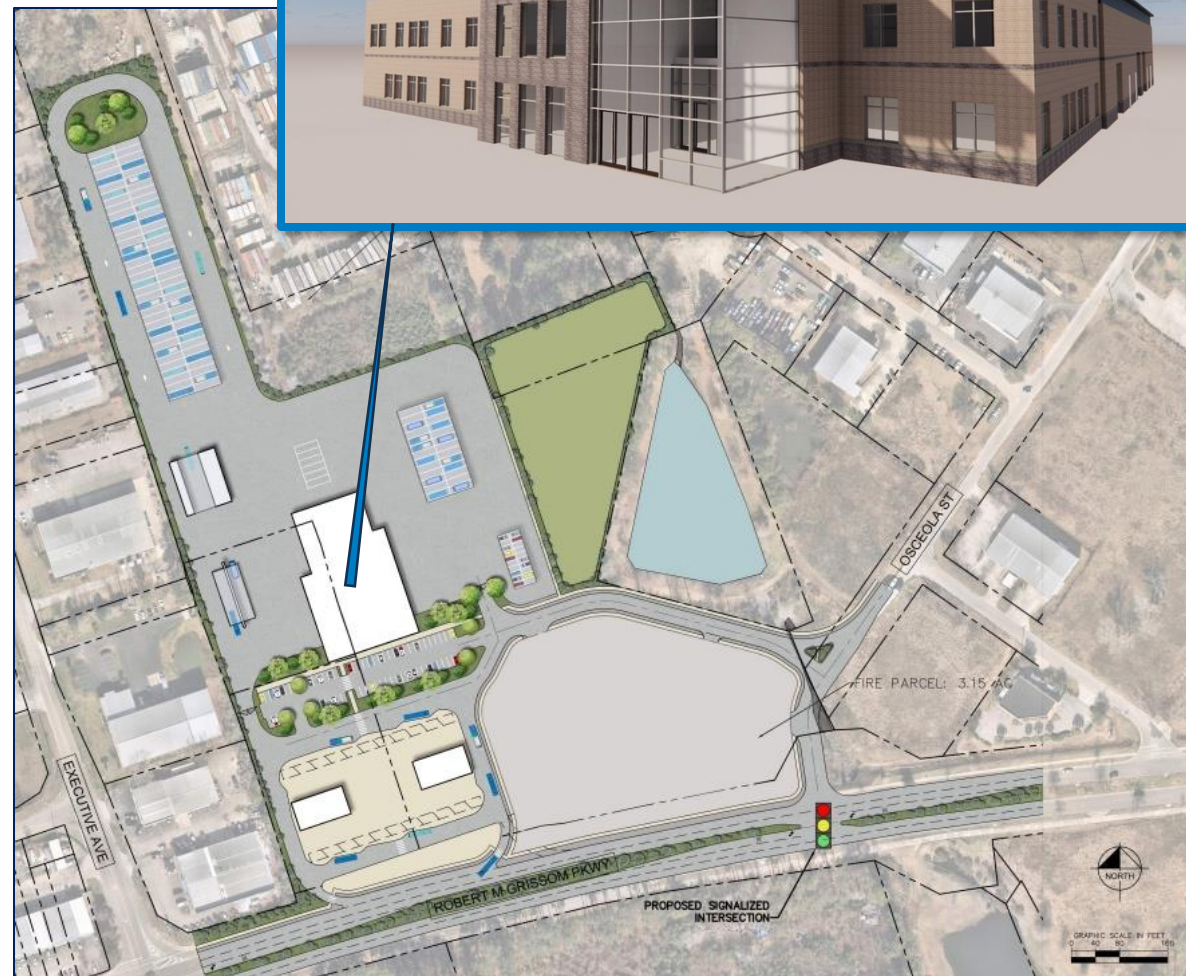
Current Need – 19 Buses
Need After Service Improvements – 45 Buses



Myrtle Beach O&M Facility



Conway Passenger Transfer Hub



Financial Analysis



Shifting Tax Burden to Non-Residents of Horry County



Current Funding Model

Proposed Funding Model



County Road User Fee

County Sales Tax (1/7th of 1% Ride IV)

Who Pays?

Local vehicle owners

✓ Residents

All consumers







✓ Residents

✓ Tourists

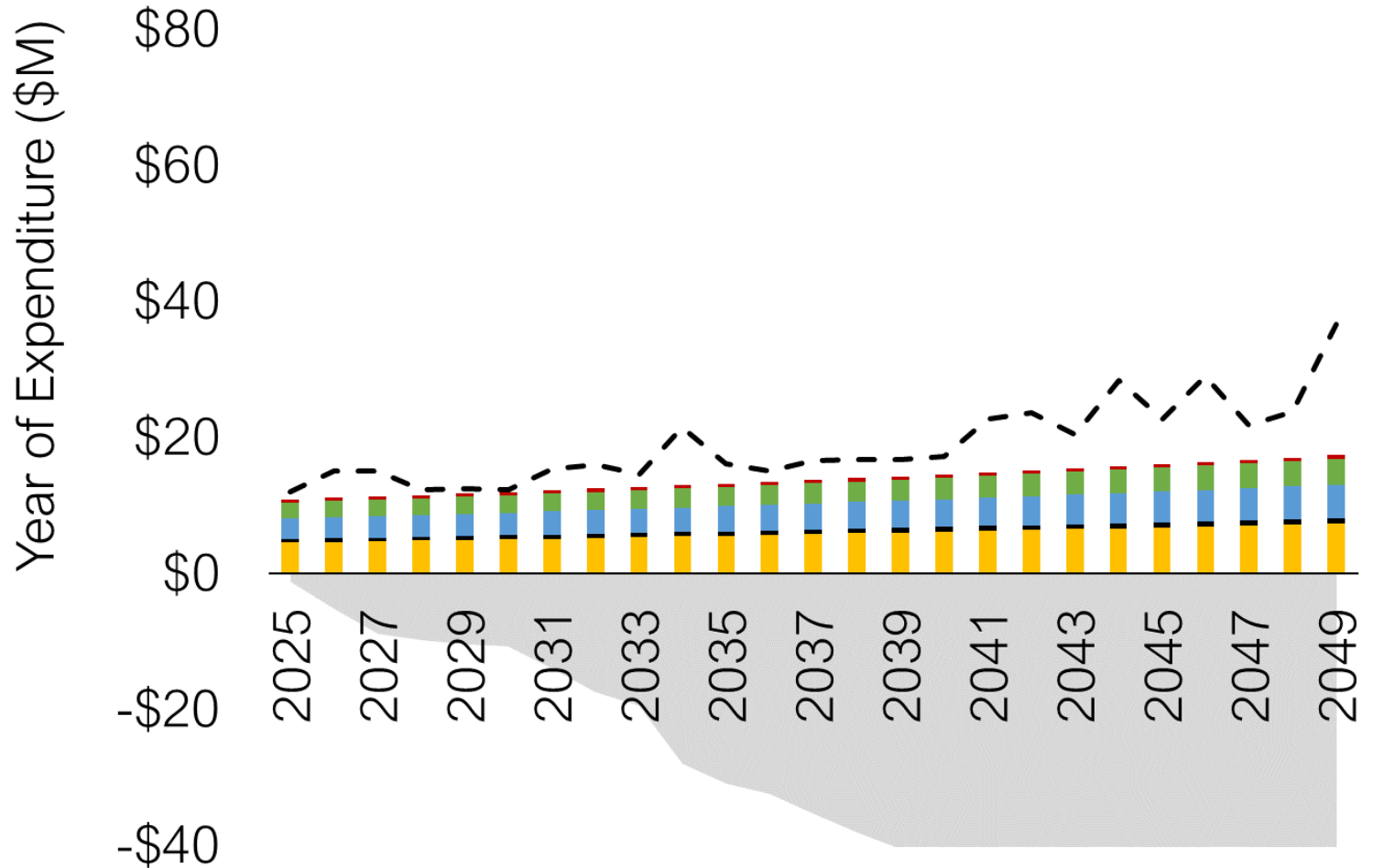
✓ Commuters

Status Quo









2025-2049 Summary		YOE \$M
	Federal Funds	\$146.9
	State Funds	\$16.7
	Road User Fees	\$97.2
	Other Local Funds	\$74.9
	Fare Revenue	\$12.6
	Ride IV	
Total Revenue		\$348.3
--- Total Costs		\$475.5
<i>Additional Funding Needed</i>		<i>\$127.2</i>

Notes: Totals may not sum due to rounding. Financial scenarios and preliminary order-of-magnitude Horry County revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. See disclaimer.

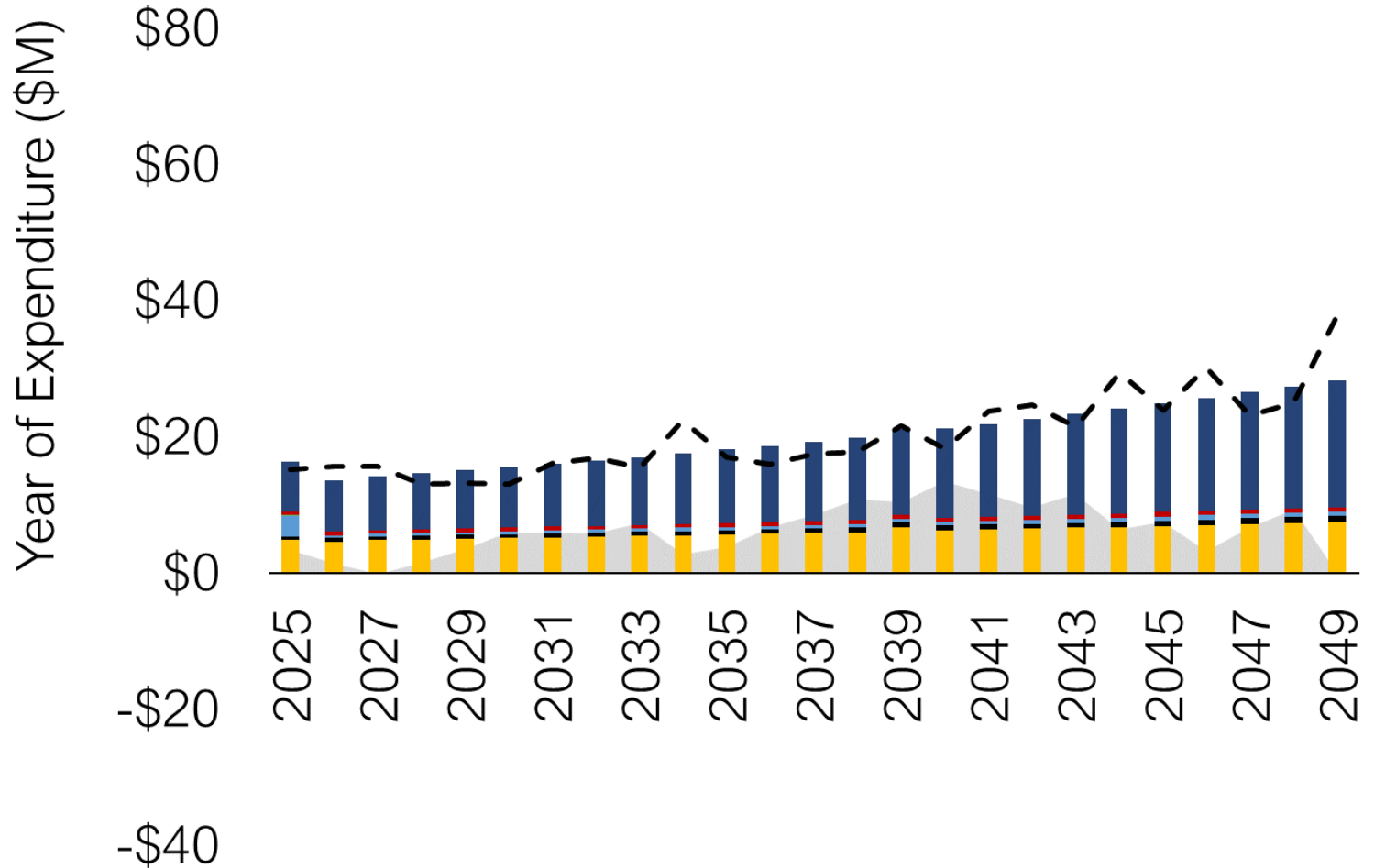


Ride IV (1/18th) without Facility









2025-2049 Summary		YOE \$M
	Federal Funds	\$151.1
	State Funds	\$16.7
	Road User Fees	\$15.7
	Other Local Funds	\$4.7
	Fare Revenue	\$14.5
	Ride IV (1/18 th)	\$303.1
Total Revenue		\$505.8
--- Total Costs		\$505.8

Notes: Totals may not sum due to rounding. Financial scenarios and preliminary order-of-magnitude Horry County revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. See disclaimer.

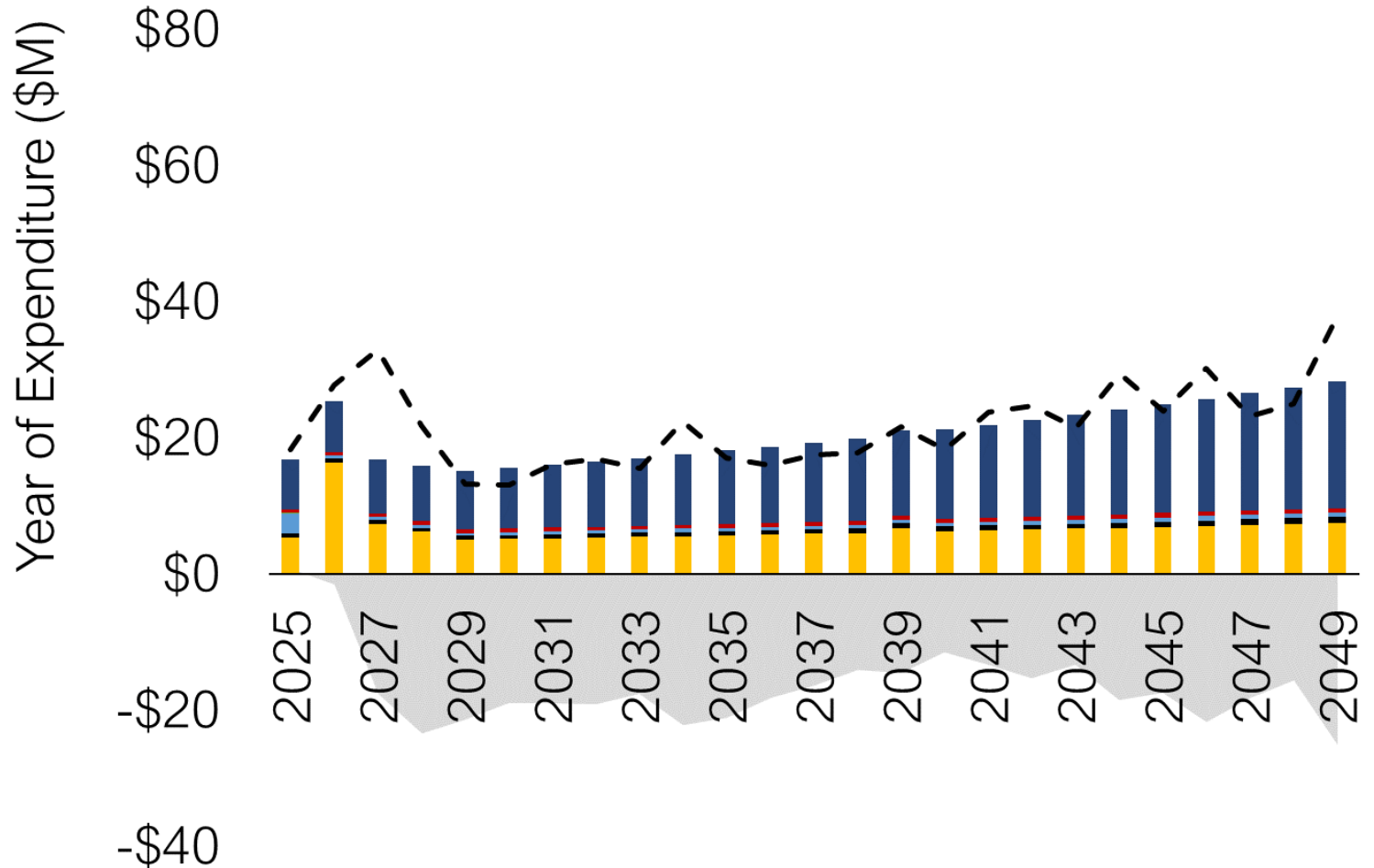


Ride IV (1/18th) with Facility









2025-2049 Summary		YOY \$M
	Federal Funds	\$167.2
	State Funds	\$16.7
	Road User Fees	\$15.7
	Other Local Funds	\$4.7
	Fare Revenue	\$14.5
	Ride IV (1/18 th)	\$303.1
Total Revenue		\$521.9
--- Total Costs		\$546.9
<i>Additional Funding Needed</i>		<i>\$25.0</i>

Notes: Totals may not sum due to rounding. Financial scenarios and preliminary order-of-magnitude Horry County revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. See disclaimer.

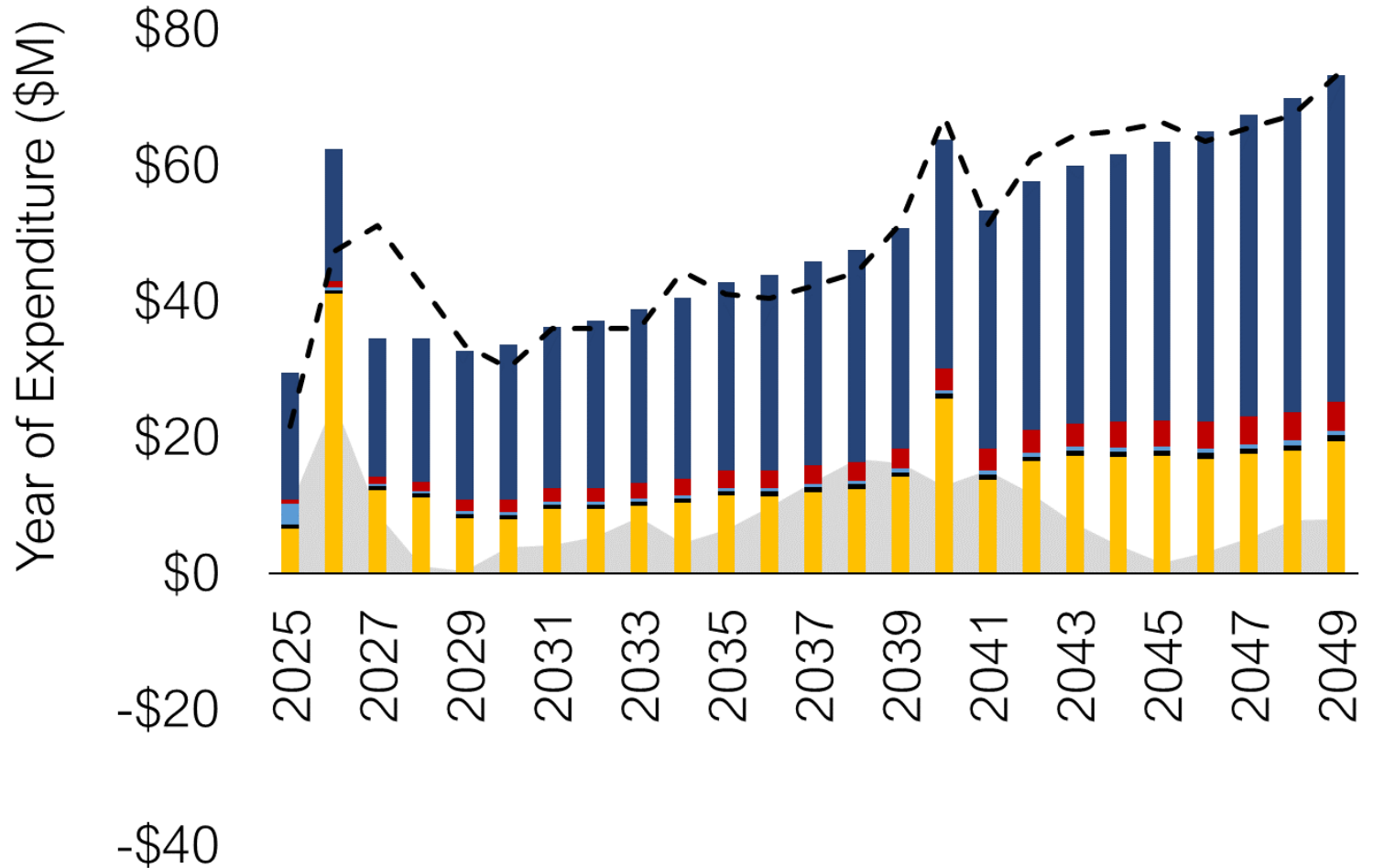


Ride IV (1/7th) with Full Build Out



2025-2049 Summary		YOE \$M
	Federal Funds	\$368.8
	State Funds	\$16.7
	Road User Fees	\$15.7
	Other Local Funds	\$4.7
	Fare Revenue	\$67.2
	Ride IV (1/7 th)	\$779.4
Total Revenue		\$1,252.4
--- Total Costs		\$1,252.4

Notes: Totals may not sum due to rounding. Financial scenarios and preliminary order-of-magnitude Horry County revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. See disclaimer.



Benefits to the Transportation System



3X More Bus Service+

Focused on workforce and seniors



Regional Vanpool

connecting more people to more places



Microtransit Zones

using the latest industry innovations to move people where they need to go



\$222 – 400 million

in new federal funds leveraged and spent to improve local transit service



\$105 million/\$25 Million

Back into the Road Use Fee/Back to MB/NMB



\$40-50 million

Access to Transit, Pedestrian Facilities, ParknRides



2-3 million Riders Annually

Workers – Seniors – Tourists

Five to six times current ridership

Thank you!

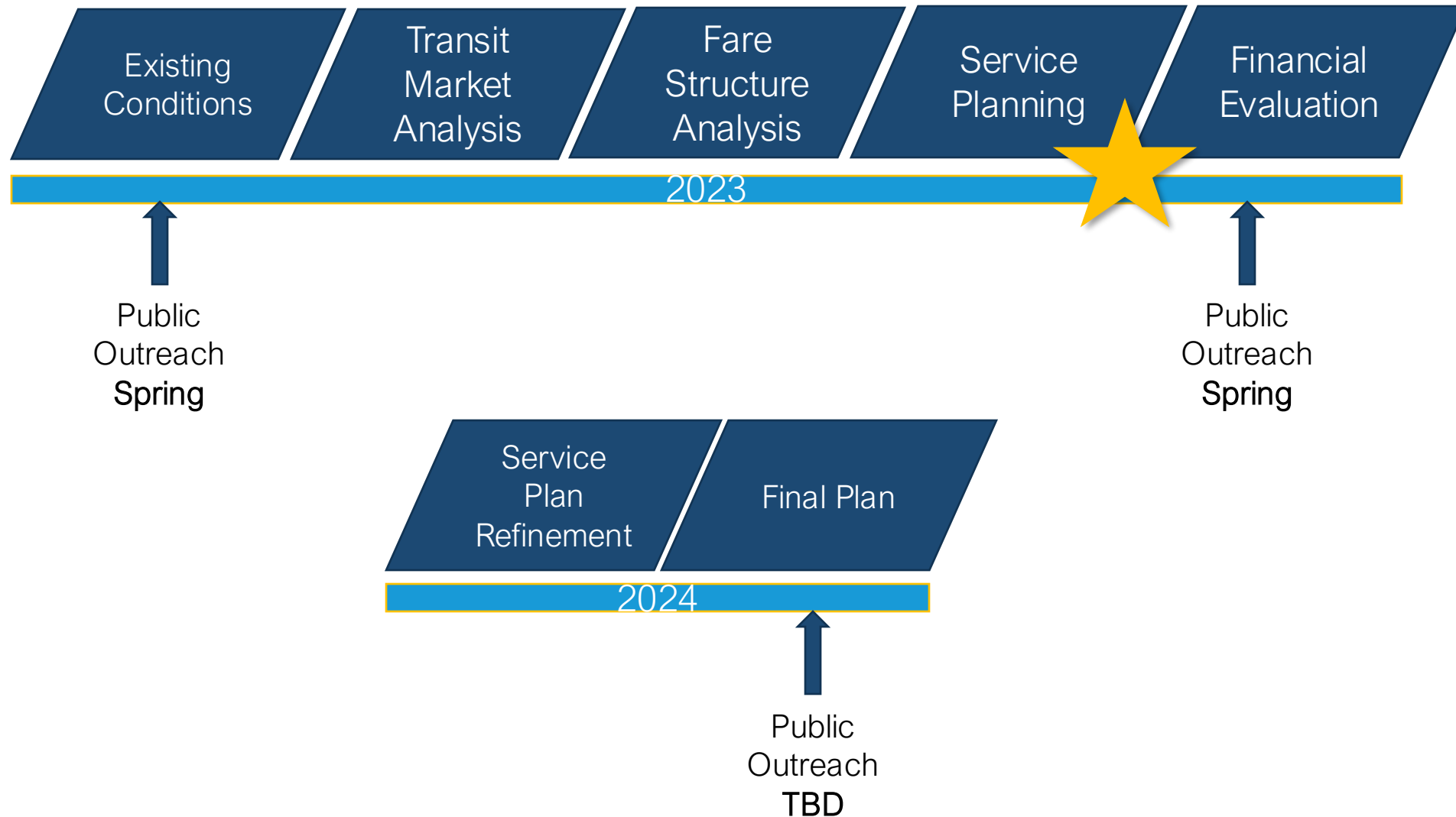


Coast RTA Transit Development Plan

Board Meeting
December 13, 2023



Process



Existing Conditions



Existing Conditions



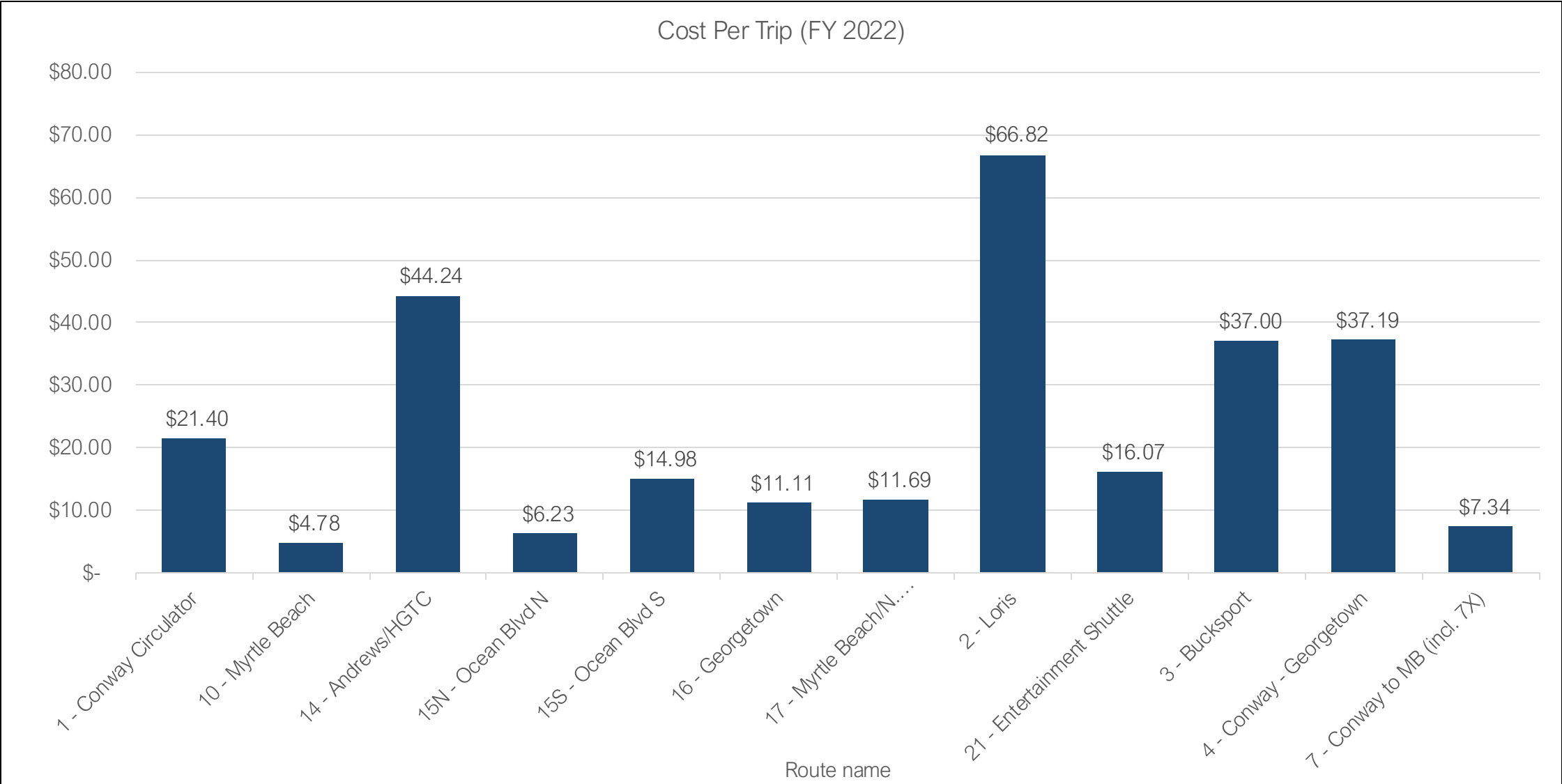
Performance Measure	Coast RTA - Myrtle Beach, SC	Current Peers			Aspirational Peers		
		CCTA - Corpus Christi, TX	LeeTran - Fort Myers, FL	Votran - Daytona Beach, FL	Kenosha Area Transit - Kenosha, WI	Greenlink (GTA) - Greenville, SC	CARTA - Charleston, SC
Operating Expense Per Passenger Trip	\$13.42	\$12.03	\$10.88	\$8.62	\$5.95	\$11.68	\$9.19
Operating Expense Per Revenue Mile	\$4.19	\$10.99	\$6.09	\$5.84	\$7.62	\$7.04	\$7.24
Operating Expense Per Revenue Hour	\$97.03	\$149.33	\$93.50	\$89.72	\$107.26	\$100.33	\$90.09
Operating Expense Per Capita	\$15.15	\$68.82	\$23.44	\$36.52	\$64.38	\$32.21	\$47.84
Farebox Recovery Ratio	3.72	3.22	8.82	10.45	22.52	9.25	19.1

Route Number	Route Name	Description	Ridership	Revenue	Hours	Trips Per Hour	Cost Per Trip	Operating Expense	Vehicle Requirement
1	Conway Circulator	Conway Terminal to Still Pond Road	18,687	3599.1		5.2	\$21.40	\$399,862.15	1
2	Loris	Conway Terminal to Loris Commerce Park	2,248	1352.0		1.7	\$66.82	\$150,213.20	1
3	Bucksport	Conway Terminal to Bucksport Marina	2,798	931.8		3.0	\$37.00	\$103,522.75	1
4	Conway-Georgetown	Conway Terminal to Georgetown Transfer Center	11,650	3900.1		3.0	\$37.19	\$433,312.78	1
7	Conway to MB	Conway Terminal to Myrtle Beach Transfer Center	139,351	9207.4		15.1	\$7.34	\$1,022,964.04	2
10	Myrtle Beach	Ivory Wilson Transfer Center to Coastal Grande Mall Cinemark	100,489	4326.6		23.2	\$4.78	\$480,688.95	1
14	Andrews/HGTC	Andrews Piggly Wiggly to Georgetown Transfer Center	11,196	4458.6		2.5	\$44.24	\$495,363.32	1
15N	Ocean Blvd N	Ivory Wilson Transfer Center to Carolina Forest International Drive	83,729	4696.5		17.8	\$6.23	\$521,788.96	1
15S	Ocean Blvd S	Ivory Wilson Transfer Center to VA Outpatient Medical Center	67,565	9108.9		7.4	\$14.98	\$1,012,017.15	2
16	Georgetown	Georgetown Transfer Center to Myrtle Beach Transfer Center	95,907	9589.7		10.0	\$11.11	\$1,065,438.83	2
17	Myrtle Beach/N. Myrtle Beach	Ivory Wilson Transfer Center to Coastal North Town Center	48,657	5120.1		9.5	\$11.69	\$568,852.94	1

Existing Conditions



Cost Per Trip (FY 2022)

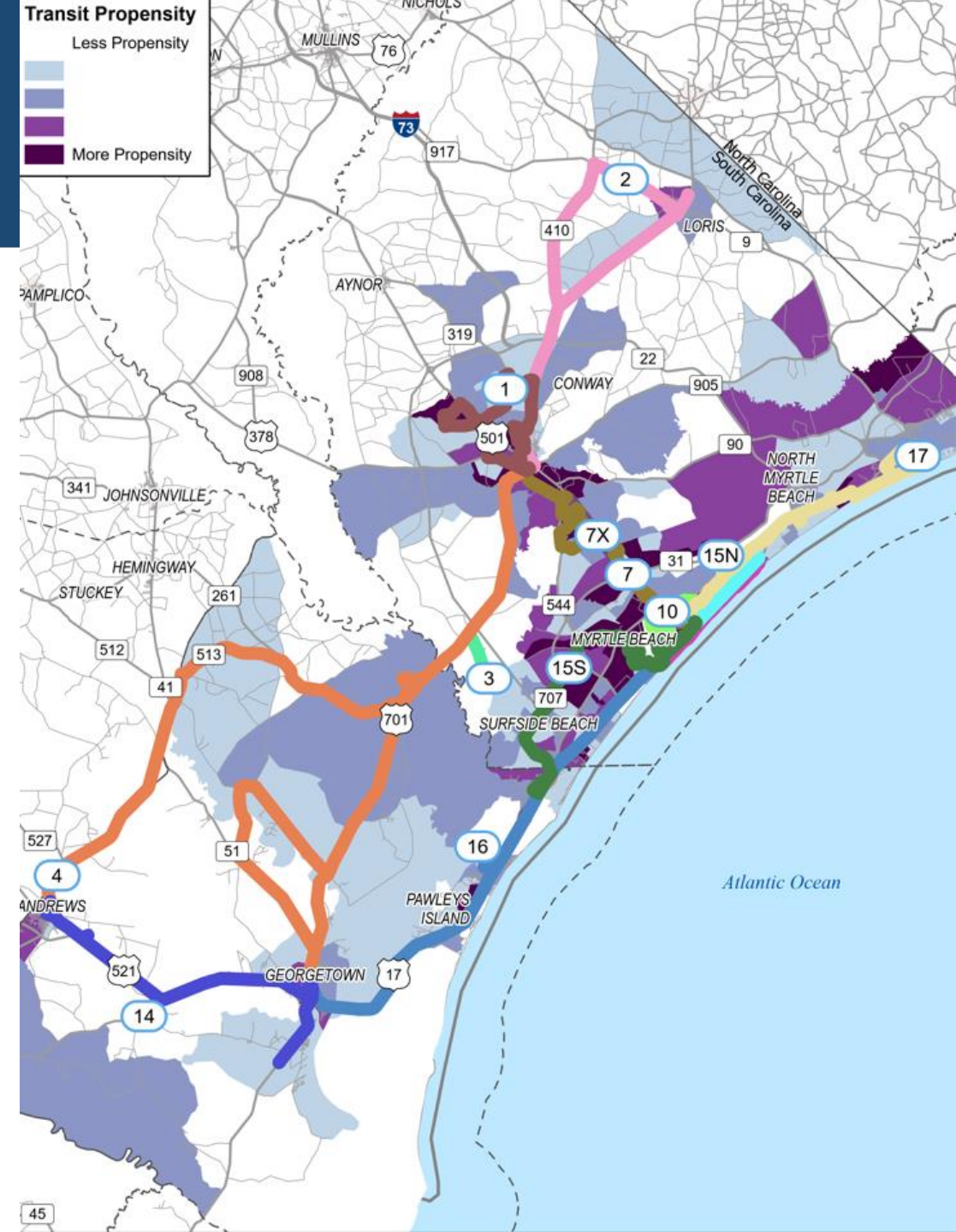


Market Analysis

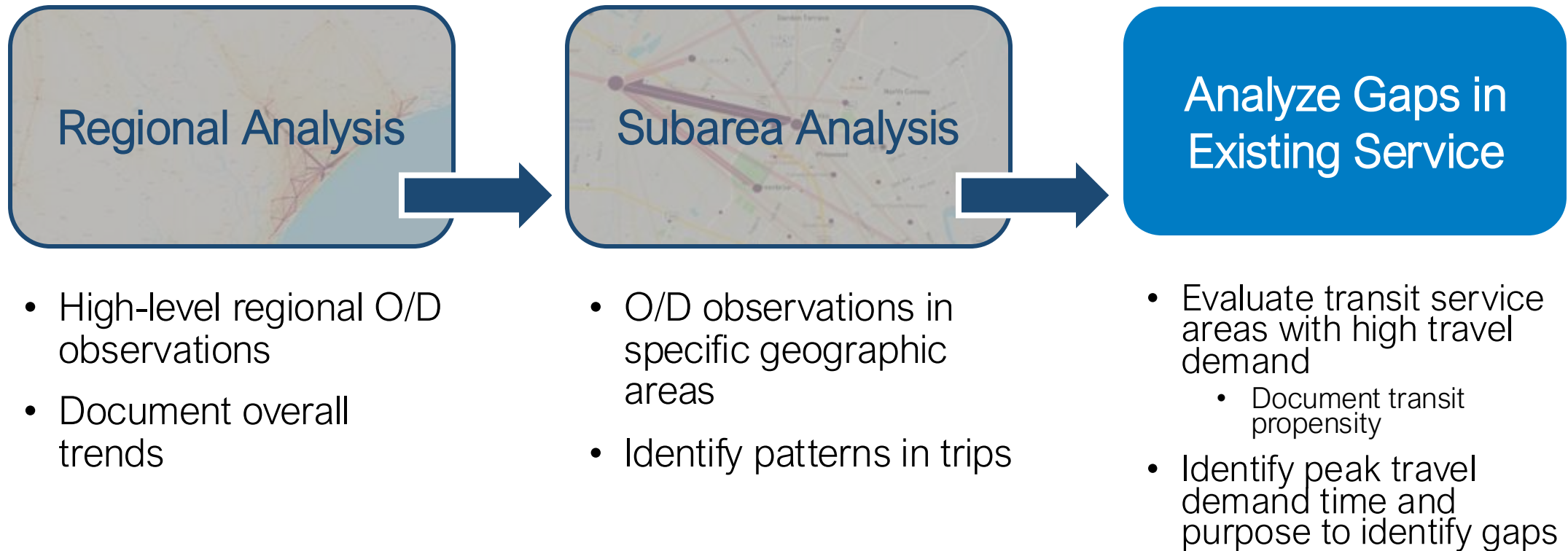


Transit Propensity

- Identify areas most likely to need and use transit
 - Population (weighted)
 - Employment
 - Hispanic
 - Low Income
 - Age
 - Zero Vehicle Households
- Overlay with current service to determine initial gaps



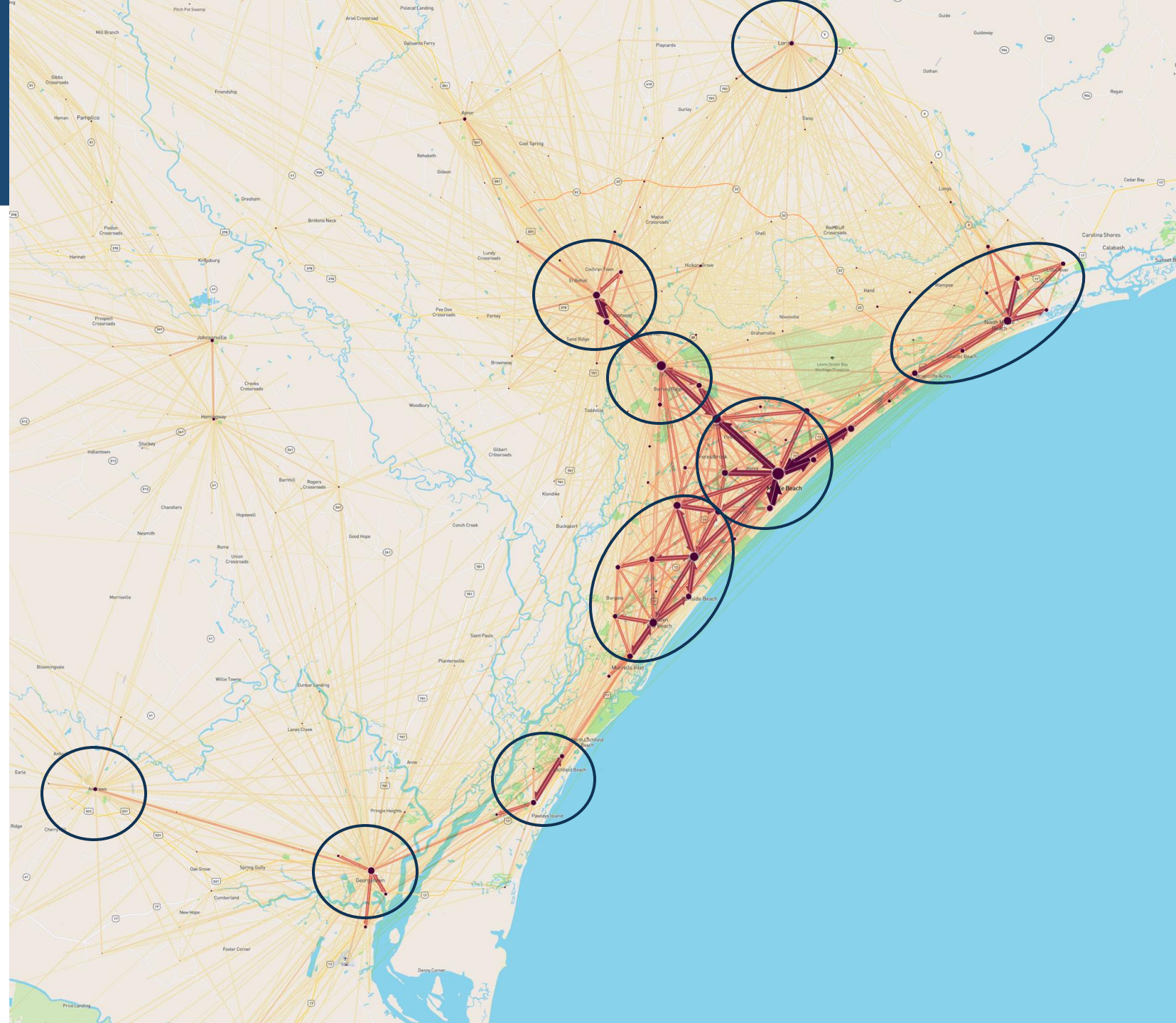
Market Analysis



Origin-Destination Analysis

Market Analysis focused on travel patterns in the following geographic areas:

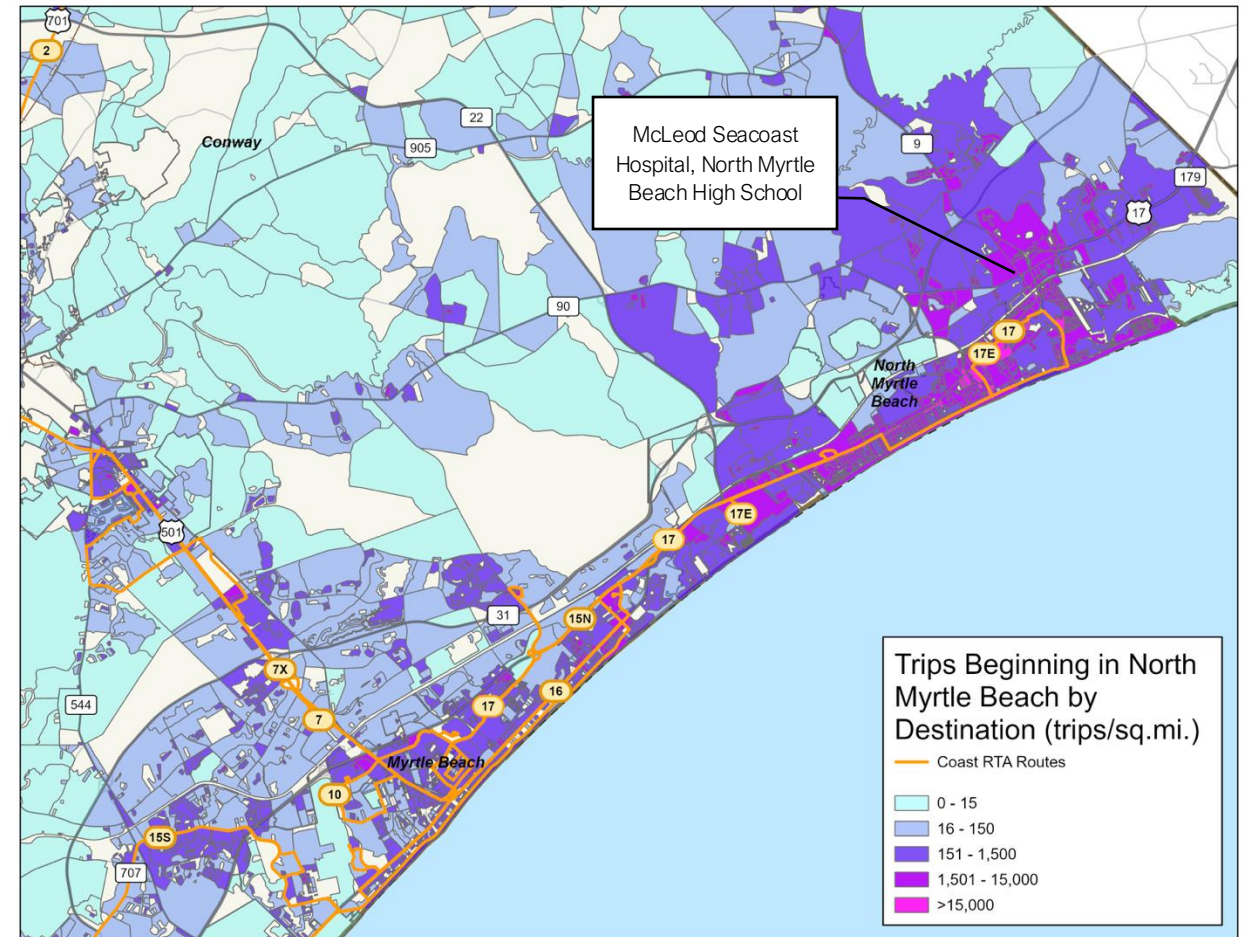
- Conway
- Coastal Carolina University
- Myrtle Beach
- North Myrtle Beach
- Andrews
- Georgetown
- Loris
- Waccamaw Neck
- Socastee
- Myrtle Beach International Airport



North Myrtle Beach: Travel Patterns



- Travel concentrated around US-17
- Most of trips start and end in North MB
- Work trips from Conway and MB
- Some demand to Conway/MB
- Peak demand in PM
- Fairly steady demand all day



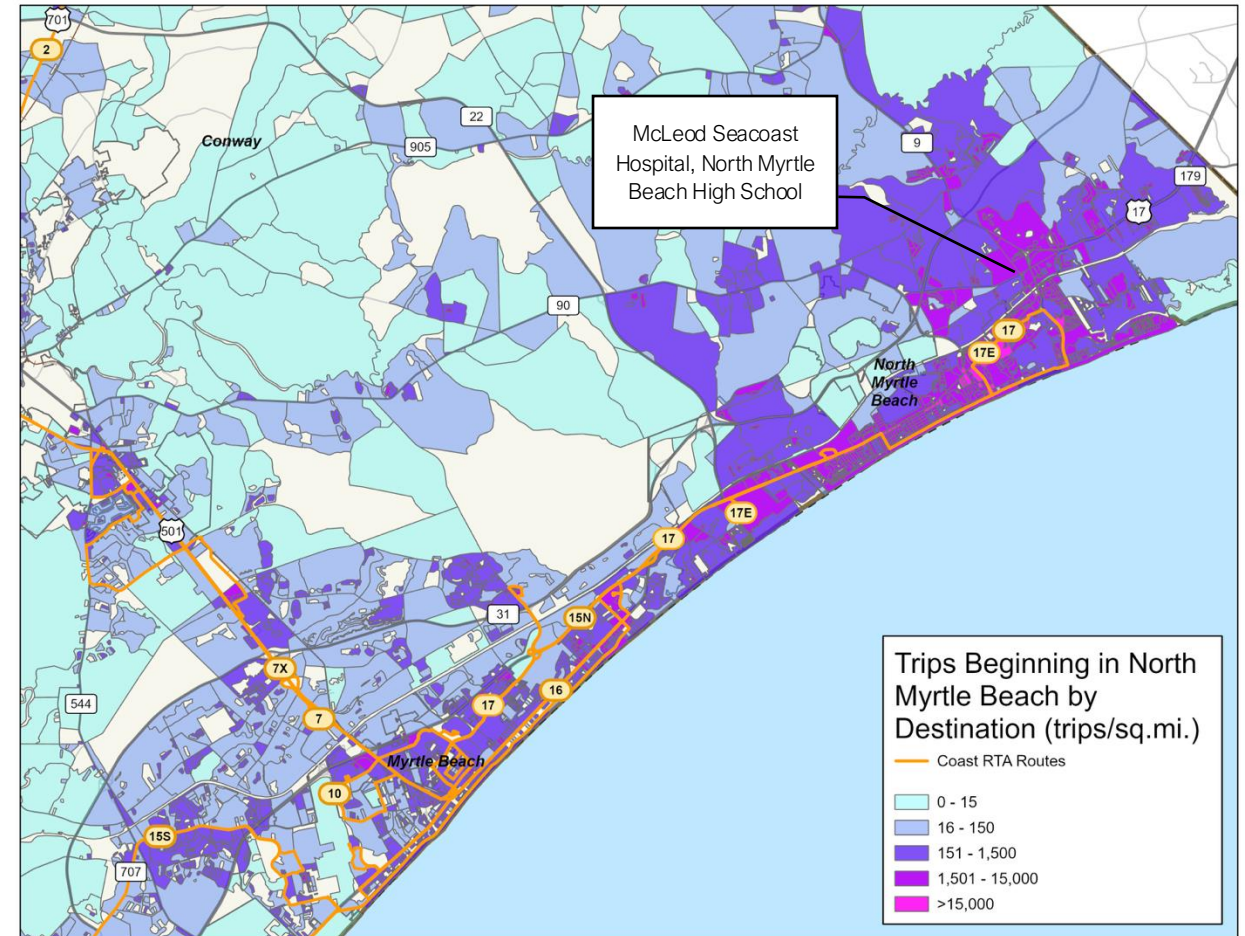
North Myrtle Beach

North Myrtle Beach: Gaps in Existing Service



Little River

- More than 17,600 trips ending in the area
- Includes Mcleod Seacoast Hospital, North MB Middle/High Schools, North MB Park and Sports Complex
- High transit propensity south of Waccamaw River between SC-9 and NC border



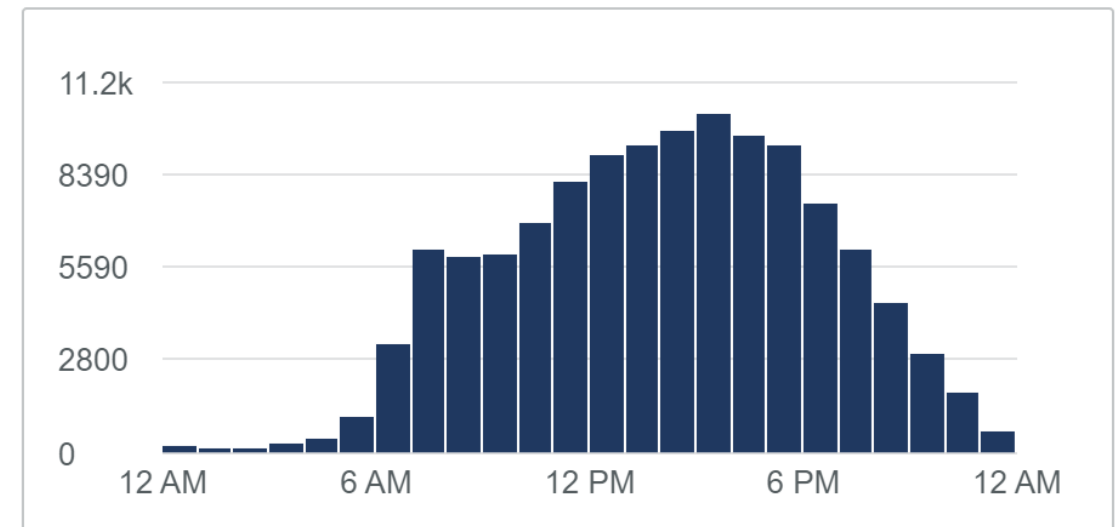
North Myrtle Beach

North Myrtle Beach: Peak Travel Demand



- Busiest travel period from 11am-6pm
 - Averaging 8,000 trips per hour
- Do not follow traditional commute patterns
- Half the trips that start in North MB also end there

Starting Hour (In Local Time)

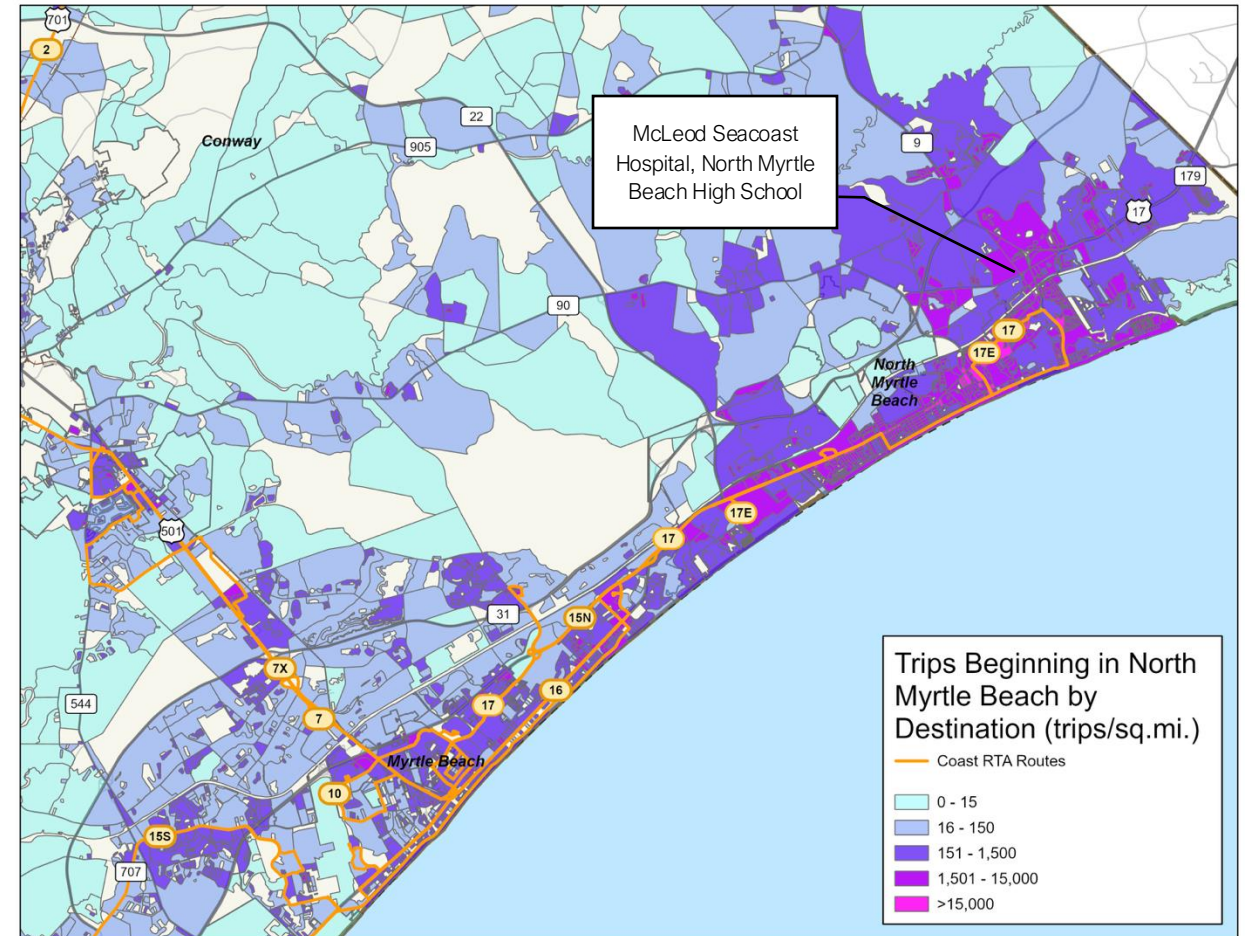


Trips starting in North Myrtle Beach

North Myrtle Beach: Recommendations



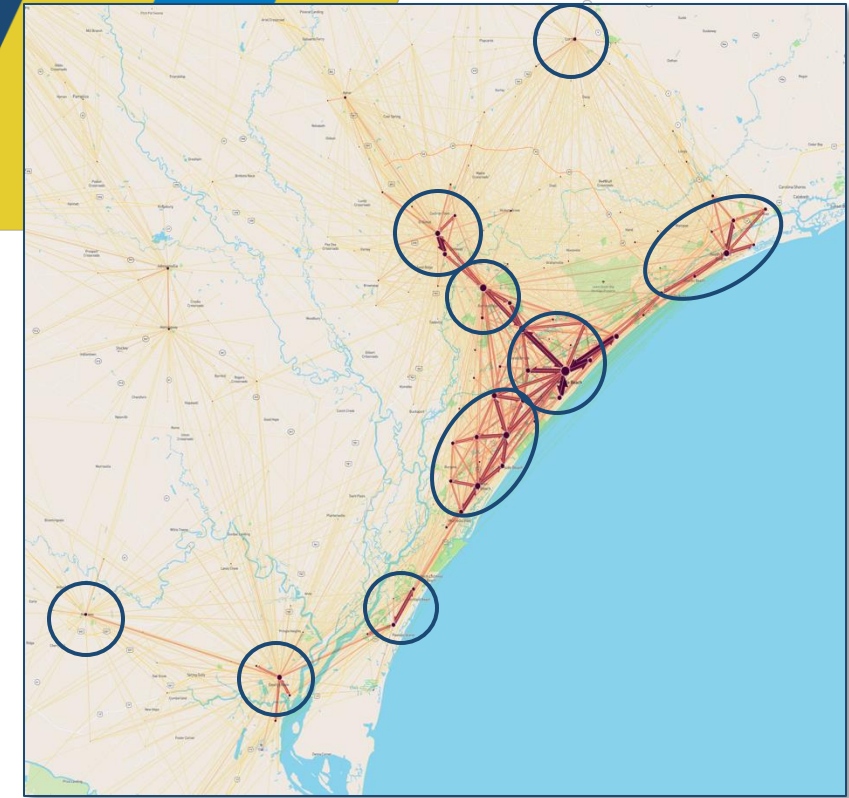
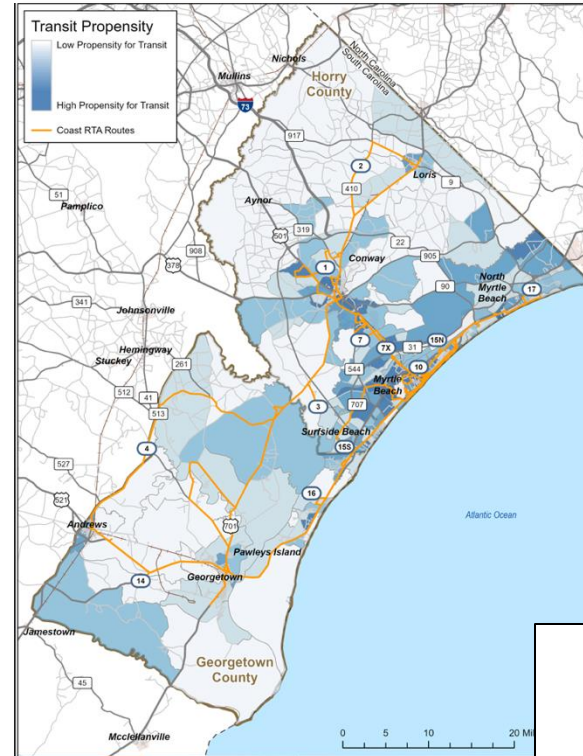
- Increase frequency of Route 17 from 8am-9pm
- Increase Route 17 frequency all year
 - Not just with supplemented 17E
- Demand and transit propensity indicates service warranted in Little River
 - Sea Mtn Highway (pivot bridge)
 - Highschool, hospital, community/industrial area
 - Hwy 17
 - Highschool, hospital, bypass community
 - If serving only hospital, stay on highway
- Realign routes in MB and North MB
 - Create a bundle of service in MB and NMB



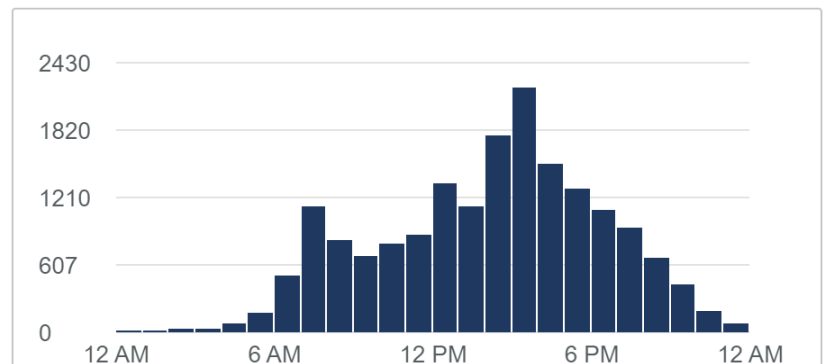
North Myrtle Beach

Market Analysis Key Takeaways

- Areas of high demand align with areas likely to need and use transit
- Atypical travel demand peaks
- Consistent demand across the day and into evening
- Some areas with high demand not served by transit
- More local demand in some sub areas
- Work trips not concentrated in MB



Starting Hour (In Local Time)



Data | Collection

- We anticipate collecting data from both transactions and participant survey responses. This data will help us assess the success of the demonstration.
- We recommend a workshop a month or two into the demonstration period for various parties to identify opportunities for improvement on data reporting processes

Transactions

- Quantitative
- Supports understanding of how participants utilize the cards
- Illustrates technical effectiveness of cashback mechanisms
- Project team will have login to access reports generated by Future in real time

Participant Survey

- Qualitative
- Supports understanding of why participants utilize the cards
- May illustrate how this mechanism could support financial inclusion
- Identifies user pain points



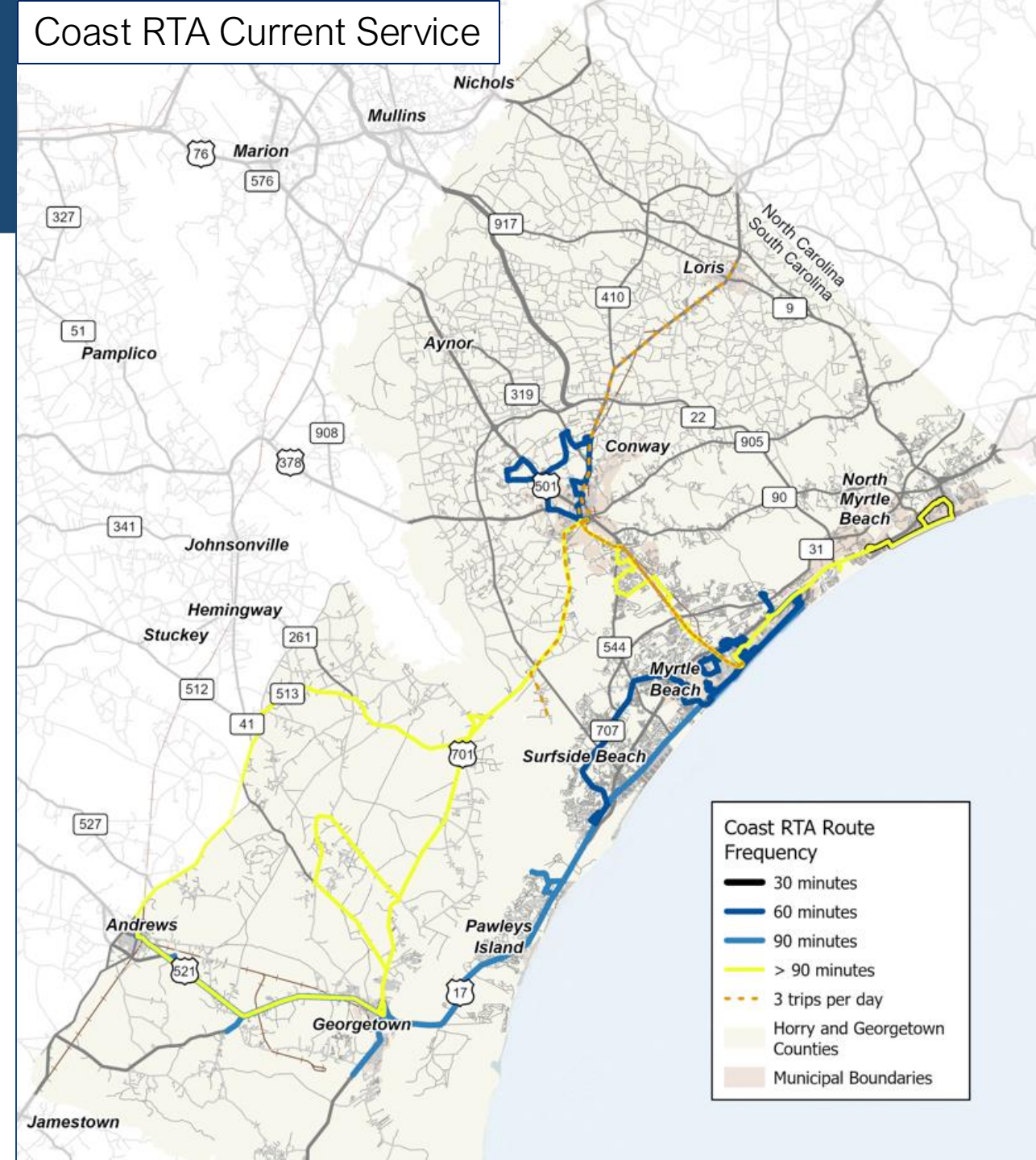
Service Improvements



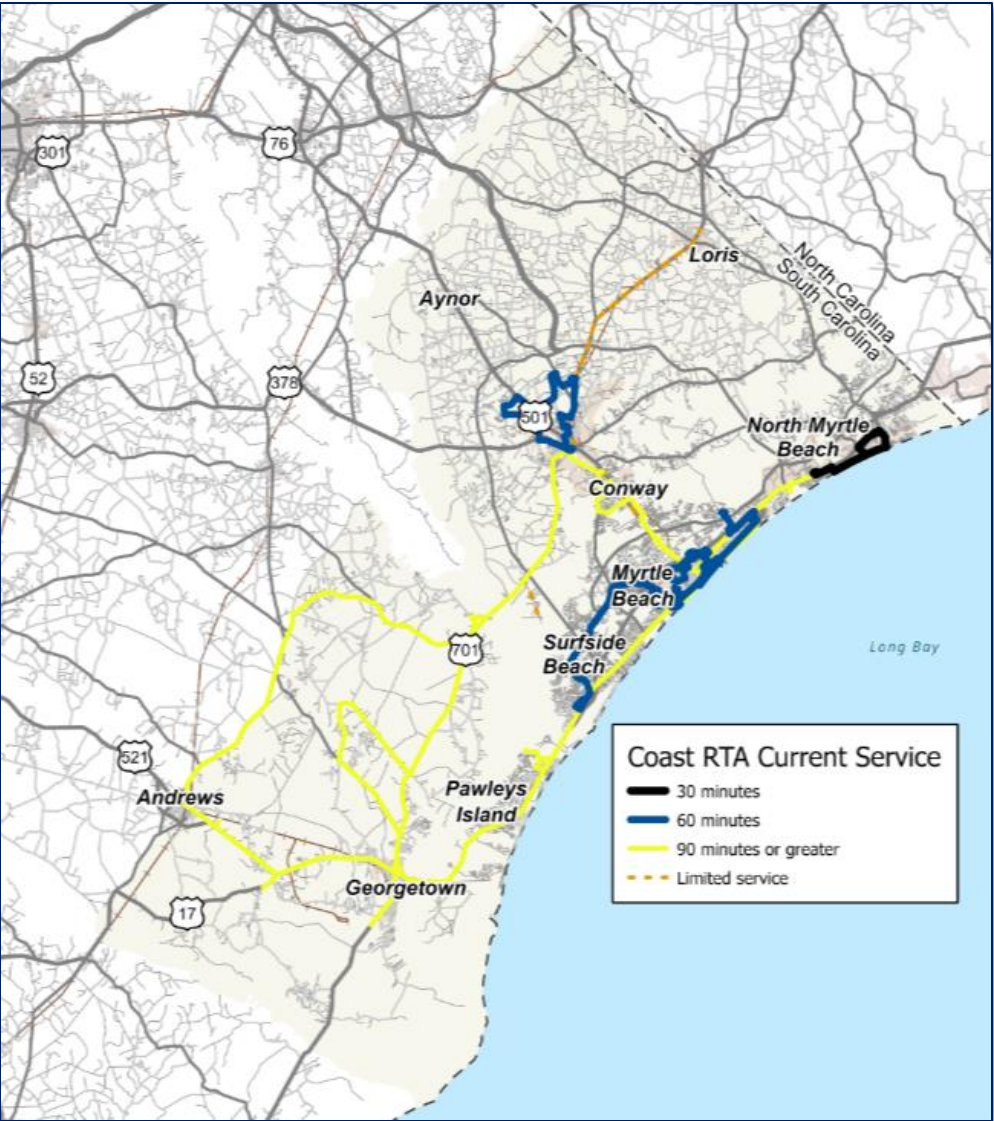
Service/Operations Needs

- Increased service frequencies on high demand routes
- Extended service span to later in the evening
- New service to more areas across the region
- New service types
 - Vanpool
 - Microtransit/Senior Shuttle Services
 - Coordination with Human Service Transportation Plan Update
- Increased wages for operators

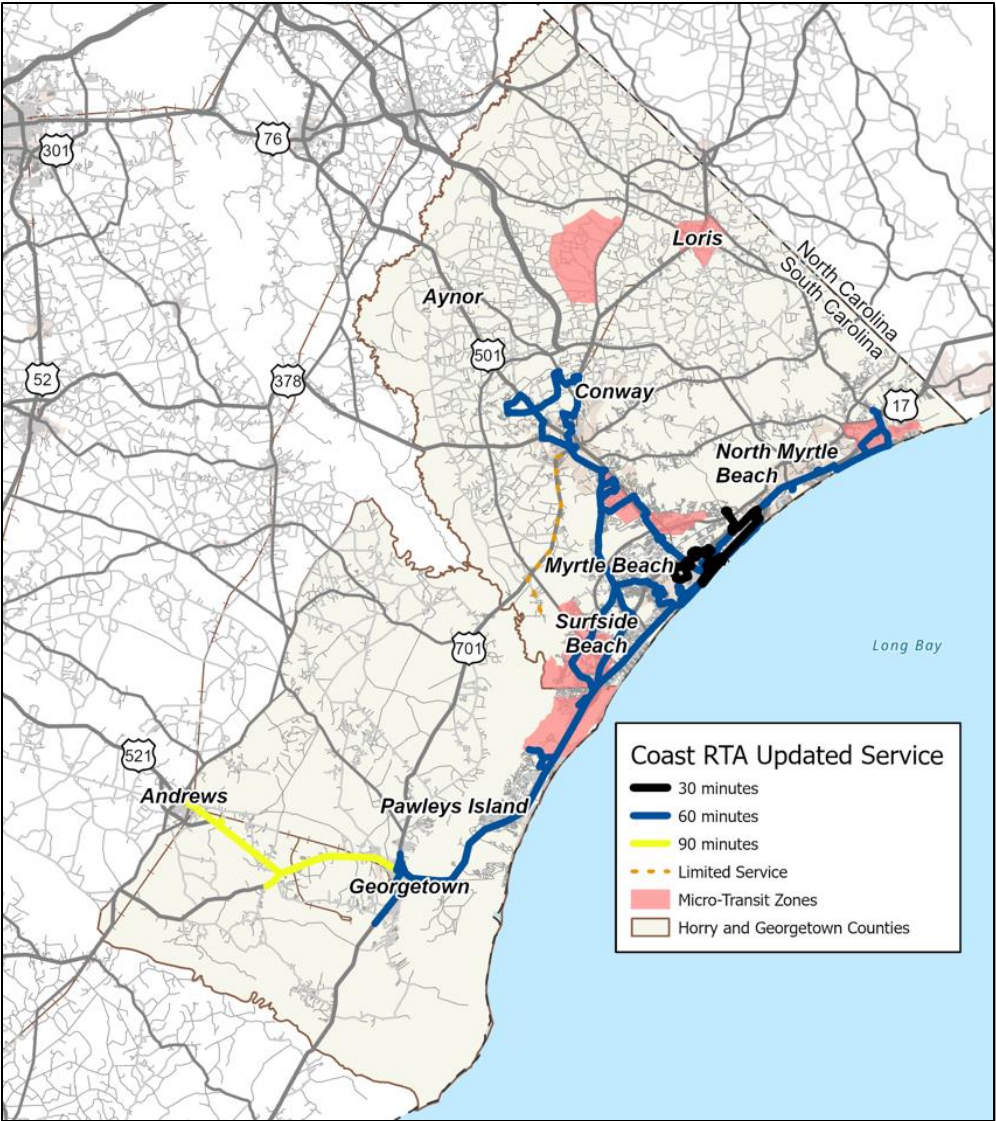
Coast RTA Current Service



Service Improvements

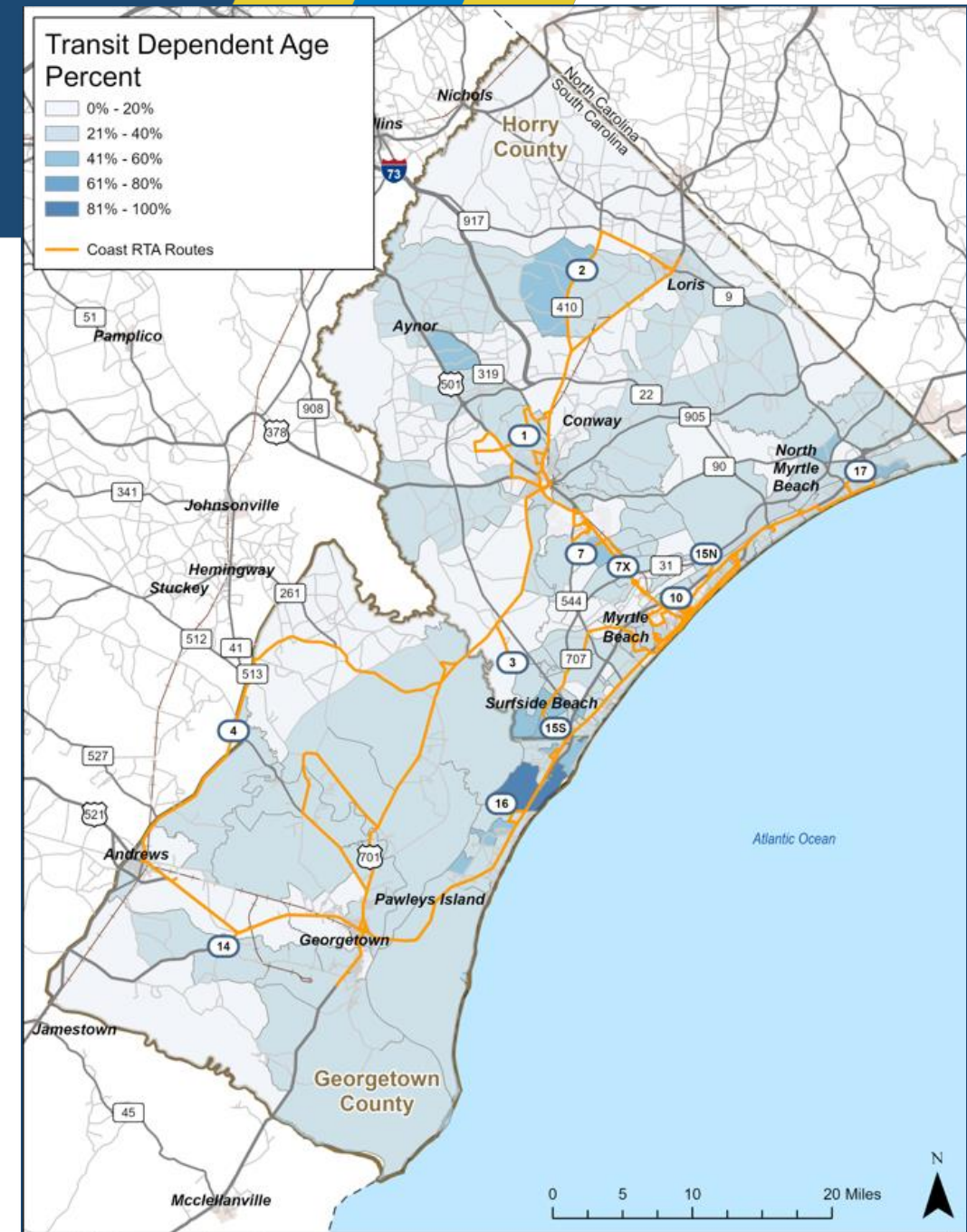


- ↑ 300% increase in total revenue Hours
- 📍 New Routes
- 🗺️ New microtransit zones
- 🕒 Extended service until midnight 7 days a week
- + Increase in frequency on high demand routes



Senior Shuttle Service

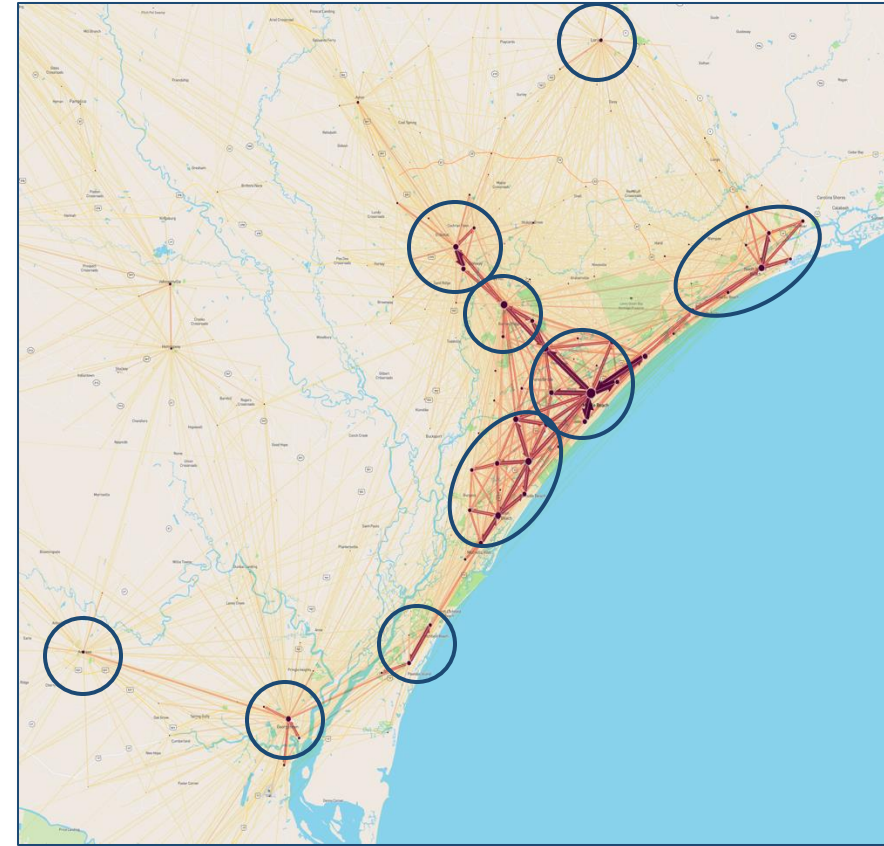
- Senior residents from several Horry County communities would be able to take a weekly shuttle between their homes and key destinations/services. Shuttle availability would vary weekly depending on location.



Vanpool



- Partnership with Enterprise
- Vanpool is like carpool but agency covers van, insurance, and maintenance
- Commuters matched with other employees traveling to work at similar destinations
- Allows more flexibility/coverage for commuters without the cost of a fixed route



Travel Flows and Demand Across the Region

Capital Needs



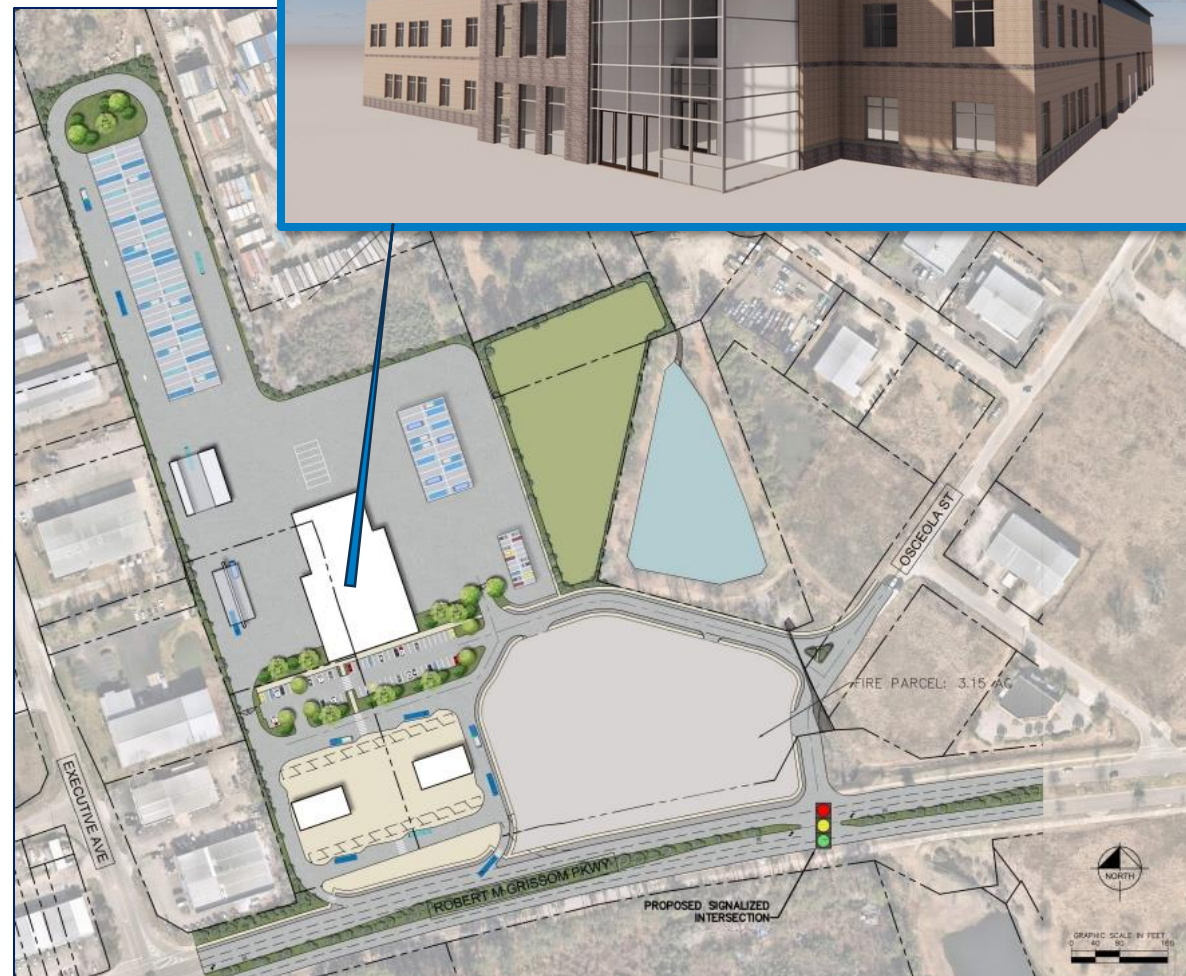
Current Need – 19 Buses
Need After Service Improvements – 45 Buses



Myrtle Beach O&M Facility



Conway Passenger Transfer Hub









Financial Analysis

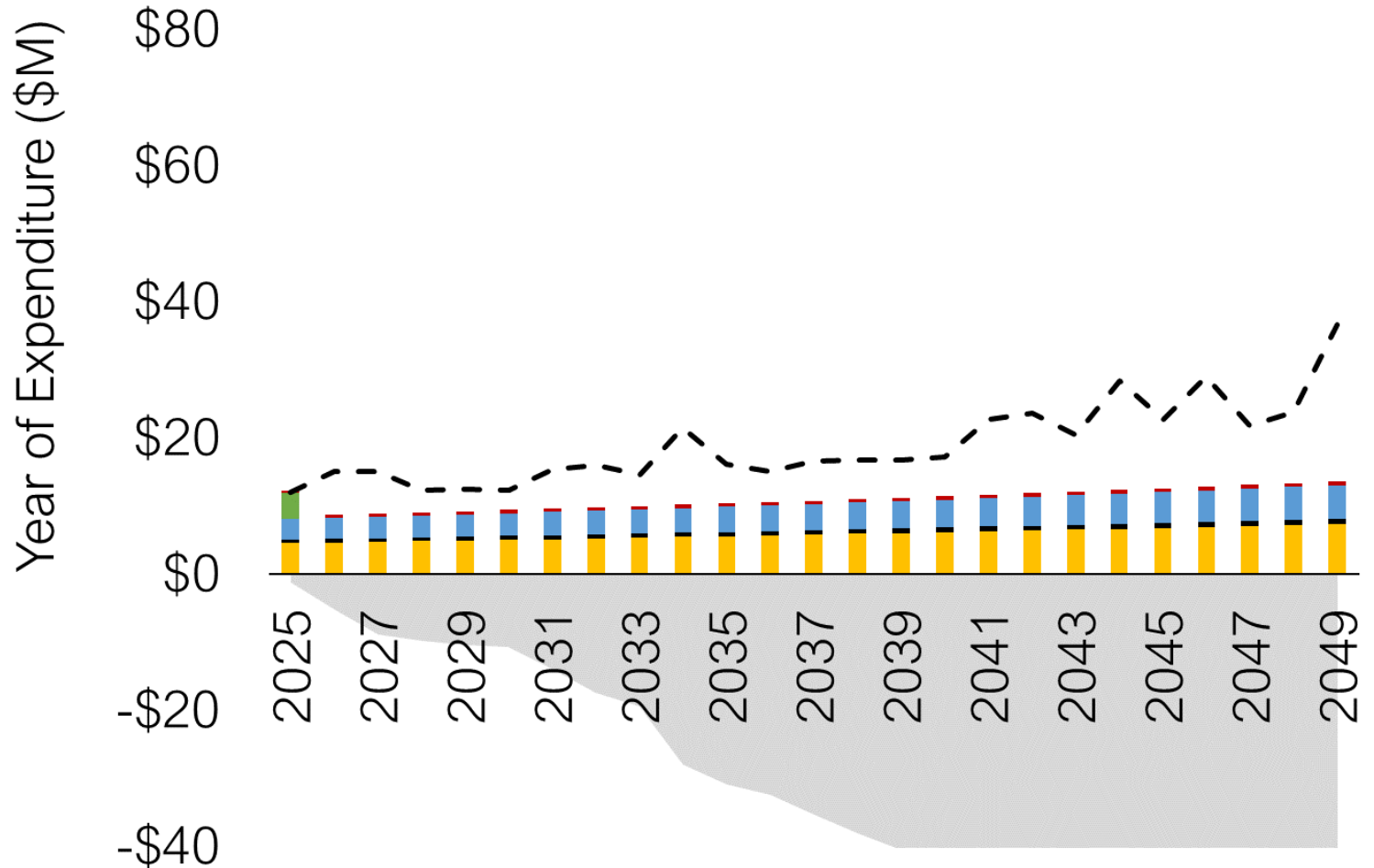


Status Quo









2025-2049 Summary		YOY \$M
	Federal Funds	\$146.9
	State Funds	\$16.7
	Road User Fees	\$97.2
	Other Local Funds	\$74.9
	Fare Revenue	\$12.6
	Ride IV	
Total Revenue		\$348.3
--- Total Costs		\$475.5
<i>Additional Funding Needed</i>		<i>\$127.2</i>

Notes: Totals may not sum due to rounding. Financial scenarios and preliminary order-of-magnitude Horry County revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. See disclaimer.

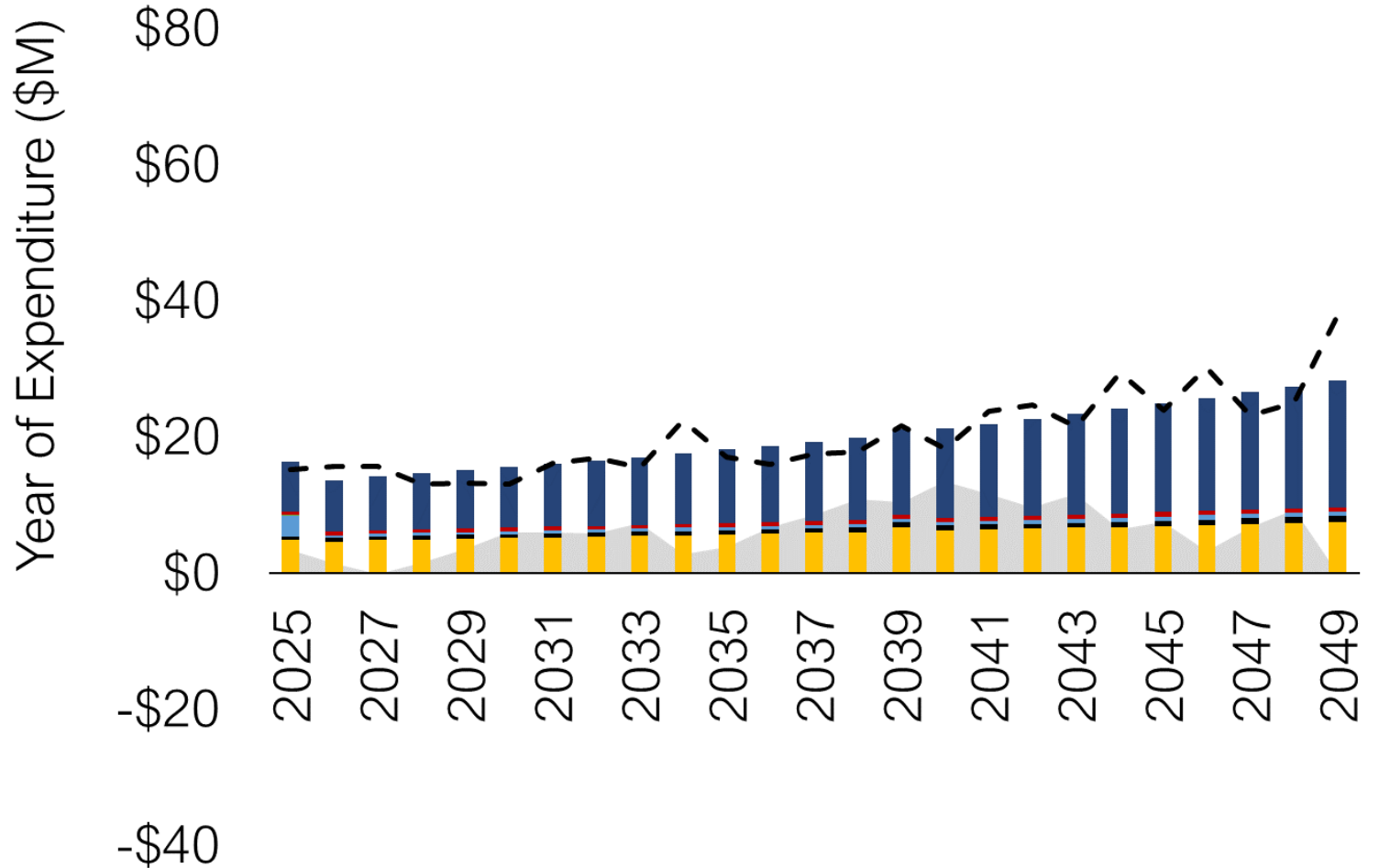


Ride IV (1/18th) without Facility









2025-2049 Summary		YOE \$M
	Federal Funds	\$151.1
	State Funds	\$16.7
	Road User Fees	\$15.7
	Other Local Funds	\$4.7
	Fare Revenue	\$14.5
	Ride IV (1/18 th)	\$303.1
Total Revenue		\$505.8
---	Total Costs	\$505.8

Notes: Totals may not sum due to rounding. Financial scenarios and preliminary order-of-magnitude Horry County revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. See disclaimer.

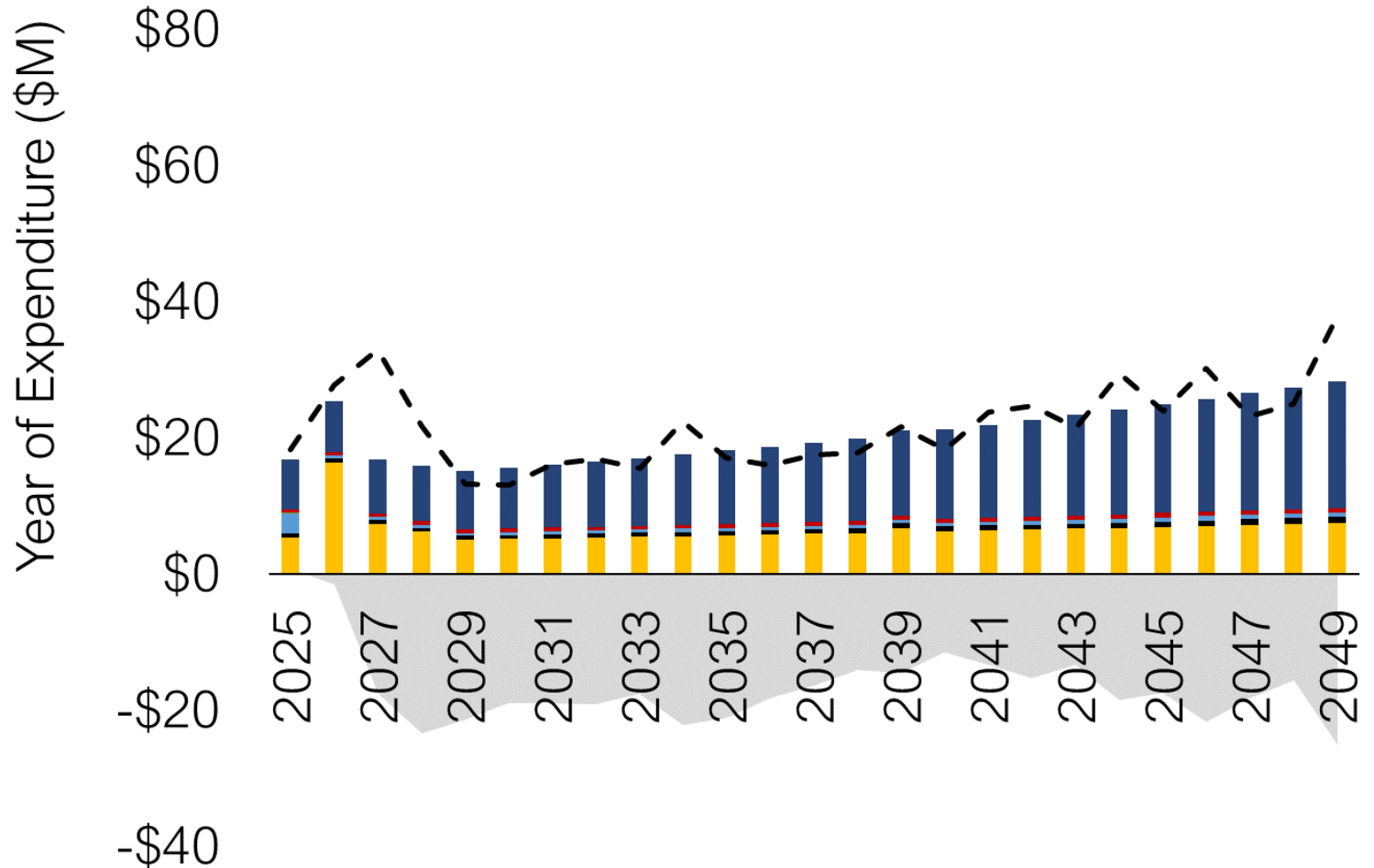


Ride IV (1/18th) with Facility









2025-2049 Summary		YOY \$M
	Federal Funds	\$167.2
	State Funds	\$16.7
	Road User Fees	\$15.7
	Other Local Funds	\$4.7
	Fare Revenue	\$14.5
	Ride IV (1/18 th)	\$303.1
Total Revenue		\$521.9
--- Total Costs		\$546.9
<i>Additional Funding Needed</i>		<i>\$25.0</i>

Notes: Totals may not sum due to rounding. Financial scenarios and preliminary order-of-magnitude Horry County revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. See disclaimer.

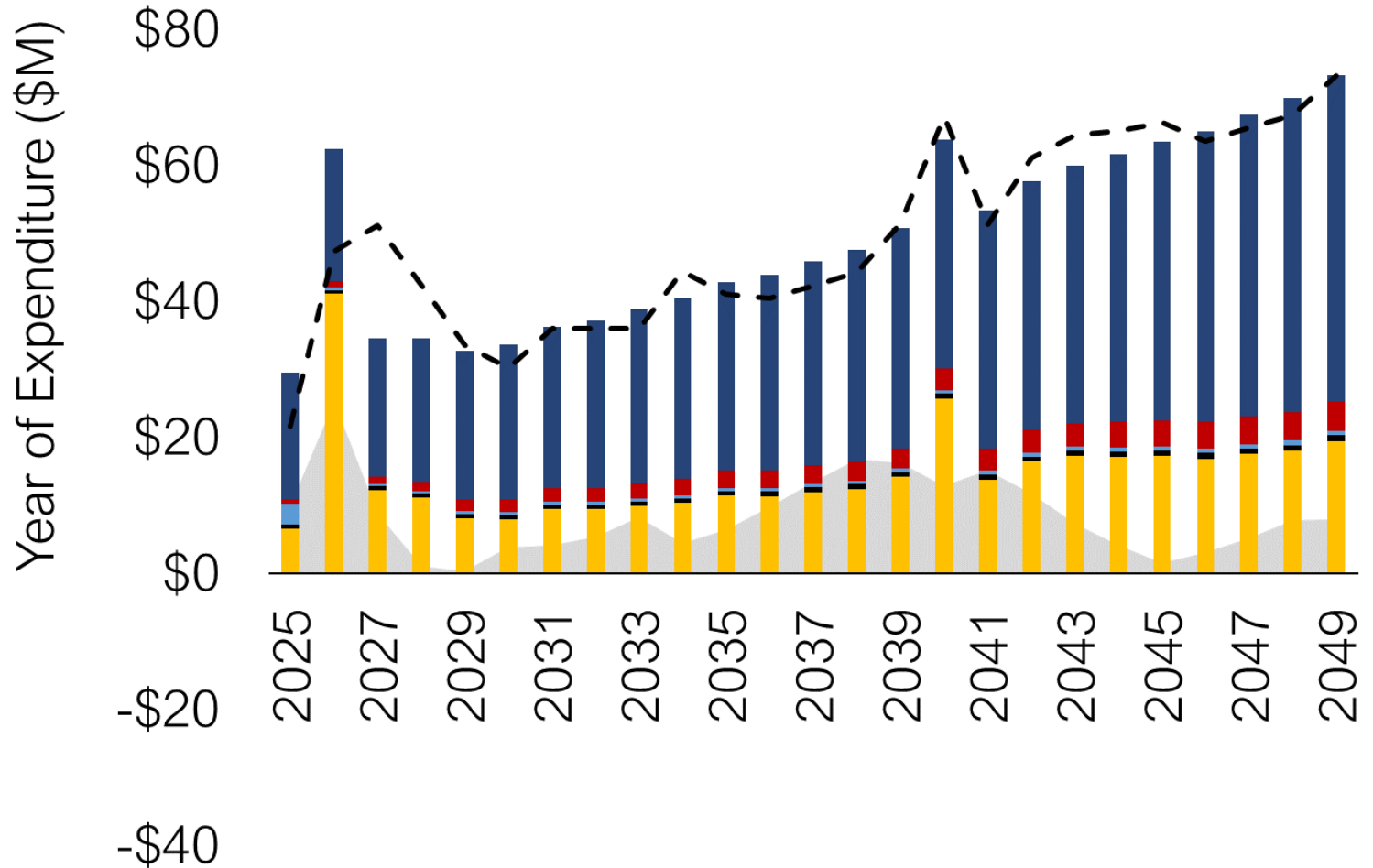


Ride IV (1/7th) with Full Build Out



2025-2049 Summary		YOE \$M
	Federal Funds	\$368.8
	State Funds	\$16.7
	Road User Fees	\$15.7
	Other Local Funds	\$4.7
	Fare Revenue	\$67.2
	Ride IV (1/7 th)	\$779.4
Total Revenue		\$1,252.4
--- Total Costs		\$1,252.4

Notes: Totals may not sum due to rounding. Financial scenarios and preliminary order-of-magnitude Horry County revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. See disclaimer.



Benefits to the Transportation System



3X More Bus Service+

Focused on workforce and seniors



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connecting more people to more places



Microtransit Zones

using the latest industry innovations to move people where they need to go



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in new federal funds leveraged and spent to improve local transit service



\$105 million/\$25 Million

Back into the Road Use Fee/Back to MB/NMB



\$40-50 million

Access to Transit, Pedestrian Facilities, ParknRides



2-3 million Riders Annually

Workers – Seniors – Tourists

Five to six times current ridership

Shifting Tax Burden to Non-Residents of Horry County



Current Funding Model



County Road User Fee

Proposed Funding Model



County Sales Tax (1/7th of 1% Ride VI)

Who Pays?

Local vehicle owners

✓ Residents

All consumers

✓ Residents

✓ Tourists

✓ Commuters

Fare Structure Analysis



Fare Analysis Goals

- 1 Promote transit ridership
- 2 Encourage adoption of open-loop payment system
- 3 Generate reasonable revenue
- 4 Reduce cash handling

Fare Structure Analysis



Peer Agency Analysis

Pricing

Fare Type	Coast RTA	MST	Votran	Dayton RTA	COTA	TriMet	Cap-Metro	PSTA
One-way	\$1.00	\$2.00	\$1.75	\$2.00	\$2.00	\$2.50	\$1.25	\$2.25
Day Pass/Cap	\$3.50	\$6.00	\$3.75	\$4.00	\$4.50	\$5.00	\$2.50	\$5.00
Monthly Pass/Cap	n/a	\$70.00	\$46.00	\$55.00	\$62.00	\$100.00	\$41.25	\$70.00

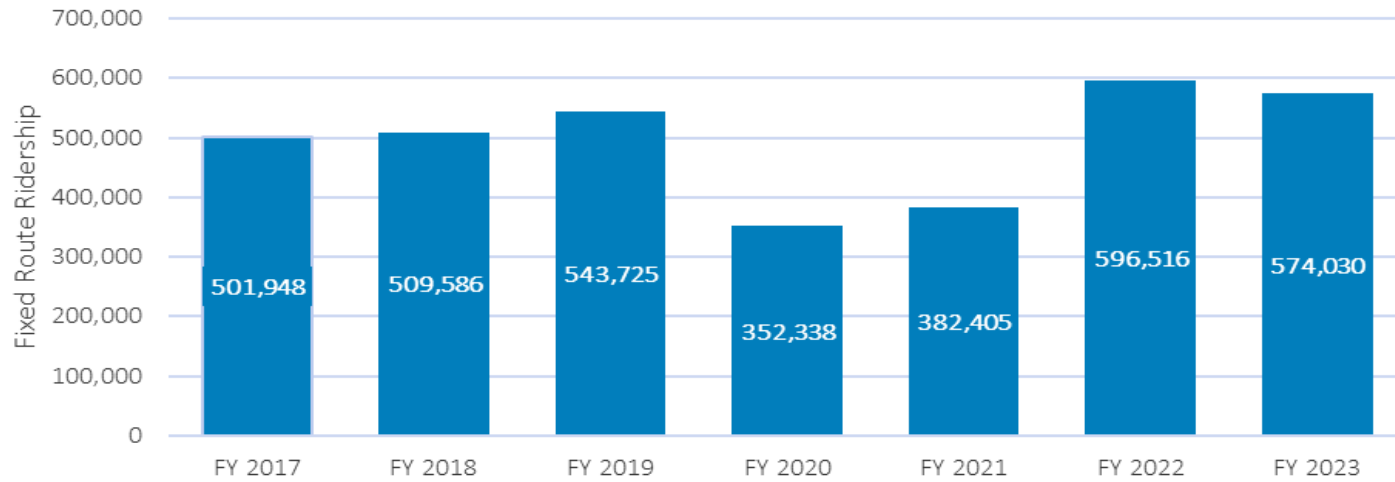
Payment Options

Payment Method	Coast RTA	MST	Votran	Dayton RTA	COTA	TriMet	Cap-Metro	PSTA
Physical Pass		X	X		X	X	X	
App				X	X	X	X	X
Bank Card (open loop)	X	X				X		
Smart Card		X		X	X	X	X	X
Cash on Bus	X	X	X		X	X	X	X
Free Transfers (time allowed)		2 hours			2 hours	2.5 hours		

Purchase Options

Agency	Online - Physical Media	Online - Virtual Fare Reload	Transit/Pass Sale Facilities	Ticket Vending Machines	Third Party Retail Outlets
Dayton RTA		X		X	X
COTA		X	X	X	X
TriMet		X	X	X	X
CapMetro		X	X	X	X
PSTA	X	X	X		
Monterrey-Salinas Transit	X		X		X
VOTRAN	X		X		

Fare Structure Analysis



- Review existing fare structure and policies
- Develop fare scenarios
- Test potential impacts to ridership and revenue

Fixed-Route Metric	FY 2017	FY 2018	FY 2019	FY2020	FY2021	FY2020	FY2023
Ridership	501,948	509,586	543,725	352,338	382,405	596,505	574,030
Revenue Hours	40,433	41,698	42,305	41,356	52,728	57,450	61,469
Fare Revenue	\$454,465	\$420,637	\$417,126	\$239,010	\$191,001	\$0	\$370,949
Cost Per Passenger Trip	\$9.22	\$9.43	\$8.98	\$14.76	\$13.42	\$10.70	\$11.55
Farebox Recovery	9.8%	8.8%	8.5%	4.6%	3.7%	0%	5.6%
Subsidy Per Passenger Trip	\$8.32	\$8.60	\$8.21	\$14.09	\$12.92	\$10.70	\$10.90

Fare Structure Analysis



Measure	FY 2023	Proposed Fare			
		Fare Scenario A		Fare Scenario B	
Base Fare	\$1.00	\$1.50	+50%	\$2.00	+100%
Annual Ridership	574,030	459,224	-20%	344,418	-40%
Annual Revenue	\$370,949	\$445,139	+20%	\$445,139	+20%
Average Fare Collected per Passenger	\$0.65	\$0.97	+50%	\$1.29	+50%
Annual Subsidy per Passenger	\$10.90	\$9.79	-10%	\$13.05	-10%
Farebox Recovery Ratio	5.6%	9.0%	+61%	9.0%	+61%

Measure	FY 2019*	Proposed Fare	
		Fare Scenario B	
Base Fare	\$1.50	\$2.00	+33%
Annual Ridership	544,378	471,794	-13%
Annual Revenue	\$409,368	\$473,047	+16%
Average Fare Collected per Passenger	\$0.75	\$1.00	+33%
Annual Subsidy per Passenger	\$8.32	\$9.47	+14%
Farebox Recovery Ratio	8.3%	9.6%	+16%

Fare Structure Analysis



Short Term Recommendations	Long-Term Recommendations
Phased fare increase to \$1.50	Phased fare increase to \$2.00
All-day discounts for qualifying passengers	Increase monthly cap to \$64.00
Introduce a monthly cap of \$48.00	Establish retail network for passes
Continue to accept cash on-board until other retail options are available for passes	Implement cashless onboard policy
	Implement bulk pass purchase options for employers

Coast RTA “FairCash” Project Plan

Updated 12 December 2023



Executive Summary

- The team (Coast RTA, FutureCard, Rebel, United Way of Horry County, Visa) will target one participant group with one product type for proof of concept.
 - The participant group will be job seekers in temporary housing with residency documentation.
 - The product type will be debit cards (physical and virtual) with cashback mechanisms.
- Each team member will be responsible for its assigned roles & responsibilities.
- Current aim is to begin handing out cards to participants in Q1 2024.
- The data gathering period is currently set at six (6) months, with a final report to be submitted on Sept. 15, 2024.
- Demonstration may continue past this date, pending agreement of all parties.



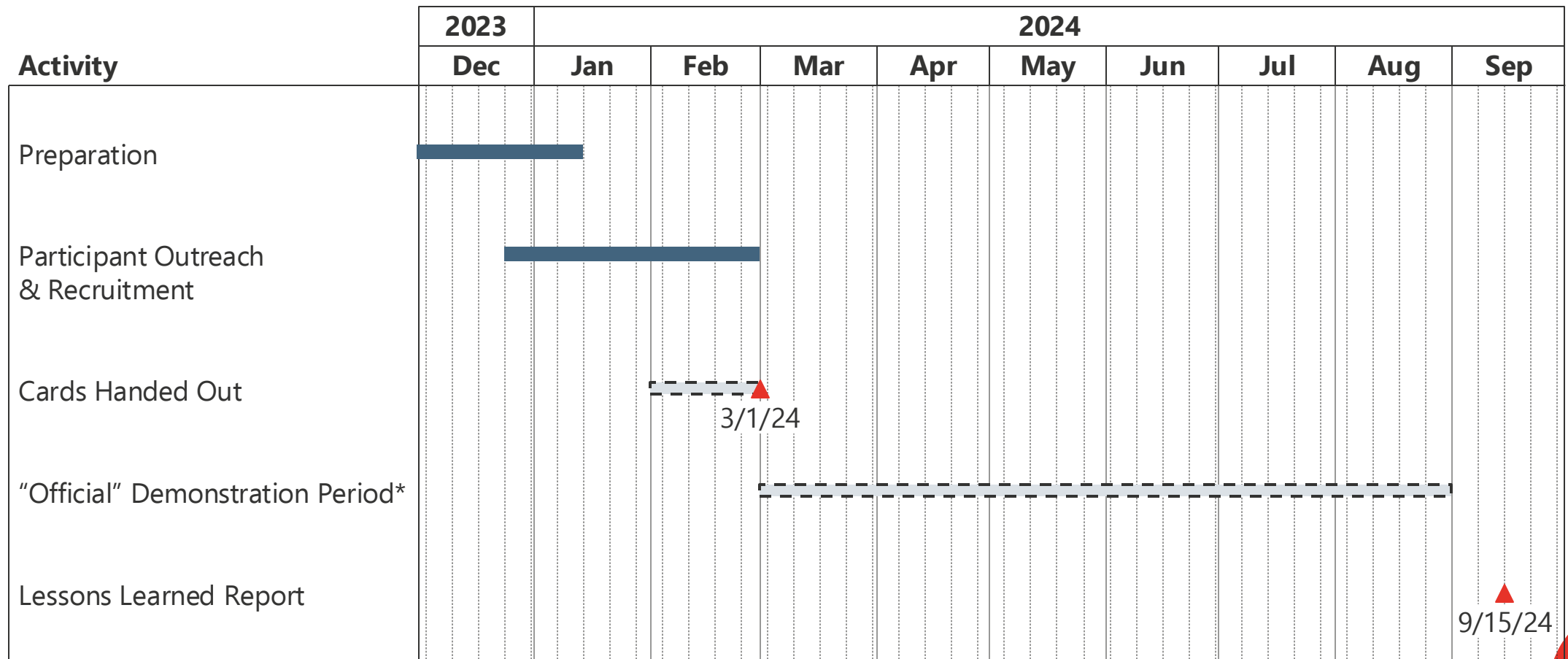
Defining Success

- This demonstration is aimed at testing the degree to which cashback is a viable and attractive mechanism to distribute transit benefits and encourage adoption of open-loop payment cards.
- Success would be if the mechanism proved to be user-friendly for beneficiaries and administrators/funders of the program.
- Secondary success factors include if the mechanism:
 - Increases participants' desire to participate in the financial system
 - Increases participants' transit ridership
 - Addresses under and unbanked community needs



High Level Timeline

As of Dec. 2023, the demonstration timeline is project to be as follows.



*Demonstration may continue past this date if agreed upon by all parties.

Team | Responsibilities

Coast RTA:

Coordinate with United Way
Validate transactions with
Littlepay

FutureCard:

Provide cards / accounts that
meet requirements
Facilitate cashback process
Provide customer support
Support data gathering

Rebel:

Serve as Project Manager
Develop program
requirements
Support issuer discussions
Monitor demonstration
Produce findings report

United Way of Horry County:

Recruit ~100 participants
Support participants
Fund 100% of subsidized trips

Visa:

Provide financial support
Support issuer discussions
Review deliverables

Participants:

Sign customer agreement
Use cards/accounts
responsibly
Complete surveys and/or
participate in focus groups

FutureCard | the Overview

FutureCard ("Future") will serve as the issuer for the demonstration.

- Future offers Visa debit cards which support tap-to-pay, as well as chip and swipe transactions.
- The cashback mechanism is already built into the Future functionality.
 - On the backend, Future has a system by which it can bill a "sponsor" for the cashback costs. This system does not need to be done through a third party and can be directly settled between sponsor and Future.
- Future has a contact center that is reachable via both its online platform and a toll-free customer support number.
- Future will not charge a fee to United Way of Horry County for services and support during the demonstration period.
- Future will lend additional support on project communications.



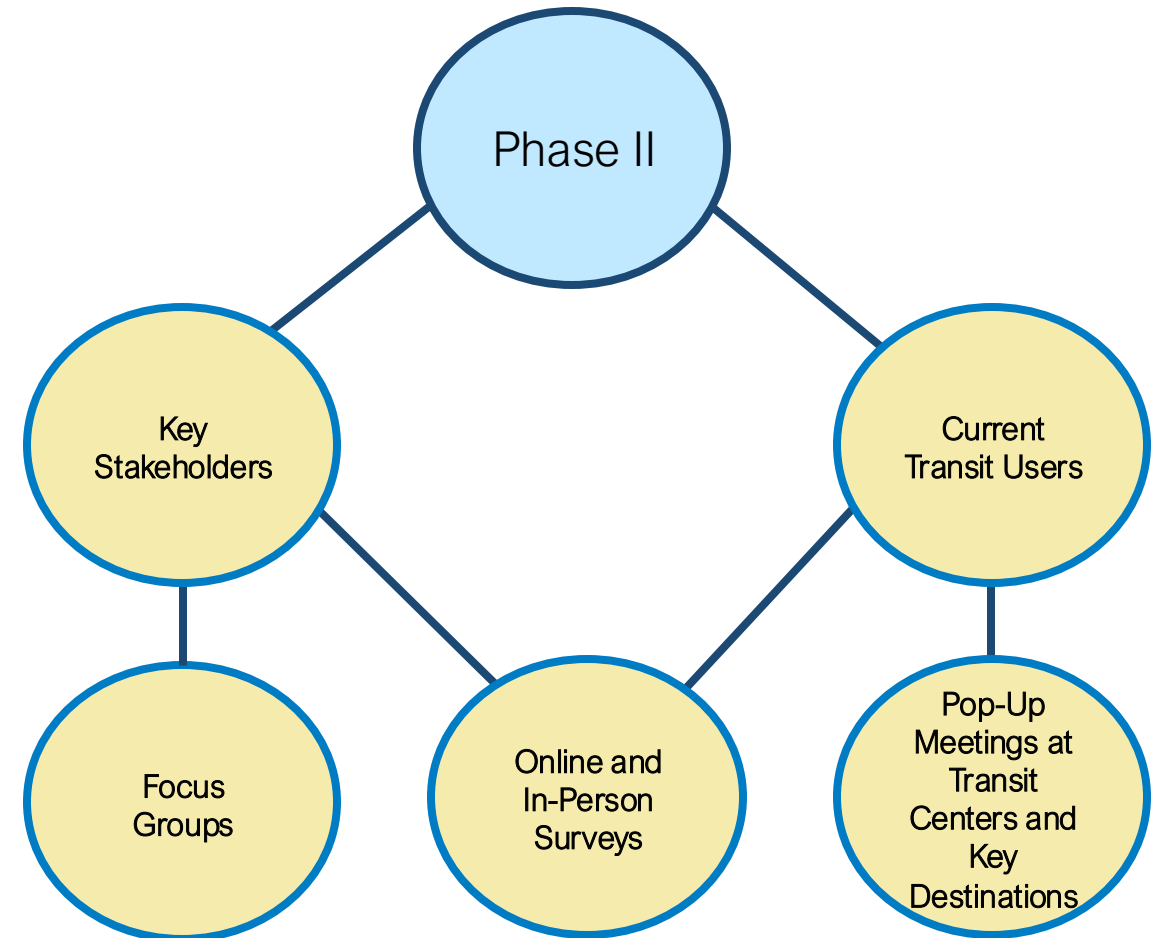
Public Involvement



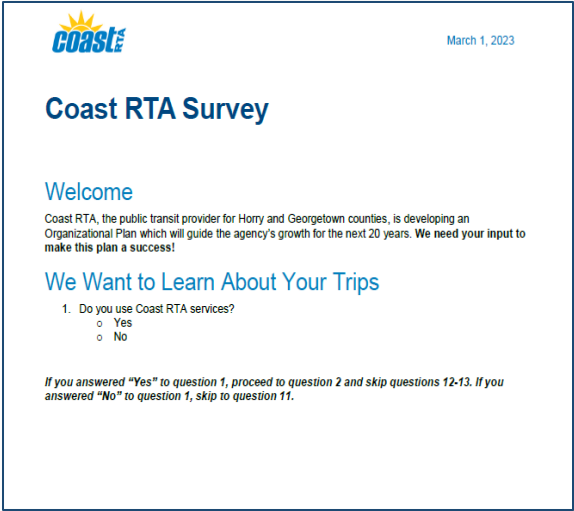
Public Involvement Phase II



- Spring 2024
 - Feedback on route recommendations and fare changes
- Build support for potential referendum
 - General public
 - Transit users
 - Stakeholders
- Coast RTA Service Advisory Group
- On-Board Survey
 - Statistically significant
 - Origin/destination
 - Customer satisfaction
 - Demographic data source for Title VI analysis



Public Involvement Phase II



Online and Paper Surveys



Service Advisory Group



Recorded Presentation



Stakeholder Coordination

Public Involvement Phase II



Engagement Ambassador Program

- Outreach activities led by residents, “Ambassadors” with access to key/specific populations and communities
 - Engage with historically underrepresented populations
 - Higher response rates
- Staff train Ambassadors in materials
 - Provide a variety of virtual and in person tools
- Ambassadors distribute plan information through their networks
 - Neighbors
 - Families
 - Friends
 - Coworkers
- Citizens conduct large or small group sessions
 - Receive stipends for their time
 - Cash App, Venmo, gift cards

