



**Waccamaw Regional Transportation Authority
Board of Directors Meeting Agenda
May 29, 2024
12:00 PM**

- I. Welcome and Call to Order
- II. Invocation and Pledge of Allegiance
- III. Roll Call
- IV. Approval of Agenda
- V. Approval of Minutes – April 24, 2024
- VI. Acknowledgement of Visitors
- VII. Public Comment (3-minute time limit)
- VIII. Committee Reports
 - a. Service/PAC Committee
 - Resolution MAY2024-03 – Acceptance of FY 24 Transit Asset Management Plan
 - b. Finance Committee
 - Resolution MAY2024-04 – Auth FY24-25 5311 & SMTF Grant Application
 - Resolution MAY2024-05 – Auth FY25 5307 Grant Application
 - Resolution MAY2024-06 – Auth FY24 5339 Grant Applications
 - c. Compensation Committee
 - d. Other Ad Hoc Committees
- IX. Old Business
- X. New Business
- XI. General Manager's Report
- XII. Executive Session – to discuss a personnel matter
- XIII. Good of the Order
- XIV. Announcements
- XV. Adjournment

Next meeting date: Wednesday July 31, 2024

FY2024 BOARD OF DIRECTORS ATTENDANCE ROSTER



	OCT	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Bilka, Melissa	#=	X	#=	X	#=	#=					
D'Angelo, Katharine	#=	X	A	X	A	X					
Eickhoff, Darrell	X	X	X	X	X	X					
Johnson, Lillie Jean	A	X	X	#=	#=	X					
Keene, Marvin, Ph.D. CFA	X	X	X	X		#=					
Metherd, Elijah	#=	X	#=	#=	#=	#=					
Sheehan, Rob, Ph.D.	X	X	X	X	X						
Silverman, Bernard	X	X	X	X	X	X					
Twigg, Nicholas, DBA	X	X	X	X	X	X					
Wallace, Randal	A	X	X	A	A	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, April 24, 2024
12:00 PM

Board Present: Melissa Bilka
 Katharine D'Angelo
 Darrell Eickhoff
 Lillie Jean Johnson
 Marvin Keene
 Elijah Metherd
 Bernard Silverman
 Nicholas Twigg

Staff Present: Brian Piascik, General Manager/CEO
 Ron Prater, CFO
 Doug Herriott, Operations Manager
 Tom Burda, Maintenance Manager
 Candace Brown, Senior Planner/Special Projects
 Lauren Morris, Director of Strategic Communications

Visitors: None

In accordance with the Freedom of Information Act (FOIA), the 2024 meeting schedule was provided to the press at the beginning of the 2024 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 April 24, 2024.

CALL TO ORDER: Chairman Silverman called the meeting to order at 12:00 PM and welcomed everyone.

INVOCATION/PLEDGE OF ALLEGIANCE: Mr. Silverman 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: 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: None.

SERVICE/PAC COMMITTEE: Dr. Twigg stated that when the committee last met, they discussed routes. The committee will review a report that is broken down by route and ridership that will help when determining if there are any areas that need attention. Mr. Eickhoff noted that ridership is down and stated that may be due to Genfare issues. Mr. Piascik explained that Genfare is no longer so much of an issue. He further explained that when Genfare is down, the bus operator is to manually count passengers. He suggested that service levels changed and that may be the result of ridership being down. In addition to discussing routes, the Service/Pac Committee advised that the “Service Advisory Committee” will be changed to “Community Transit Partners.”

FINANCE COMMITTEE: Mr. Silverman began by introducing that the new finance chair will be Marvin Keene beginning May 2024.

Mr. Silverman gave an overview of financial as follows: fare revenue down is down 5.6%; total expenses are down .2%; balance sheet shows \$39,000 to be deposited in the LGIP which will bring the balance to that account to about \$150,000; KPI’s show ridership up in the month of March compared to February. Mr. Silverman stated that the 6-year financial plan will be looked at in May 2024. Mr. Silverman also congratulated the Finance team on a successful audit.

COMPENSATION COMMITTEE: Mr. Eickhoff stated the committee is not set to meet until late summer 2024.

AD HOC COMMITTEES: The By-Laws Committee recommends updating Article 9 and the table of contents to change the “Citizens Advisory Board to “Community Transit Partners.”

Additionally, the By-Laws Committee recommends updating Article 17 by defining the acronym “PAC” as Public and Agency Coordination Committee which also involves adding an additional “C” to the end of PAC.

Mr. Silverman stated that the unanimous decision by the By-Laws Committee serves as a motion and a second. A voice vote was taken; no nays being heard; the motion was approved unanimously.

OLD BUSINESS: Mr. Morris provided an update on Safe Place. She stated Sea Haven provides a safe place for youth in crisis and everyone on staff at Coast RTA can take any person to the Sea Haven location if needed.

Ms. D'Angelo asked about the Ethics form for the Board to sign. Mr. Piascik stated he would look into it and provide an update at the next meeting.

NEW BUSINESS: None.

GENERAL MANAGER'S REPORT: Mr. Piascik began by reporting on the federal changes in the overtime salary threshold and how it will affect Coast RTA. More to come on this subject as it will be effective July 1, 2024, and a new threshold on July 1, 2025.

Vanpool update – Mr. Piascik stated that our board member, Melissa Bilka, informed him that Brittain Resorts has two to three vanpools ready to start. There is a planned press conference in mid-May 2024, and we will hopefully have a vehicle to showcase. Mr. Piascik thanked Melissa Bilka on all her efforts in getting this program up and running.

TASC Initiatives Update – Mr. Piascik announced the annual meeting will be held the first week of September 2024. On September 6th, 2024, they will be hosting a workforce summit in which the Lieutenant Governor will be present. This summit will be sponsored by the statewide organization but will have a local feel. TASC is getting a budget line item (\$500,000) for an Economic Impact Study. The State Transit Association is looking at the establishment of a 501(c)3 to support transit education.

Mr. Piascik stated that the Low-No application for our new maintenance facility is being submitted April 25th, 2024. In that application we are required to show a path towards a low emission fleet. Coast RTA is coordinating with New Flyer to add 7 electric buses to the grant. This will include training for our maintenance staff as well. This application also requires a scaled down version. In this version, the cost estimate is reduced from \$34.3M to \$14M in federal funds, which would build about 75% of the maintenance facility. Additionally, it reduces the number of battery-electric buses from 7 to 5.

Service changes – Mr. Piascik explained that Route 1 will be re-routed to include service into Oak Tree Farm off US 501/Church Street in Conway. This should not have any impact on the schedule. Route 17 will re-route into Barefoot Landing, and this will replace the Windy Hill segment. The Entertainment Shuttle and Route 17 will re-route into Barefoot Landing.

FOR THE GOOD OF THE ORDER: None.

ANNOUNCEMENTS: None.

EXECUTIVE SESSION: None.

ADJOURNMENT: Mr. Silverman adjourned the meeting at 1:13 PM.



Revised FINANCIALS

April 30, 2024

FY 2024

5/24/2024

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
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April 30, 2024**

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24-May-24

Income Statement
Waccamaw Regional Transportation Authority
dba THE COAST RTA
FOR THE PERIOD ENDED April 30, 2024

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY23 Budget
Operating Revenues						
Passenger Fares and Passes	35,508	212,506	218,750	(6,244)	-2.9%	500,000
Local Contracts / Other Operating Revenue	0	0	0	0	0.0%	0
Total Operating Revenues	35,508	212,506	218,750	(6,244)	-2.9%	500,000
Operating Expenses						
Salaries & Benefits - Admin	72,266	480,270	500,782	20,512	4.1%	858,484
Salaries & Benefits - Transit	309,515	2,373,819	2,289,813	(84,006)	-3.7%	3,805,395
Overtime - Transit	19,052	161,747	144,651	(17,096)	-11.8%	247,973
Salaries & Benefits - Maintenance	75,019	538,605	539,425	820	0.2%	899,014
Overtime - Maintenance	6,300	46,850	43,230	(3,620)	-8.4%	74,108
Subtotal Salaries & Benefits	482,152	3,601,291	3,517,902	(83,389)	-2.4%	5,884,975
Facility Maintenance	15,185	81,335	72,917	(8,418)	-11.5%	125,000
Vehicle Maintenance	58,928	318,920	370,417	51,497	13.9%	635,000
Fuel & Oil	64,851	460,694	554,167	93,473	16.9%	950,000
Tires	5,070	64,736	35,000	(29,736)	-85.0%	60,000
Liability Insurance	18,458	129,204	141,167	11,963	8.5%	242,000
Utilities	3,523	25,133	23,333	(1,800)	-7.7%	40,000
Telecommunications	19,916	111,220	105,000	(6,220)	-5.9%	180,000
Office Supplies/I.T.; Postage; Dues & Pubs	10,538	130,897	108,833	(22,064)	-20.3%	149,000
Legal & Professional Services	44,787	83,779	51,333	(32,446)	-63.2%	65,000
Public Information	143	6,019	14,583	8,564	58.7%	25,000
Advertising & Marketing	0	1,509	1,500	(9)	0.0%	40,000
Leases	907	12,886	12,833	(53)	-0.4%	22,000
Travel & Training; Events & Meetings	4,229	51,802	60,333	8,531	14.1%	100,000
Vanpool	0	0	0	0	0.0%	35,000
Other Expenses	1,658	5,966	5,833	(133)	-2.3%	10,000
Total Operating Expenses	730,345	5,085,391	5,075,152	(10,239)	-0.2%	8,562,975
Operating Profit (Loss)	(694,837)	(4,872,885)	(4,856,402)	(16,483)	-0.3%	(8,062,975)
Operating Expenses (Capital Grants)						
Facility Maintenance (Capital Grants)	0	52,383	52,400	17	0.0%	247,200
5307 I.T. & Security (Capital Grants); ARPA; Rte 65	16,224	42,946	43,000	54	0.1%	64,000
Interest Expense - Lease Assets	3,616	23,618	23,600	(18)	-0.1%	41,035
Total Expenses Reimbursed by Capital Grants	19,840	118,947	119,000	53	0.0%	352,235
Non-Reimbursable (by FTA) Expenses						
Depreciation	81,008	581,964	604,513	22,549	3.7%	1,036,308
Amortization - Lease Assets	19,110	133,773	131,775	(1,998)	-1.5%	225,900
(Gain) Loss on Fixed Assets	0	(397)	0	397	0.0%	0
Accident Expense*	34,147	31,626	0	(31,626)	100.0%	0
Pension Expense - Deferred Outflows	0	0	0	0	0.0%	0
Total Non-Reimbursable Expenses	134,265	746,966	736,288	(10,678)	-1.45%	1,262,208
Total Expenses	884,450	5,951,304	5,930,440	(20,864)	-0.4%	10,177,418

WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
INCOME STATEMENT
FOR THE PERIOD ENDED April 30, 2024

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY22 Budget
Operating Grant Revenue						
Federal Grants - Operating	269,759	2,652,858	2,309,589	343,269	14.9%	3,959,296
State Grants - Operating	0	66,771	66,771	0	0.0%	361,416
Local Grants - Operating	294,002	1,799,880	1,887,667	(87,787)	-4.7%	3,640,000
Total Operating Grant Revenue	563,761	4,519,509	4,264,027	255,482	6.0%	7,960,712
Capital Grant Revenue						
Federal Grants - Capital	31,988	227,018	227,000	18	0.0%	2,172,000
State Grants - Capital	0	0	0	0	0.0%	400,000
Local Grants - Capital	6,499	87,902	87,900	2	0.0%	1,720,000
Total Capital Grant Revenue	38,487	314,920	314,900	20	0	4,292,000
Total Grant Revenue	602,248	4,834,429	4,578,927	255,502	5.6%	12,252,712
Other Revenue						
Bus Advertising Revenue	2,750	21,875	35,000	(13,125)	-37.5%	60,000
Interest Income	501	2,582	0	2,582	0.0%	0
Miscellaneous - Vending, Other	147	1,022	8,750	(7,728)	-88.3%	15,000
Total Other Revenue	3,398	25,479	43,750	(18,271)	-41.8%	75,000
Total Revenue	605,646	4,859,908	4,622,677	237,231	5.1%	12,327,712
In-Kind Revenue	0	0		0		
Change in Net Position	(243,296)	(878,890)	(1,089,013)	210,123	-19.3%	2,650,294

YTD Capital Expenditure Activity (Cost)						
Touchless Fare System - Horry Cty ARPA-T1	0	32,640	32,640	0	0.0%	150,000
Transit Facility Development	1,663	16,925	16,925	0	0.0%	0
Bus Stop Designation / Implementation	0	0	0	0	0.0%	0
Shop Equipment / Vehicles - 5339	0	68,016	68,016	0	0.0%	150,000
Radio/Communications System - 5339	0	0	0	0	0.0%	0
Computer Hardware/Software/Security - 5307	0	18,007	18,007	0	0.0%	51,200
Computer Hdwe/Software/Security - 5307 ARPA	5,995	5,995	5,995	0	0.0%	0
Lease Expense - Maintenance Facility - 5339	20,600	123,600	123,600	0	0.0%	226,600
Other Capialized Items - Maintenance Facility	10,229	23,759	23,759	0	0.0%	0
Other Expense Items - Maint Facility - 5339	0	25,978	25,978	0	0.0%	0
YTD Capital Expenditures vs Budget	38,487	314,920	314,920	0	0	577,800

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

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
INCOME STATEMENT NOTES – April 2024**

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).

Total Operating Revenues is under budget YTD (\$6.2K) or (2.9%) (page 2) although trending in the right direction. May is expected to continue this trend, but revenue budgets increase for June-September. Management will monitor summer ridership and revenue numbers.

Salaries & Benefits - Admin is under budget YTD \$20.5K or 4.1% (page 2) due to one unfilled. Expenses should continue to be under budget moving forward. We are going to fill an open position for procurement manager, hopefully, by the end of the fiscal year.

Salaries & Benefits – Transportation is over budget YTD (\$84.0K) or (3.7%) (page 2) which indicates that service adjustments are reducing overall operational expense.

Overtime – Transportation is over budget YTD (\$17.1K) or (11.8%) (page 2) and is trending positively. Management continues to monitor expenses related to overtime.

Facility Maintenance is over budget YTD (\$8.4K) or (11.5%) (page 2) due to timing of expenses. We have changed janitorial services which did increase monthly expense.

Vehicle Maintenance is under budget YTD \$51.5K or 13.9% (page 2) due to timing of expenses. We have several major repairs and bus refurbishments coming up as we ramp up for summer.

Fuel and Oil is under budget YTD \$93.5K or 16.9% (page 2) due to stable fuel prices and consistent fuel usage. Service adjustments have reduced overall mileage in the system. Revenue miles in April were 15K miles less than last April.

Tires is over budget YTD (\$29.7K) or (85.0%) (page 2) as the overage will continue, although April expenses were more in line with past experience.

Liability Insurance is under budget YTD \$11.9K or 8.5% (page 2) due to monthly expenses running about \$1800 less than budget. New premiums will start in August and it is still uncertain how they may change.

Telecommunications is over budget YTD (\$6.2K) or (5.9%) (page 2) due to timing of expenses and additional setup costs for radio system.

Office Supplies/I.T Other is over budget YTD (\$22.1K) or (20.3%) (page 2) due to timing of purchases. BMore (IT Contractor) expenses are running higher than expected.

Legal & Professional Service is over budget YTD (\$32.4K) or (63.2%) (page 2) due the entire cost of the annual audit (\$31K) hitting in April. However, the audit expense is incorporated into the budget. This line item is overbudget because of ongoing PayChex (payroll services) expenses for HR automations for onboarding, training and performance reviews, which were not properly accommodated in the budget.

Public Information is under budget YTD \$8.6K or 58.7% (page 2) due to timing of expenses.

Travel & Training is under budget YTD \$8.5K or 14.1% (page 2) primarily due to the cancellation of the State Roadeo.

Depreciation is under budget YTD \$22.6 or 3.7% (page 2) due to delays in onboarding new rolling stock, including a new shop truck.

Operating Grant Revenue is over budget YTD \$255.5K or 4.7% (page 2) due to federal grants are drawn as early as possible and timing of other grants. Local grants are tracking as expected.

Other Revenue is under budget YTD (18.3K) or (41.8%) (page 2) due to timing of advertising revenues.

Waccamaw Regional Transportation Authority
April 30, 2024

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

Cash & Investments

Cash - Checking CNB	\$	401,388.00		
Money Market / CD - CNB	\$	-		
Operating & Maintenance Reserve - SC LGIP	\$	70,996.00		
Management Account - SC LGIP	\$	39,770.00		
Subtotal Cash & Investments			\$	512,154.00

Accounts Receivable

Accounts Receivable - Federal, State & Local Grants	\$	451,086.00		
Accounts Receivable - Employees/Other	\$	38,360.00		
Subtotal Accounts Receivable			\$	489,446.00

Total Current Assets **\$ 1,001,600.00**

Current Liabilities

Accounts Payable	\$	341,704.00
Accrued Payroll and Withholdings	\$	290,570.00

Total Current Liabilities **\$ 632,274.00**

Net Working Capital **\$ 369,326.00**

***** Coast RTA Budget Review FY 24 *****

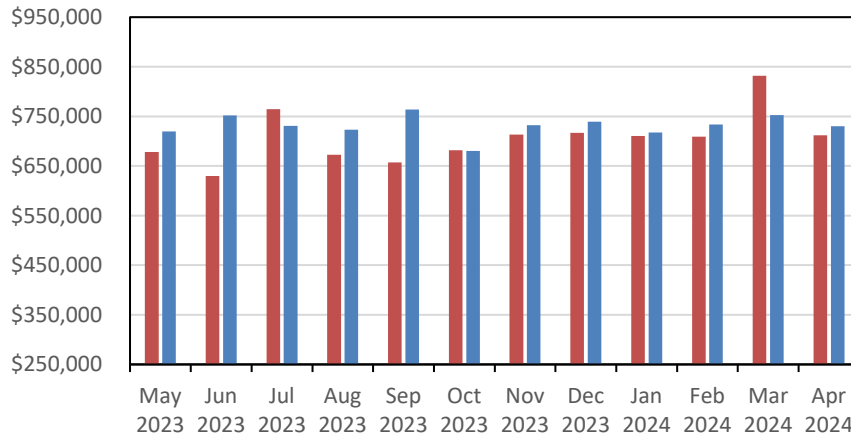
<u>Department</u>	<u>YTD Expenses</u>	<u>YTD Budget</u>	<u>YTD Variance \$</u>	<u>YTD Variance %</u>
Administration	\$ 903,462	\$ 869,782	(33,680)	-3.9%
Operations	\$ 3,196,219	\$ 3,179,381	(16,838)	-0.5%
Maintenance	\$ 985,710	\$ 1,025,988	40,278	3.9%
Total	\$ 5,085,391	\$ 5,075,152	(10,239)	-0.2%
Farebox Revenue	212,506	218,750	(6,244)	-2.9%

Waccamaw Regional Transportation Authority
DBA THE COAST RTA
COMPARATIVE BALANCE SHEET
April 30, 2024

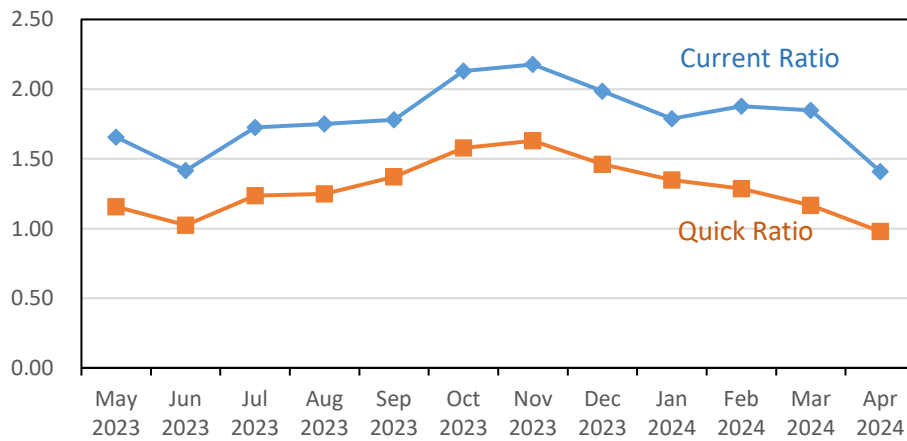
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	<u>Apr-24</u>	<u>Apr-23</u>
ASSETS		
Current Assets:		
Cash - Checking CNB	401,388	458,675
Money Market / CD - CNB	0	0
Operating & Maintenance Reserve - SC LGIP	70,996	100,508
Management Account - SC LGIP	39,770	150,562
Accounts Receivable - Federal, State & Local Grants	451,086	615,065
Accounts Receivable - Employees/Other	38,360	40,476
Inventory	348,288	339,451
Prepaid Expenses	92,373	50,891
	<hr/>	<hr/>
Total Current Assets	<u>1,442,261</u>	<u>1,755,628</u>
Long-Term Assets		
Total Capital Assets, Net	6,820,860	7,082,464
Deferred Outflows of Resources-NPL	762,584	1,061,711
	<hr/>	<hr/>
Total Long-Term Assets	<u>7,583,444</u>	<u>8,144,175</u>
Total Assets	<u><u>9,025,705</u></u>	<u><u>9,899,803</u></u>
LIABILITIES & EQUITY		
LIABILITIES		
Current Liabilities:		
Accounts Payable	341,704	181,183
Accrued Payroll and Withholdings	290,570	259,379
Accrued Compensated Absences	140,321	133,915
Disallowed Costs due to SCDOT - Current	0	0
Installment Loan CNB - Short-term	0	0
Unearned Revenue	251,167	341,958
	<hr/>	<hr/>
Total Current Liabilities	<u>1,023,762</u>	<u>916,435</u>
Non-Current Liabilities:		
Due to FTA - Long Term	0	0
Net Lease Liability	546,795	0
Net Pension Liability	6,932,496	6,911,422
Deferred Inflows of Resources-NPL	28,714	79,755
	<hr/>	<hr/>
Total Non-Current Liabilities	<u>7,508,005</u>	<u>6,991,177</u>
Total Liabilities	<u><u>8,531,767</u></u>	<u><u>7,907,612</u></u>
EQUITY		
Contributed Capital	2,719,523	2,719,523
Restricted Net Assets	2,541,338	3,614,633
Retained Earnings - Current Year	(878,890)	(453,932)
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)
	<hr/>	<hr/>
Total Fund Equity	<u>493,938</u>	<u>1,992,191</u>
Total Liabilities and Fund Equity	<u><u>9,025,705</u></u>	<u><u>9,899,803</u></u>

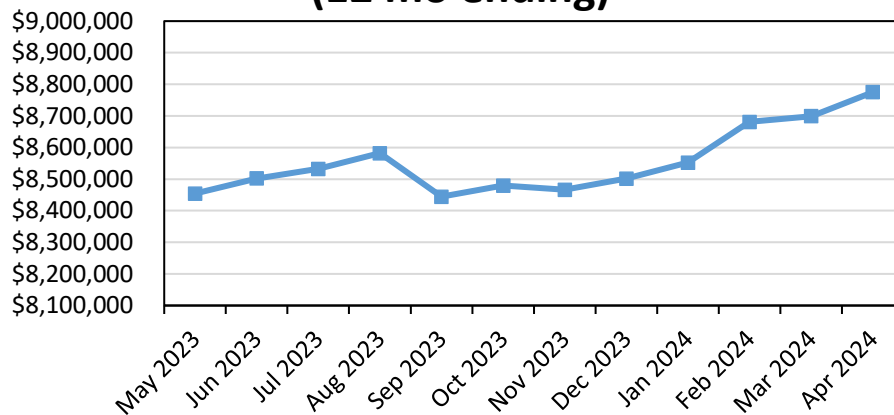
Expenses: Monthly Budget to Actual



Current/Quick Ratio



12-mo Rolling Expense Trending (12 mo ending)



WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

CASH REQUIREMENTS

5/24/2024

	Income	Expense	Balance	Date	Notes
Cash Balance			\$36,590	05/24/24	
Deposits in Transit			\$36,590		
5307 Federal Capital I.T./ Security	\$4,360		\$40,950	05/29/24	E-Lerts
5307 Federal OPS	\$87,308		\$128,258	05/29/24	May Partial
5307 Federal PM	\$40,000		\$168,258	05/29/24	May Partial
Fares	\$11,000		\$179,258	05/29/24	
Fares	\$15,000		\$194,258	05/29/24	
5339 Lease Capital	\$16,480		\$210,738	06/01/24	
PEBA - SC Retirement (Pension)		\$81,000	\$129,738	06/01/24	Apr Pension Payment
LGIP/Savings Cash Mgmt./O&M			\$129,738	06/03/24	
5311 Federal Admin/Ops/PM	\$24,673		\$154,411	06/04/24	April Final
SMTF - 5339 Match	\$32,960		\$187,371	06/04/24	
Fares	\$10,000		\$197,371	06/05/24	
Payroll and taxes		\$160,000	\$37,371	06/05/24	
Horry County Monthly	\$240,000		\$277,371	06/07/24	
Fuel - Diesel		\$24,000	\$253,371	06/08/24	
Lease - Highway 65		\$20,650	\$232,721	06/08/24	June
SC Dvsn of Insurance Services Workers Comp		\$41,559	\$191,162	06/08/24	2Q23 Premium
Accounts Payable		\$40,000	\$151,162	06/09/24	
Georgetown County Monthly	\$32,000		\$183,162	06/10/24	
PEBA Health Insurance		\$50,000	\$133,162	06/11/24	
5307 Federal PM	\$10,000		\$143,162	06/12/24	May Final
Fares	\$12,000		\$155,162	06/14/24	
5307 Federal PM	\$75,000		\$230,162	06/15/24	June Partial
Fuel - Gas		\$21,000	\$209,162	06/15/24	
LGIP/Savings Cash Mgmt./O&M			\$209,162	06/15/24	
Payroll and taxes		\$167,000	\$42,162	06/19/24	
Fares	\$12,000		\$54,162	06/22/24	
Accounts Payable		\$40,000	\$14,162	06/23/24	
Fares	\$12,000		\$26,162	06/30/24	
SMTF - 5339 Match	\$4,120		\$30,282	06/30/24	June Rent
5339 Lease Capital	\$16,480		\$46,762	07/01/24	
PEBA - SC Retirement (Pension)		\$82,000	(\$35,238)	07/01/24	May Pension Payment
City of Myrtle Beach Q1 FY 25	\$62,500		\$27,262	07/02/24	
City of North Myrtle Beach Q1 FY 25	\$62,500		\$89,762	07/02/24	
Payroll and taxes		\$170,000	(\$80,238)	07/03/24	
Horry County Monthly	\$240,000		\$159,762	07/07/24	
Fares	\$12,000		\$171,762	07/08/24	
Lease - Highway 65		\$20,650	\$151,112	07/08/24	July
Accounts Payable		\$80,000	\$71,112	07/09/24	
Georgetown County Monthly	\$32,000		\$103,112	07/10/24	
Georgetown County True-Up	\$50,000		\$153,112	07/11/24	
PEBA Health Insurance		\$53,000	\$100,112	07/11/24	
5307 Federal OPS	\$175,000		\$275,112	07/12/24	July Partial
5307 Federal OPS	\$175,000		\$450,112	07/12/24	June Final
5307 Federal PM	\$25,000		\$475,112	07/12/24	July Partial
5307 Federal PM	\$80,000		\$555,112	07/12/24	June Final
Fuel - Diesel		\$27,500	\$527,612	07/12/24	
Fuel - Diesel		\$27,500	\$500,112	07/12/24	
LGIP/Savings Cash Mgmt./O&M			\$500,112	07/15/24	
Fares	\$12,000		\$512,112	07/16/24	

WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

CASH REQUIREMENTS

5/24/2024

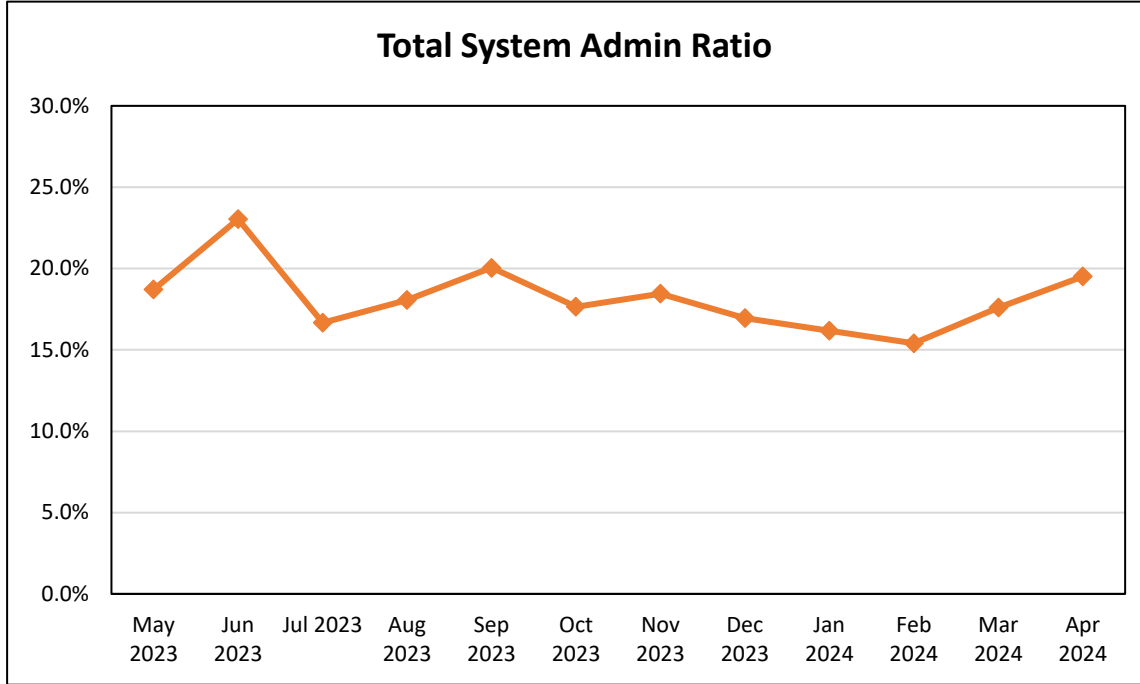
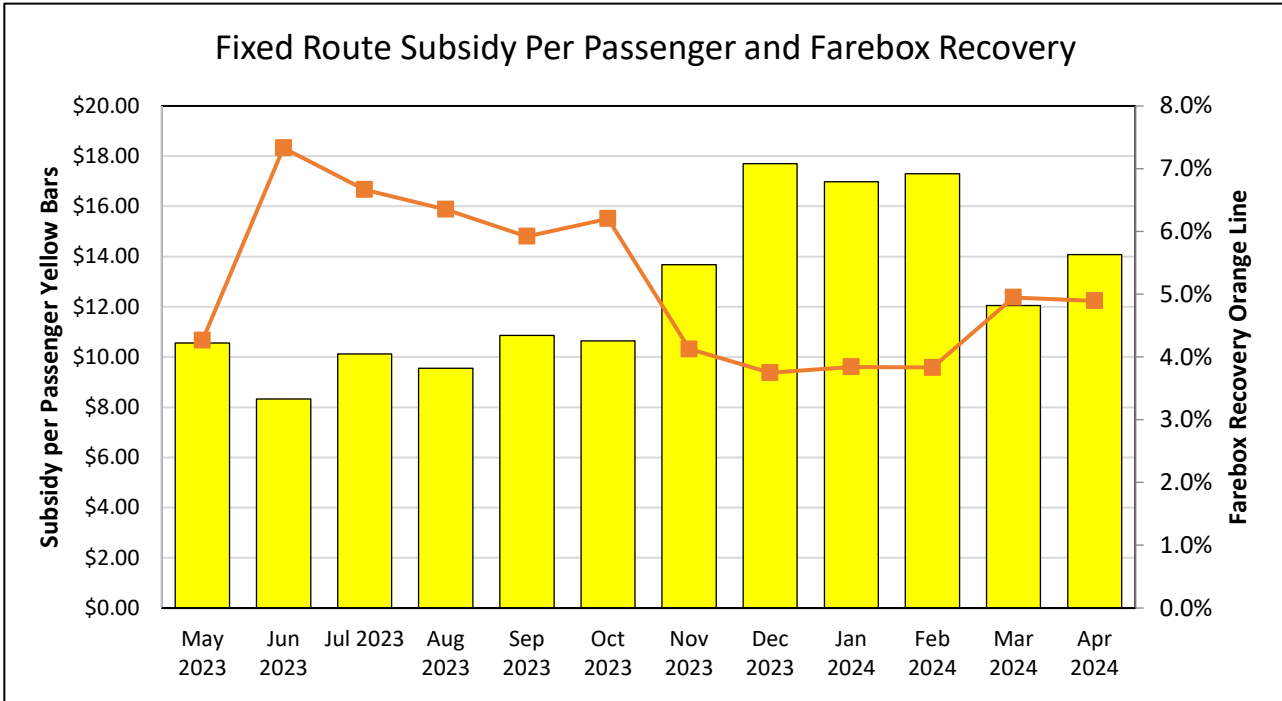
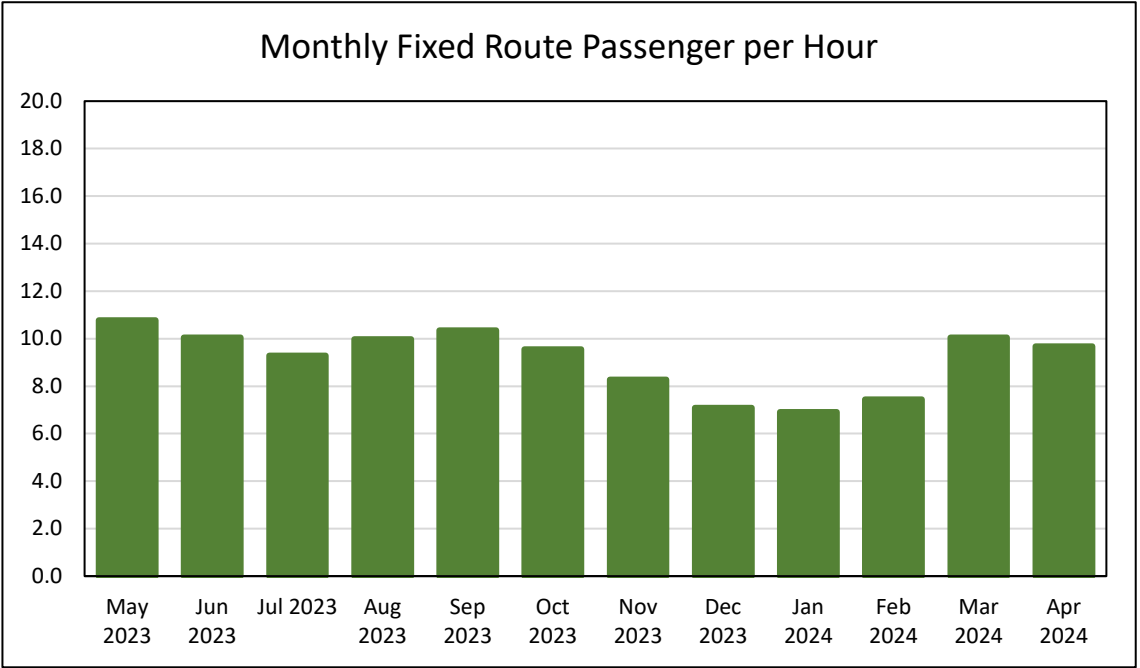
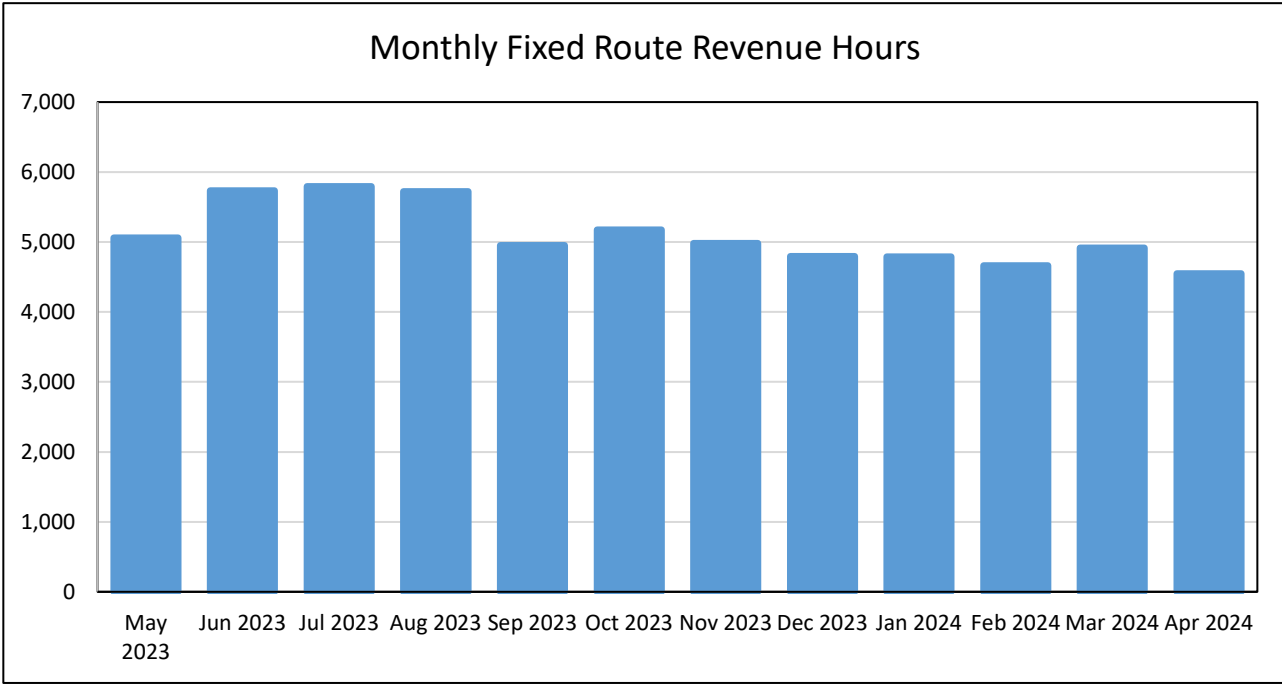
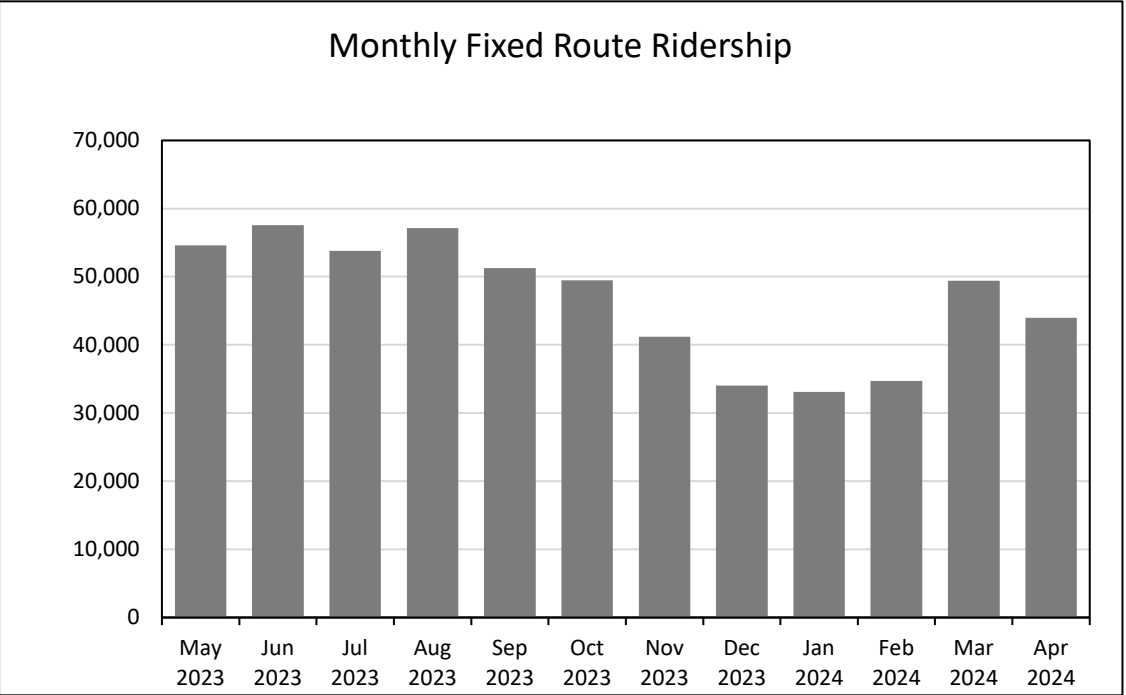
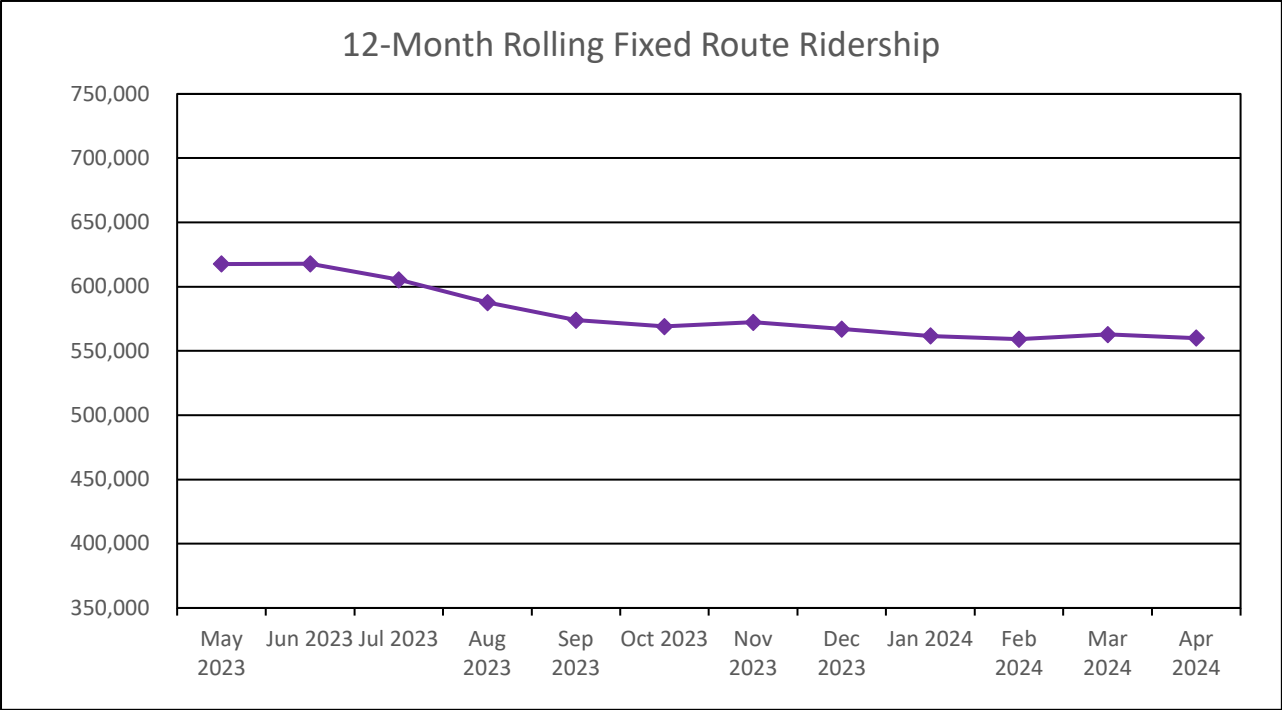
	Income	Expense	Balance	Date	Notes
Cash Balance			\$36,590	05/24/24	
Payroll and taxes		\$170,000	\$342,112	07/17/24	
Fuel - Gas		\$21,000	\$321,112	07/18/24	
Accounts Payable		\$40,000	\$281,112	07/19/24	
Fares	\$12,000		\$293,112	07/24/24	
Accounts Payable		\$40,000	\$253,112	07/29/24	
Fuel - Diesel		\$27,500	\$225,612	07/29/24	
Lease - Highway 65		\$20,650	\$204,962	07/29/24	August
SMTF - 5339 Match	\$4,120		\$209,082	07/30/24	
Payroll and taxes		\$165,000	\$44,082	07/31/24	
5339 Lease Capital	\$16,480		\$60,562	08/01/24	
Fares	\$12,000		\$72,562	08/01/24	
PEBA - SC Retirement (Pension)		\$82,000	(\$9,438)	08/01/24	Jun Pension Payment
Horry County Monthly	\$240,000		\$230,562	08/07/24	
Accounts Payable		\$40,000	\$190,562	08/08/24	
Fares	\$12,000		\$202,562	08/09/24	
5311 Federal Admin/Ops/PM	\$130,000		\$332,562	08/10/24	June Final
5311 SCDOT SMTF	\$70,000		\$402,562	08/10/24	June Final
Georgetown County Monthly	\$32,000		\$434,562	08/10/24	
State Insurance Fund - Liability Ins. Premium		\$57,536	\$377,026	08/10/24	
PEBA Health Insurance		\$53,000	\$324,026	08/11/24	
5307 Federal OPS	\$175,000		\$499,026	08/12/24	July Final
5307 Federal PM	\$100,000		\$599,026	08/12/24	July Final
Fuel - Gas		\$21,000	\$578,026	08/13/24	
Payroll and taxes		\$165,000	\$413,026	08/14/24	
Fuel - Diesel		\$27,500	\$385,526	08/15/24	
Fares	\$12,000		\$397,526	08/17/24	
Accounts Payable		\$40,000	\$357,526	08/18/24	
State Insurance Fund - Liability Ins. Premium		\$48,000	\$309,526	08/22/24	
Fares	\$12,000		\$321,526	08/25/24	
Accounts Payable		\$40,000	\$281,526	08/28/24	
Payroll and taxes		\$165,000	\$116,526	08/28/24	
Lease - Highway 65		\$20,650	\$95,876	08/30/24	September
SMTF - 5339 Match	\$4,120		\$99,996	08/30/24	August Rent

Key Performance Indicators - Fixed Route

Fixed Route Measures	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	Apr 2024	12-Month Total
Ridership	46,732	54,575	57,590	53,777	57,105	51,240	49,448	41,185	34,030	33,083	34,695	49,397	43,949	560,074
Revenue Hours	4,928	5,061	5,732	5,792	5,722	4,953	5,176	4,980	4,798	4,792	4,665	4,917	4,546	61,134
Total Hours	5,158	5,278	6,014	6,095	6,020	5,179	5,332	5,163	4,935	4,988	4,760	5,076	4,648	63,488
Revenue Miles	123,646	123,782	124,489	124,139	122,063	114,875	119,048	115,525	113,888	113,822	110,092	113,097	106,232	1,401,052
Total Miles	128,577	128,556	132,793	1,807	130,304	120,378	123,275	119,358	117,822	118,046	113,838	116,346	109,130	1,331,653
Accidents	3	1	1	0	0	3	2	1	1	0	3	2	0	14
Breakdowns	1	9	10	7	3	10	4	2	6	0	2	6	0	59
Complaints	5	3	3	12	3	6	6	6	3	4	3	2	0	51
Transit Expense	\$345,759	\$377,496	\$307,037	\$376,166	\$388,996	\$370,433	\$359,667	\$382,523	\$422,815	\$374,348	\$364,155	\$393,570	\$380,241	\$4,497,446
Maintenance Expense	\$99,813	\$131,883	\$113,111	\$124,971	\$105,188	\$124,019	\$120,297	\$115,981	\$112,637	\$127,400	\$178,813	\$144,463	\$158,041	\$1,556,803
Administrative Expense	\$73,589	\$92,642	\$97,592	\$81,722	\$88,536	\$96,868	\$80,801	\$89,143	\$90,594	\$82,472	\$81,110	\$88,654	\$112,674	\$1,082,809
Total Operating Expenses	\$519,161	\$602,020	\$517,740	\$582,859	\$582,720	\$591,320	\$560,765	\$587,647	\$626,046	\$584,220	\$624,078	\$626,687	\$650,956	\$7,137,057
Fare/Contract Revenues	\$31,804	\$25,673	\$37,953	\$38,847	\$37,002	\$35,012	\$34,782	\$24,249	\$23,473	\$22,441	\$23,912	\$31,018	\$31,870	\$366,233

Efficiency Metrics	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	Apr 2024	12-Month Total
O & M Expense per Hour (No Admin)	\$90.42	\$100.65	\$73.30	\$86.52	\$86.37	\$99.83	\$92.73	\$100.10	\$111.59	\$104.71	\$116.39	\$109.42	\$118.41	\$99.03
Average Fare	\$0.68	\$0.47	\$0.66	\$0.72	\$0.65	\$0.68	\$0.70	\$0.59	\$0.69	\$0.68	\$0.69	\$0.63	\$0.73	\$0.65
Farebox Recovery	6.1%	4.3%	7.3%	6.7%	6.3%	5.9%	6.2%	4.1%	3.7%	3.8%	3.8%	4.9%	4.9%	5.1%
Subsidy per Passenger	\$10.43	\$10.56	\$8.33	\$10.12	\$9.56	\$10.86	\$10.64	\$13.68	\$17.71	\$16.98	\$17.30	\$12.06	\$14.09	\$12.09
Maintenance Cost per Mile	\$0.78	\$1.03	\$0.85	\$69.16	\$0.81	\$1.03	\$0.98	\$0.97	\$0.96	\$1.08	\$1.57	\$1.24	\$1.45	\$1.17
Deadhead Ratio (Miles)	4%	4%	7%	-99%	7%	5%	4%	3%	3%	4%	3%	3%	3%	-5%
Administrative Ratio	17%	18%	23%	16%	18%	20%	17%	18%	17%	16%	15%	16%	21%	18%

Effectiveness Metrics	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	Apr 2024	12-Month Total
Passengers per Hour	9.5	10.8	10.0	9.3	10.0	10.3	9.6	8.3	7.1	6.9	7.4	10.0	9.7	9.2
Mean Distance between Accidents	42,859	128,556	132,793	N/A	N/A	40,126	61,638	119,358	117,822	N/A	37,946	58,173	N/A	95,118
Mean Distance between Breakdowns	128,577	14,284	13,279	258	43,435	12,038	30,819	59,679	19,637	N/A	56,919	19,391	N/A	22,570
Complaints per 1,000 Riders	0.107	0.055	0.052	0.223	0.053	0.117	0.121	0.146	0.088	0.121	0.086	0.040	0.000	0.116
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	no data

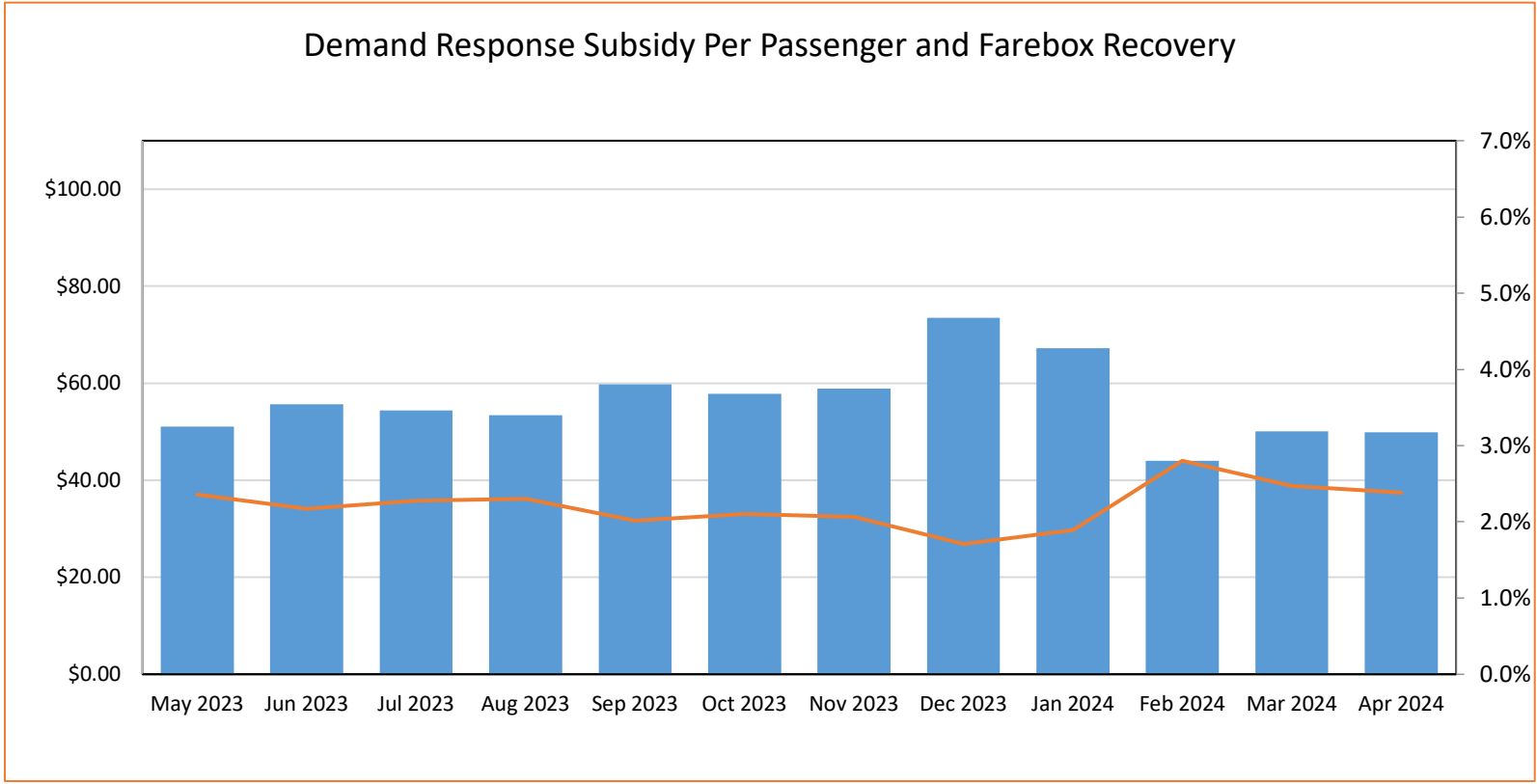
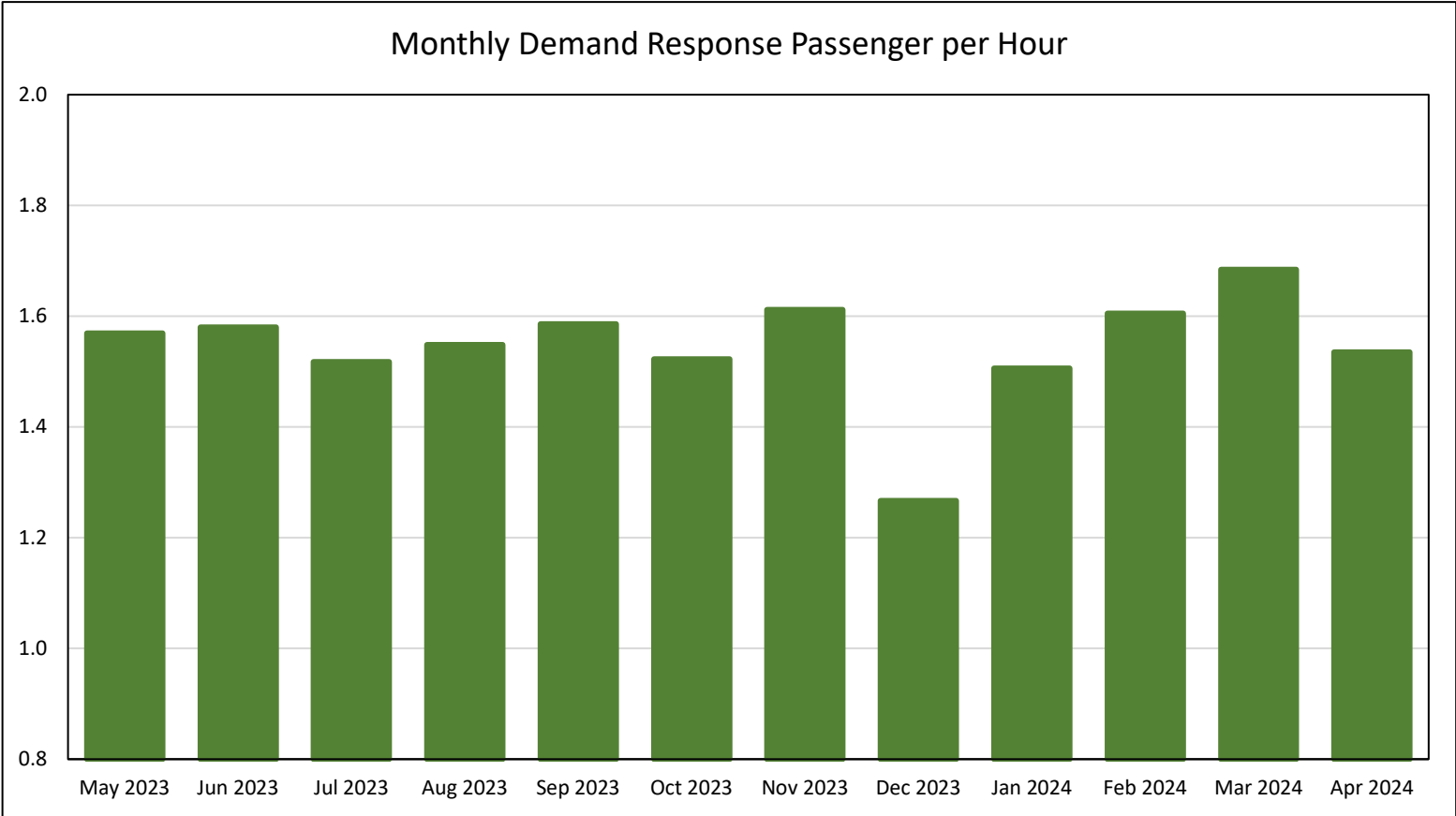
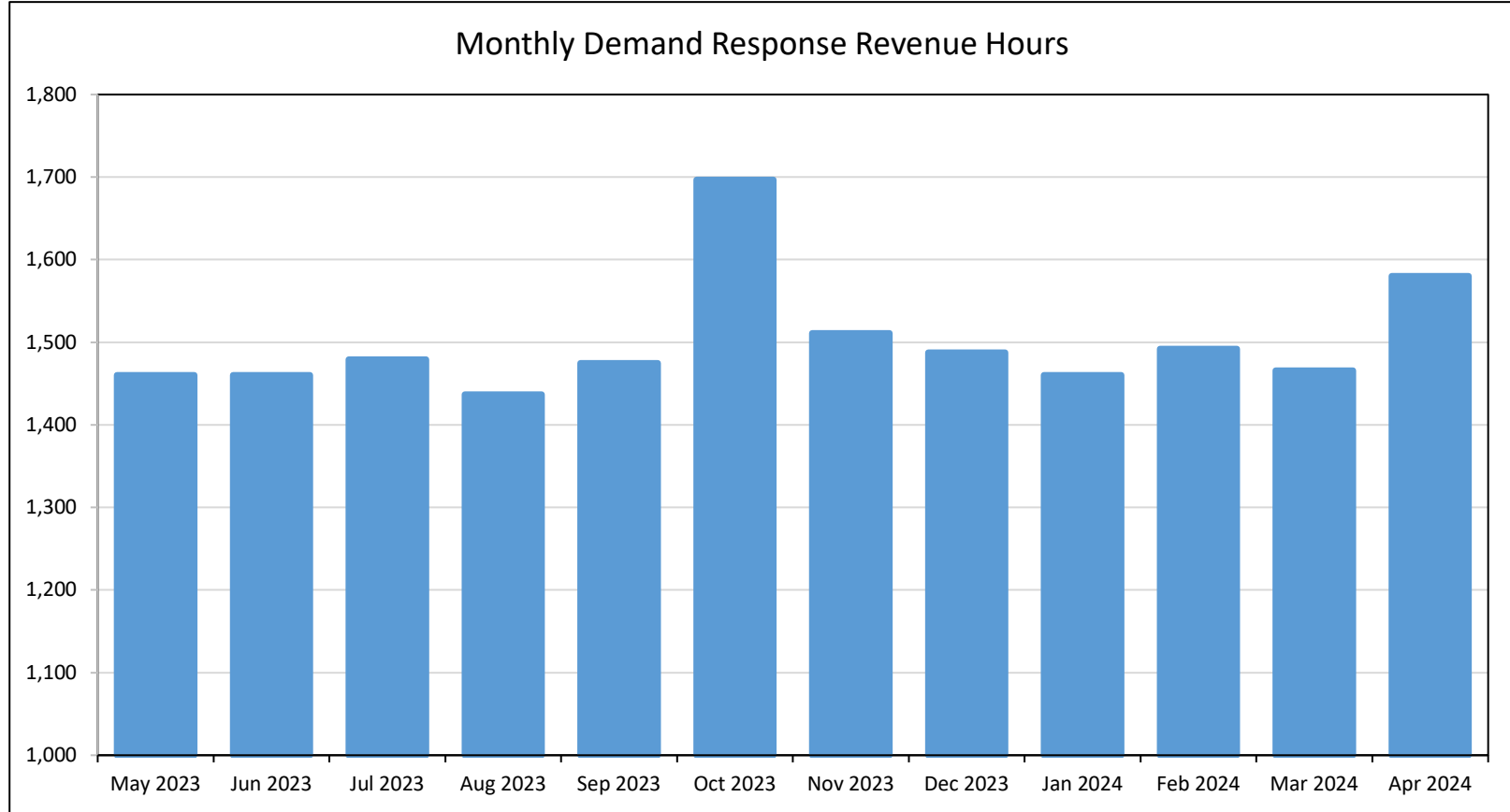
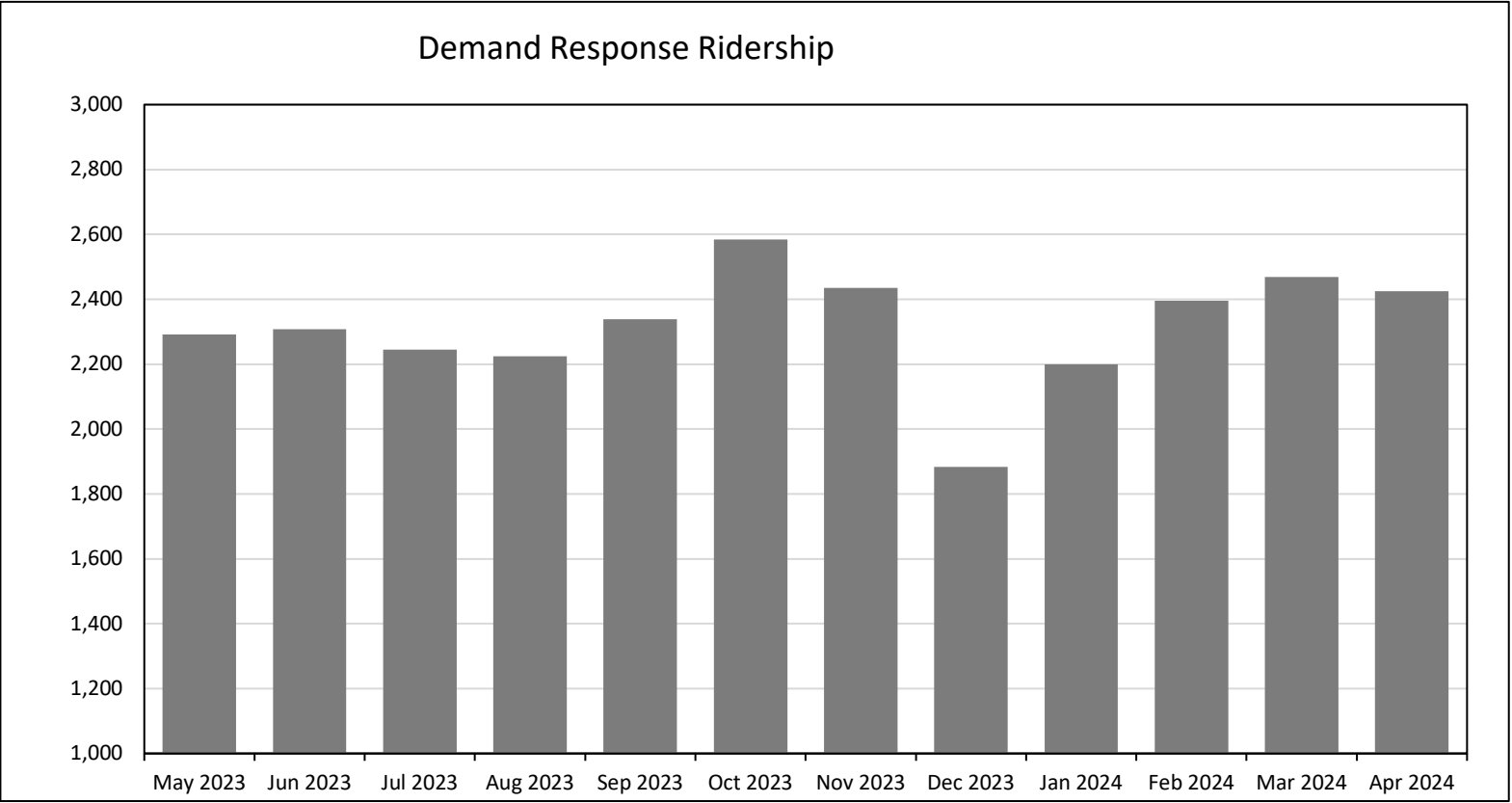
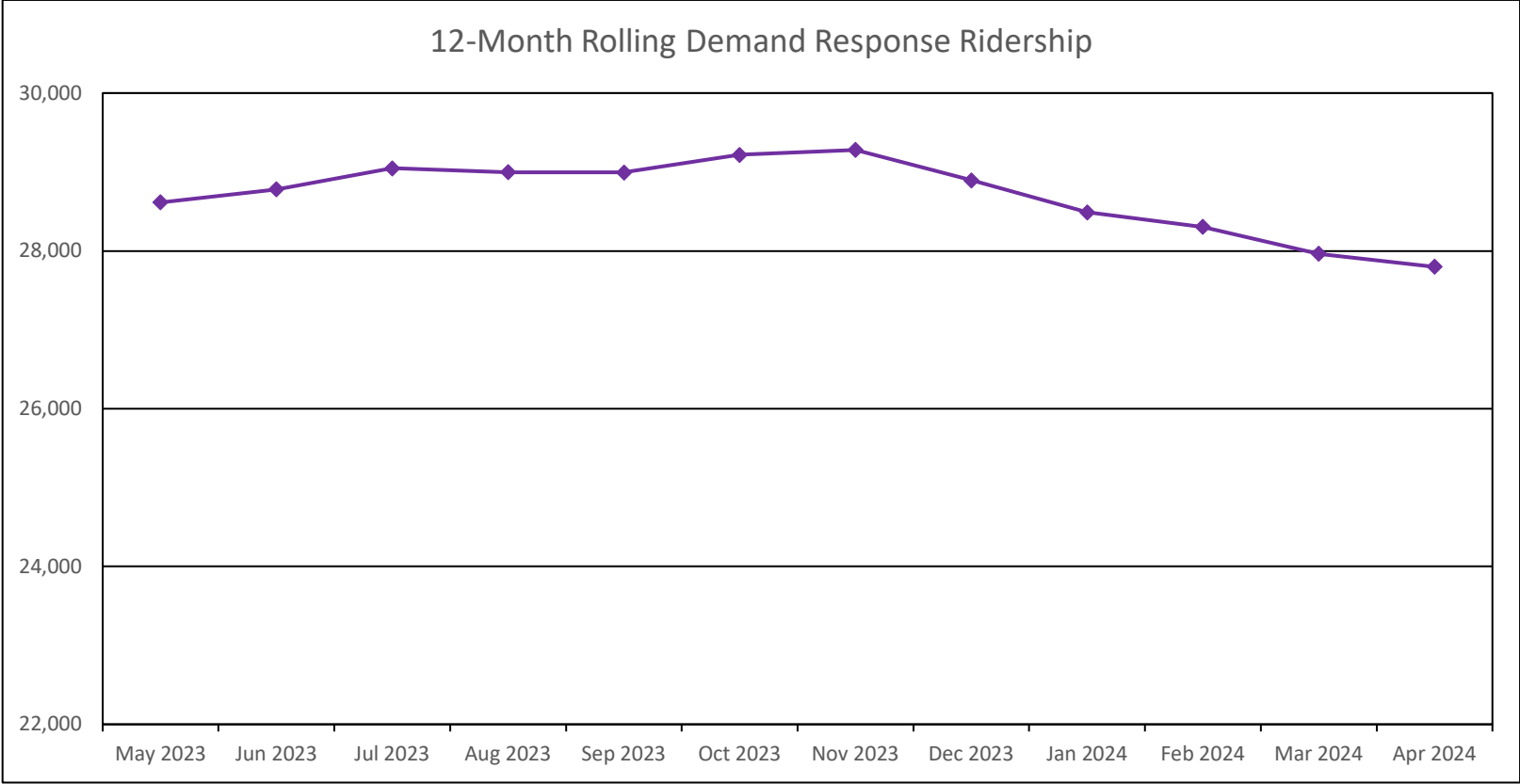


Key Performance Indicators - Demand Response

Demand Response Measures	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2024	Jan 2024	Feb 2024	Mar 2024	Apr 2024	12-Month Total
Ridership	2,590	2,291	2,307	2,245	2,225	2,339	2,584	2,435	1,884	2,199	2,395	2,469	2,425	30,388
Revenue Hours	1,504	1,460	1,460	1,479	1,437	1,475	1,697	1,511	1,487	1,460	1,492	1,466	1,580	19,508
Total Hours	1,725	1,697	1,666	1,718	1,685	1,661	1,915	1,746	1,709	1,696	1,717	1,664	1,792	22,391
Revenue Miles	30,186	30,229	30,574	29,807	29,326	31,485	34,536	36,215	32,283	28,512	29,812	27,308	31,831	402,104
Total Miles	34,763	35,137	35,622	35,056	35,472	35,336	39,457	41,390	38,656	33,701	34,955	31,304	36,622	467,471
Accidents	0	1	2	1	3	1	1	2	0	2	2	2	0	17
Breakdowns	1	0	0	0	1	0	0	0	0	0	0	0	0	2
Complaints	2	2	3	5	4	4	2	3	3	1	1	1	0	31
Paratransit Expense	\$101,913	\$102,683	\$108,328	\$104,374	\$100,331	\$118,415	\$120,297	\$115,589	\$112,784	\$105,050	\$86,733	\$99,143	\$94,148	\$1,369,788
Maintenance Expense	\$22,800	\$17,711	\$23,563	\$21,004	\$21,918	\$24,840	\$33,021	\$31,545	\$28,397	\$45,989	\$22,198	\$28,267	\$30,440	\$351,694
Administrative Expense	\$21,690	\$25,199	\$27,315	\$22,675	\$22,836	\$30,966	\$30,966	\$29,936	\$24,166	\$23,143	\$19,319	\$22,333	\$27,898	\$328,441
Total Operating Expenses	\$146,403	\$145,593	\$159,206	\$148,054	\$145,085	\$174,221	\$184,284	\$177,070	\$165,347	\$174,182	\$128,250	\$149,743	\$152,486	\$2,049,924
Fare Revenues	\$3,885	\$3,437	\$3,461	\$3,368	\$3,338	\$3,509	\$3,876	\$3,653	\$2,826	\$3,299	\$3,593	\$3,704	\$3,638	\$45,582

Efficiency Metrics	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2024	Jan 2024	Feb 2024	Mar 2024	Apr 2024	12-Month Total
O & M Expense per Hour	\$82.92	\$82.46	\$90.34	\$84.77	\$85.07	\$97.12	\$90.35	\$97.38	\$94.91	\$103.45	\$73.01	\$86.91	\$78.85	\$88.24
Average Fare	\$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	\$1.00
Farebox Recovery	2.7%	2.4%	2.2%	2.3%	2.3%	2.0%	2.1%	2.1%	1.7%	1.9%	2.8%	2.5%	2.4%	2.2%
Subsidy per Passenger	\$46.65	\$51.05	\$55.67	\$54.35	\$53.44	\$59.75	\$57.83	\$58.92	\$73.44	\$67.19	\$43.98	\$50.10	\$49.88	\$55.15
Deadhead Ratio (Miles)	15%	16%	17%	18%	21%	12%	14%	14%	20%	18%	17%	15%	15%	16%
Administrative Ratio	17%	21%	21%	18%	19%	22%	20%	20%	17%	15%	18%	18%	22%	19%

Effectiveness Metrics	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2024	Jan 2024	Feb 2024	Mar 2024	Apr 2024	12-Month Total
Passengers per Hour	1.72	1.57	1.58	1.52	1.55	1.59	1.52	1.61	1.27	1.51	1.61	1.68	1.53	1.56
Mean Distance between Accidents	n/a	35,137	17,811	35,056	11,824	35,336	39,457	20,695	n/a	16,851	17,478	15,652	n/a	27,498
Mean Distance between Breakdowns	34,763	n/a	n/a	n/a	35,472	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	233,736
Complaints per 1,000 Riders	0.8	0.9	1.3	2.2	1.8	1.7	0.8	1.2	1.6	0.5	0.4	0.4	0.0	1.0
On-Time Performance	78%	79%	76%	80%	82%	79%	76%	76%	76%	76%	76%	76%	76%	82%



Ridership and Productivity by Route

4/30/2024

Routes																		
	Conway Local	Loris	Bucksport	Conway- Georgetown	MB- Conway	MB Local	Andrews Gtown	Gtown - MB	North Myrtle	Specials	Kings Hwy North	Kings Hwy S Socastee			Total Transit		ParaTransit 200	System Total
Boardings	1	2	3	4	7	10	14	16	17	99	151	152	Rural	Urban				
Oct-23	1,585	61	144	1,164	10,215	6,903	850	9,486	6,073	147	6,398	6,422	3,804	45,644	49,448		2,584	52,032
Nov-23	1,727	108	144	999	8,618	6,191	1,268	7,798	4,363		5,441	4,438	4,246	36,849	41,095		2,435	43,530
Dec-23	1,442	110	174	1,172	7,613	5,097	750	6,591	3,222		4,677	3,054	3,648	30,254	33,902		1,884	35,786
Jan-24	1,001	117	140	1,596	8,478	4,613	1,010	6,056	3,119		4,193	2,760	3,864	29,219	33,083		2,199	35,282
Feb-24	1,467	136	228	1,578	8,971	4,550	1,022	6,972	3,623		3,215	2,933	4,431	30,264	34,695		2,395	37,090
Mar-24	1,043	118	148	1,211	10,189	13,155	1,130	7,058	4,677	20	6,268	4,206	3,650	45,573	49,223		2,469	51,692
Apr-24	917	54	134	1,358	10,166	7,869	984	7,126	4,003		6,238	5,100	3,447	40,502	43,949		2,425	46,374
May-24													-	-	-			-
Jun-24													-	-	-			-
Jul-24													-	-	-			-
Aug-24													-	-	-			-
Sep-24													-	-	-			-
YTD	9,182	704	1,112	9,078	64,250	48,378	7,014	51,087	29,080	167	36,430	28,913	27,090	258,305	285,395	#	16,391	301,786
Revenue Hours	1	2	3	4	7	10	14	16	17	99	151	152	Rural	Urban	Transit		200	Total
Oct-23	337	100	76	350	769	372	339	1,034	437	49	524	789	1,202	3,974	5,176		1,697	6,873
Nov-23	316	95	73	329	721	347	313	947	441	24	377	722	1,126	3,579	4,705		1,511	6,216
Dec-23	318	97	74	350	735	363	322	966	424	8	390	753	1,159	3,639	4,798		1,487	6,286
Jan-24	319	98	79	337	733	362	320	965	438	-	386	755	1,154	3,638	4,792		1,460	6,251
Feb-24	311	97	75	326	718	348	311	956	410	-	380	735	1,119	3,546	4,665		1,492	6,157
Mar-24	332	101	76	319	783	454	345	829	453	7	404	811	1,173	3,742	4,915		1,466	6,381
Apr-24	322	101	76	298	747	365	336	729	417		391	754	1,132	3,403	4,536		1,580	6,115
May-24													-	-	-			
Jun-24													-	-	-			
Jul-24													-	-	-			
Aug-24													-	-	-			
Sep-24													-	-	-			
YTD	2,255	688	528	2,308	5,206	2,611	2,285	6,425	3,020	89	2,852	5,319	8,065	25,522	33,587	#	10,693	44,280
Passengers/Hour	1	2	3	4	7	10	14	16	17	99	151	152	Rural	Urban	Transit		200	Total
Oct-23	4.71	0.61	1.89	3.33	13.28	18.54	2.51	9.17	13.89	2.99	12.22	8.14	3.16	11.49	9.55		1.52	7.57
Nov-23	5.46	1.14	1.97	3.03	11.95	17.84	4.05	8.24	9.90	-	14.42	6.15	3.77	10.30	8.73		1.61	7.00
Dec-23	4.54	1.14	2.37	3.35	10.36	14.04	2.33	6.83	7.59	-	12.00	4.06	3.15	8.31	7.07		1.27	5.69
Jan-24	3.14	1.19	1.78	4.73	11.57	12.75	3.15	6.28	7.12	--	10.87	3.65	3.35	8.03	6.90		1.51	5.64
Feb-24	4.72	1.40	3.04	4.85	12.50	13.08	3.29	7.29	8.83	--	8.46	3.99	3.96	8.53	7.44		1.61	6.02
Mar-24	3.14	1.17	1.95	3.79	13.01	28.98	3.28	8.52	10.33	2.86	15.50	5.18	3.11	12.18	10.02		1.68	8.10
Apr-24	2.85	0.54	1.76	4.56	13.60	21.57	2.93	9.78	9.60	--	15.94	6.77	3.04	11.90	9.69		1.53	7.58
May-24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		--	--
Jun-24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		--	--
Jul-24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		--	--
Aug-24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		--	--
Sep-24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		--	--
YTD	4.07	1.02	2.10	3.93	12.34	18.53	3.07	7.95	9.63	1.88	12.77	5.44	3.36	10.12	8.50		1.53	6.82

Coast RTA	Funding Sources								
4/30/2024									
		Period of Performance		Award	LTD	Balance @			
Grant No.	Grant Name	Start Date	End Date	Amount	Expenditures	4/30/2024	% unspent	Status	Comments
Federal Transit Administraion Grants									
SC-2023-020-00	Urbanized Area FY24 Formula Grant (Section 5307)	08/01/23	09/30/24	\$ 2,402,020	\$ 2,024,396	\$ 377,624	15.72%	Active	> Operating Funds
SC-2023-019-00	American Rescue Plan Act of 2021 (Section 5307)	07/01/23	09/30/24	\$ 275,640	\$ 275,640	\$ -	0.00%	Active	> Operating Funds
SC-2023-018-00	Cares Act / 5307 Funds FY24	07/01/23	09/30/24	\$ 342,536	\$ 342,536	\$ -	0.00%	Active	> Operating Funds
SC-2022-043-00	Bus & Bus Facilities FY22 (Section 5339)	09/01/22	03/30/31	\$ 957,662	\$ 456,629	\$ 501,033	52.32%	Active	> North Conway Maint Facility Rent & Equipment
SC-2018-040-00	Bus & Bus Facilities FY18 (Section 5339)	08/30/18	06/30/24	\$ 463,260	\$ 459,608	\$ 3,652	0.79%	Active	> Bus Stop Improvement & Installation
SC-2020-006-00	FHWA Flex Funds Xfrd to Section 5307 Formula Grant	04/13/20	03/30/25	\$ 800,000	\$ 758,431	\$ 41,569	5.20%	Active	> Transit Facility Development
SC Department of Transportation - Office of Public Transit									
PT-240911-12	Rural Area FY24 Formula Grant (Section 5311)	07/01/23	06/30/24	\$ 1,021,910	\$ 1,021,910	\$ -	0.00%	Active	> Operating Funds
PT-240911-12	Rural Area FY24 Formula Grant (SMTF)	07/01/23	06/30/24	\$ 201,157	\$ 201,157	\$ -	0.00%	Active	> Operating Funds
PT-240999-05	SMTF-ARPA FY24 Large Urban Match	07/01/23	06/30/24	\$ 160,259	\$ 160,259	\$ -	0.00%	Active	> Operating Funds
PT-2409AR-19	American Rescue Plan Act of 2021 (Section 5311)	07/01/23	06/30/24	\$ 76,642	\$ -	\$ 76,642	100.00%	Active	> Operating Funds
Local Grants & Contracts									
Contract	Horry County FY24 Road Use Fees (estimate)	07/01/23	06/30/24	\$ 2,400,000	\$ 1,902,445	\$ 497,555	20.73%	Active	> Ops Funds & Capital - Horry Co Fiscal Year 24
Contract	Horry County FY24 Road Use Fees (estimate)	07/01/24	06/30/25	\$ 900,000	\$ -	\$ 900,000	100.00%	Active	> Ops Funds & Capital - Horry Co Fiscal Year 25
Contract	Georgetown County FY24 Road Use Fees (estimate)	07/01/23	06/30/24	\$ 415,000	\$ 320,000	\$ 95,000	22.89%	Active	> Ops Funds & Capital - Gtown Co Fiscal Year 24
Contract	Georgetown County FY24 Road Use Fees (estimate)	07/01/24	06/30/25	\$ 96,000	\$ -	\$ 96,000	100.00%	Active	> Ops Funds & Capital - Gtown Co Fiscal Year 25
Ord. 2023-26	Myrtle Beach Mass Transportation Services - FY24	07/01/23	06/30/24	\$ 250,000	\$ 208,333	\$ 41,667	16.67%	Active	> Operating Funds
Contract	Myrtle Beach Mass Transportation Services - FY25	07/01/24	06/30/25	\$ 250,000	\$ -	\$ 250,000	100.00%	Future	> Operating Funds
Contract	N. Myrtle Beach Mass Transportation Services - FY24	07/01/23	06/30/24	\$ 75,000	\$ 62,500	\$ 12,500	16.67%	Active	> Operating Funds
Contract	N. Myrtle Beach Mass Transportation Services - FY25	07/01/24	06/30/25	\$ 75,000	\$ -	\$ 75,000	100.00%	Future	> Operating Funds
Contract	N. Myrtle Beach Entertainment Shuttle - FY24	05/28/24	09/01/24	\$ 175,000	\$ -	\$ 175,000	100.00%	Future	> Operating Funds
Contract	Horry County ARPA - Tranche 1	05/05/25	12/31/25	\$ 440,000	\$ 262,168	\$ 177,832	40.42%	Active	> Contactless Payment System/Parcel
Contract	Horry County ARPA - Tranche 2	09/21/22	09/22/25	\$ 750,000	\$ 475,000	\$ 275,000	36.67%	Active	> 5 Gillig Trollies (\$475K); Grissom Pky Match (\$375K)
Res R-81-2021	Horry County Capital Funds	06/15/21	06/14/24	\$ 500,000	\$ -	\$ 500,000	100.00%	Active	> Grissom Parkway Matching Funds
Contract	City of Myrtle Beach Capital Funds	07/01/23	06/30/25	\$ 750,000	\$ -	\$ 750,000	100.00%	Active	> Grissom Parkway Matching Funds
Contract	Georgetown County Capital Funds	04/13/20	03/30/25	\$ 500,000	\$ 492,497	\$ 7,503	1.50%	Active	> Transit Facility Development Match

Coast RTA													
Monthly Cash Flow													
April 2024													
	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	\$ 167,882.18	\$ 198,860.20	\$ 290,612.92	\$ 249,853.03	\$ 180,176.70	\$ 401,088.04	\$ 401,088.04	\$ 401,088.04	\$ 401,088.04	\$ 401,088.04	\$ 256,383.11
Cash Receipts													
5307 - Operations	\$ 232.00	\$ 266,516.00	\$ 236,541.00	\$ 140,089.00	\$ 217,366.00	\$ 226,257.00	\$ 135,976.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,222,977.00
5307 - Preventative Maintenance	\$ -	\$ 76,652.00	\$ 34,636.00	\$ 99,500.00	\$ 111,635.00	\$ 139,109.00	\$ 75,843.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 537,375.00
5307 - Capital Expenditures	\$ -	\$ 5,067.00	\$ 3,106.00	\$ -	\$ 3,757.00	\$ 2,475.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,405.00
5307 - SMTF	\$ -	\$ 4,824.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,824.00
5307 - ARPA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311 - Operations	\$ 88,053.00	\$ -	\$ 209,676.00	\$ 104,599.00	\$ 150,437.00	\$ 70,938.00	\$ 67,701.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 691,404.00
5311 - Preventative Maintenance	\$ 35,103.00	\$ -	\$ 50,002.00	\$ 35,500.00	\$ 73,014.00	\$ 43,248.00	\$ 21,928.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,795.00
5311 - Administration	\$ 22,196.00	\$ -	\$ 34,144.00	\$ 29,924.00	\$ 13,235.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,499.00
5311 - Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Horry County Registration Fees	\$ 675,857.00	\$ 211,991.00	\$ 191,243.00	\$ 149,249.00	\$ 210,743.00	\$ 212,277.00	\$ 221,585.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,872,945.00
Horry County ARPA/Other	\$ -	\$ 16,199.77	\$ -	\$ -	\$ 1,843.94	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,043.71
Georgetown Cty Reg Fees/FY23 & FY24	\$ -	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 192,000.00
Myrtle Beach	\$ -	\$ -	\$ -	\$ 62,500.00	\$ -	\$ -	\$ 62,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000.00
North Myrtle Beach	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000.00
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Fares/Passes	\$ 22,137.98	\$ 33,748.45	\$ 31,844.46	\$ 14,626.74	\$ 35,524.79	\$ 37,800.85	\$ 33,834.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209,517.33
Local Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Advertising	\$ -	\$ -	\$ 33,100.00	\$ 1,750.00	\$ -	\$ 875.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,725.00
Accident Claims	\$ -	\$ 14,627.43	\$ -	\$ -	\$ 8,763.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,390.81
Proceeds from Sale of Assets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Misc / Fuel Refunds / Other	\$ 22,523.78	\$ 1,906.27	\$ 27,995.48	\$ 8,090.24	\$ 355.19	\$ 6,233.91	\$ 11,703.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 78,808.30
Transfer-In from Investments (SC LGIP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 - Bus Stop Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Foundations / Donations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 - Vehicles - WRCOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 - Bus & Bus Facilities	\$ -	\$ 32,162.00	\$ 23,233.00	\$ 59,102.00	\$ 37,440.00	\$ 16,480.00	\$ 16,480.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 184,897.00
5307 + FHWA Flex - Facility Development	\$ -	\$ 10,322.00	\$ -	\$ 9,571.00	\$ -	\$ 1,332.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,225.00
Horry County ARPA Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,596.14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,596.14
Georgetown County Capital Funds	\$ 6,429.00	\$ -	\$ 327.00	\$ 7,518.00	\$ -	\$ 333.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,607.00
Total Cash Receipts	\$ 872,531.76	\$ 706,015.92	\$ 907,847.94	\$ 754,018.98	\$ 896,114.30	\$ 789,358.76	\$ 869,146.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,795,034.29
Cash Basis Expenditures:													
Operating Expenses	\$ 844,725.42	\$ 690,135.18	\$ 870,184.82	\$ 576,424.26	\$ 890,074.19	\$ 799,172.59	\$ 627,635.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,298,351.75
Capital Expenditures	\$ 56,852.01	\$ 25,336.00	\$ 6,685.10	\$ 85,842.00	\$ 46,800.00	\$ 35,862.50	\$ 20,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 277,977.61
O & M Reserve + Management Account	\$ -	\$ 50,000.00	\$ -	\$ -	\$ -	\$ 24,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000.00
Total Expenditures	\$ 901,577.43	\$ 765,471.18	\$ 876,869.92	\$ 662,266.26	\$ 936,874.19	\$ 859,035.09	\$ 648,235.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,650,329.36
Ending Balance	\$ 227,337.44	\$ 167,882.18	\$ 198,860.20	\$ 290,612.92	\$ 249,853.03	\$ 180,176.70	\$ 401,088.04	\$ 401,088.04	\$ 401,088.04	\$ 401,088.04	\$ 401,088.04	\$ 401,088.04	\$ 401,088.04

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
RESOLUTION NO. MAY2024-03**

**ACCEPTANCE OF THE WACCAMAW RTA TRANSIT ASSET
MANAGEMENT PLAN – FY 24**

A motion of the Board of Directors for the Waccamaw Regional Transportation Authority to accept the Authority's Transit Asset Management Plan (TAM).

Background:

Federal Transit Administration regulations require transit authorities to periodically develop a TAM Plan which includes: the development of replacement standards; an asset inventory and condition rating; percentage goals for in-service assets that have met useful life; and, a financially constrained replacement schedule.

Motion:

It is hereby moved by the Board of the Waccamaw Regional Transportation Authority to accept the presented TAM Plan and allow staff to submit the document to the MPO for endorsement.

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

APPROVED by the Waccamaw Regional Transportation Board of Directors at the regular meeting thereof, held on, May 29, 2024.

ATTEST:

_____ Bernard Silverman, Board Chair	_____ Vacant, Board Vice Chair
_____ Katharine D'Angelo	_____ Darrell Eickhoff
_____ Lillie Jean Johnson	_____ Marvin Keene, Ph.D. CFA
_____ Elijah Metherd	_____ Dr. Nicholas W. Twigg, DBA
_____ Randal Wallace	_____ Melissa Bilka
_____ Vacant – City of Conway/Horry County	

Transit Asset Management Narrative



Waccamaw Regional Transportation Authority

NTD # 40102

1418 3rd Avenue, Conway SC 29526

Brian Piascik – GM/CEO

843-488-6060

Reporting Year FY 24 – May 2024

Useful Life Benchmark – Revenue Vehicles

Waccamaw RTA operates fixed route and ADA paratransit services in Horry and Georgetown Counties of northeastern South Carolina. The Authority, known as Coast RTA, operates a fleet of 41 vehicles with a peak requirement of 29 vehicles (19 Fixed Route and 10 Paratransit). The fixed route system is comprised of eleven routes that provide commuter service in Horry and Georgetown Counties.

Our useful life benchmark is set for 14/9/5 for heavy/medium/light duty vehicles, respectively. This takes into consideration our track record for vehicle replacements, which typically take our vehicles beyond the standard useful life targets set by the industry.

What targets did your agency set?

Our primary target is to bring the percentage of vehicles with useful life to more than half of the fleet. We are in the process of updating our TAM Plan, which should be endorsed by GSATS (MPO) later this Spring. It is expected that our targets will be very similar to past Plans.

How did your agency calculate these targets?

All targets are simple percentages by dividing assets with useful life by the total number of assets.

How has your agency made progress toward its targets?

We have fallen behind our targets for two primary reasons: the purchase of 5 late model trolleys (2002/2007); and, the lack of funding has caused delays in bus replacements. We are expecting additional funds from SCDOT to support bus replacements and were just awarded urban 5310 to purchase 3 cutaway/minivan vehicles for paratransit.

What challenges face your agency in making progress toward the targets?

Our greatest challenge continues to be funding. We are currently trying to find funding to replace 5 2003 NABI transit coaches which have reached a point where parts are hard to find. We will be looking to expand the fleet as we add service in the future, while we continue to replace aging vehicles. Delays in the manufacture of vehicles have hurt our progress in maintaining the fleet, as well.

Useful Life Benchmark – Non-Revenue Vehicles

Waccamaw RTA operates a total of 6 non-revenue vehicles. Two shop trucks and four (4 SUVs) administrative/operations vehicles.

What targets did your agency set?

The TAM will be updated in FY 24 and will include the replacement of a service truck, or possibly using the new service truck as an expansion vehicle. Our goal is to have three of seven (43%) to have remaining useful life.

How did your agency calculate these targets?

All targets are simple percentages by dividing assets with useful life by the total number of assets.

How has your agency made progress toward its targets?

Funding is in place for a new service truck. We will be looking to replace two 2015 SUVs by the end of FY25.

What challenges face your agency in making progress toward the targets?

Funding and manufacturer delays in production.

Facilities - Condition

Waccamaw RTA has two facilities. Our Conway facility houses our operations, maintenance and administrative functions, as well as a passenger handling facility. The other facility is a passenger handling facility in the core of our service area in Myrtle Beach. The Conway Facility is a converted auto dealership and has a number of deficiencies, like the inability to raise a bus inside. Under carriage work is conducted outside. In FY24, we moved our maintenance functions to leased warehouse about 3 miles from the current facility. The Myrtle Beach facility (MBTC) was constructed in 2017 but it is a modular building and not really designed for its function as a passenger handling facility. It replaced three shelters as our primary transfer facility but is considered to be a temporary facility until it can be replaced by something permanent. We expect to replace the MBTC with a new temporary facility on a new site where we plan to build a new Admin/O&M Facility and a permanent passenger handling facility in Myrtle Beach.

What targets did your agency set?

We are trying to replace at least one of these facilities in the next 2-3 years. Our top priority at this point is to replace our operating and maintenance facility.

How did your agency calculate these targets?

The percentage targets do not really say much because we only have two facilities at this point but replacing one of them will bring us to the 50% target.

How has your agency made progress toward its targets?

Replacement of one of these facilities would bring our percentage down to 50%. We are hoping to replace the current facility in the next 2-3 years. A Facility Development Program to locate, program, environmentally clear and perform preliminary design on a replacement O&M facility, and three passenger facilities in Conway, Myrtle Beach and Georgetown is underway.

What challenges face your agency in making progress toward the targets?

We have lost parking at our Conway facility due to the redevelopment on a leased parking lot across the street. We can no longer accommodate our entire fleet and employee parking. As a result, we are leasing a facility about 4 miles away with the intent of relocating all heavy maintenance activities. This will allow us to park a fleet sufficient to make pull-out and accommodate employees in admin and operations. Fueling and hostling will remain at the Conway facility.

Infrastructure – Performance Restrictions

Other infrastructure at Waccamaw RTA is in fairly good shape. Video Systems, computer systems and software packages are fairly close to being up-to-date. Our fare collection system has failed as it requires more to keep it repaired than the amounts we collect. We have implemented an open-loop contactless fare collection system with the objective of removing cash handling from on vehicle fare collection. This is still a work in progress.

What targets did your agency set?

We have not set a target yet for our fare collection infrastructure.

How did your agency calculate these targets?

N/A

How has your agency made progress toward its targets?

We are conducting a study to determine the best path forward on replacing our fare collection equipment. The study will address the type of technology that fits our system, explore ways to reduce or eliminate cash handling and assess our fare structure overall. Results are expected by Summer 2024.

What challenges face your agency in making progress toward the targets?

Again, this is a money issue. We hope to complete our study within the next 15-18 months that will establish our path forward.

What are extenuating circumstances that impact your agency's transit asset management?

While we have had good luck in the maintenance and replacement of rolling stock, Waccamaw RTA is still struggling to maintain our operation with the facilities we have. The replacement of our Admin., Operations and Maintenance Facility constitutes a \$24M dollar investment. This is heavy lift for an agency with an annual budget of one third that amount. We are heavily dependent on federal dollars for a project like this, which, if properly located, would save the Authority over \$350K in operating expenses annually in reduced deadhead and other costs.

Introduction

****BASIC****

Provide a brief overview of/introduction to your agency. You may include general information including state geography, demographics, interdependencies between asset classes, etc.:

Waccamaw RTA operates fixed route and ADA paratransit services in Horry and Georgetown Counties of northeastern South Carolina. The Authority, known as Coast RTA, operates a fleet of 41 vehicles with a peak requirement of **XX vehicles (NEEDS CONFIRMATION)** (**XX** Fixed Route and **XX** Paratransit). The fixed route system is comprised of eight routes that provide commuter service into

Performance Targets & Measures : What are the annual targets set for the FTA performance measures? Refer to Part I of the Guide for definitions of the performance measures and information on how to set targets. Provide your targets in the table below. If you have other asset classes to include, specify the asset class in the yellow cells labeled 'Custom'.

For Group TAM Plan Sponsors: You may set targets for your subrecipients. If you choose to do so, click the "Hide Targets" button below before you send the template out. You may leave this question to obtain input from subrecipients on appropriate targets.

Asset Category - Performance Measure	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus					
	AO - Automobile					
	BR - Over-the-road Bus					
	BU - Bus	37%	11%	0%	0%	21%
	CU - Cutaway Bus	11%	26%	42%	26%	26%
	DB - Double Decked Bus					
	FB - Ferryboat					
	MB - Mini-bus					
	MV - Mini-van					
	RT - Rubber-tire Vintage Trolley					
	SB - School Bus					
	SV - Sport Utility Vehicle					
	TB - Trolleybus	100%	40%	0%	0%	0%
	VN - Van					
	Custom 1					
	Custom 2					
	Custom 3					
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	75%	50%	50%	50%	0%
	Steel Wheel Vehicles					
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	100%	100%
	Custom 1					
	Custom 2					
	Custom 3					
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	100%	100%	100%	100%	100%
	Maintenance	100%	100%	100%	100%	100%
	Parking Structures					
	Passenger Facilities	100%	100%	100%	100%	100%
	Custom 1					
	Custom 2					
	Custom 3					

You may provide text explaining the methods used in setting the targets here:

Targets were estimated based on the useful life of vehicles and the planned replacement and refurbishment of vehicles in the capital plan. Replacing vehicles beyond useful life reduced the % beyond ULB, while vehicles aging beyond their ULB without being replaced increased the metric.

****These buttons are for Group TAM Plan Sponsor use only****

Investment Prioritization

NOTE: Complete some yellow cells before clicking "[Add More](#)" under each question.****BASIC****

Proposed Investments: Provide a list of the selected projects and programs prioritized based on your agency's criteria. Rank the projects and order them by year of planned implementation. Enter this information in the table below. Click the button to add more rows. **The optional Fleet Replacement Module may be used to determine your fleet replacement projects - activate this by clicking on the button provided.**

Project Year	Project Name	Asset Category	Asset Class	Cost	Priority
2016	Diesel-Hybrid Bus Acquisition	30ft Bus		\$5,000,000.00	Medium
2024	2 20ft Cutaway Replacements	RevenueVehicles	CU - Cutaway Bus	\$260,000.00	High
2024	3 Transit Van Replacements	RevenueVehicles	CU - Cutaway Bus	\$330,000.00	High
2024	40ft Bus Refurbishments	RevenueVehicles	BU - Bus	\$400,000.00	High
2024	Shop Truck Replacement	Equipment	Trucks and other Rubber Tire Vehicles	\$125,000.00	Low
2024	New Transit Van Expansion	RevenueVehicles	CU - Cutaway Bus	\$110,000.00	Medium
2025	New Transit Van Expansion	RevenueVehicles	CU - Cutaway Bus	\$110,000.00	Medium
2025	40ft Bus Refurbishments	RevenueVehicles	BU - Bus	\$400,000.00	High
2025	40ft Bus Replacement	RevenueVehicles	BU - Bus	\$3,000,000.00	High
2026	40ft Bus Refurbishments	RevenueVehicles	BU - Bus	\$800,000.00	High
2026	40ft Bus Replacement	RevenueVehicles	BU - Bus	\$1,200,000.00	High
2026	20ft Cutaway Replacement	RevenueVehicles	CU - Cutaway Bus	\$130,000.00	High
2026	2 SUVs	Equipment	Non Revenue/Service Automobile	\$125,000.00	Medium
2027	40ft Bus Refurbishments	RevenueVehicles	BU - Bus	\$800,000.00	High
2027	30ft Trolley Replacement	RevenueVehicles	TB - Trolleybus	\$1,200,000.00	High
2027	28ft Cutaway Replacement (Replace with 30ft low floor bus)	RevenueVehicles	CU - Cutaway Bus	\$1,500,000.00	High
2028	40ft Bus Refurbishments	RevenueVehicles	BU - Bus	\$400,000.00	High
2028	20ft Cutaway Replacement	RevenueVehicles	CU - Cutaway Bus	\$390,000.00	High
2029	Transit Van Replacements	RevenueVehicles	CU - Cutaway Bus	\$440,000.00	High
2029	2 SUVs	Equipment	Non Revenue/Service Automobile	\$125,000.00	Medium

Grand Strand Area Transportation Study Transit Asset Management Plan

Brian Piascik, Accountable Executive

Last modified by Brian Piascik on 16 May 24 at 14:34

Introduction

Waccamaw RTA operates fixed route and ADA paratransit services in Horry and Georgetown Counties of northeastern South Carolina. The Authority, known as Coast RTA, operates a fleet of 41 vehicles with a peak requirement of XX vehicles (NEEDS CONFIRMATION)(XX Fixed Route and XX Paratransit). The fixed route system is comprised of eight routes that provide commuter service into

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	N/A				
	BU - Bus	37%	11%			21%
	CU - Cutaway Bus	11%	26%	42%	26%	26%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	N/A				
	RT - Rubber-tire Vintage Trolley	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	100%	40%			
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	75%	50%	50%	50%	
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	Target Required			100%	100%
	Custom 1	Target Required				
	Custom 2	Target Required				
	Custom 3	Target Required				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	100%	100%	100%	100%	100%
	Maintenance	100%	100%	100%	100%	100%
	Parking Structures	N/A				
	Passenger Facilities	100%	100%	100%	100%	100%
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				

TAM Vision

The current status of our assets is well below a reasonable standard for usefulness and life cycle. The development of the TAM will put into writing the poor state of good repair for our system overall. While the priorities illustrate a path toward better state of good repair, it will also illustrate the overwhelming lack of funding available to the Authority. We will continue to move toward a financial structure that reduces our use of federal funds for operating to create as much capacity for capital investment.

TAM Goals and/or Objectives

Goals	Objectives
Minimize the use of assets that have met their useful life.	Reduce the average age of the revenue fleet to less than 7 years for buses and trolleys and 3 years for the paratransit fleet.
	Replace the main Admin/Operations/Maintenance facility by 2024 and the MB Transit Center by 2022.
Develop and utilize a midlife overhaul program	Perform midlife overhauls on the New Flyer fleet in a timely manner
	Perform midlife overhauls on the New Flyer fleet in a timely manner
Capital investments should be designed to reduce operating and maintenance costs.	Automate procedures as much as possible
	Replace fare system

Roles and Responsibilities

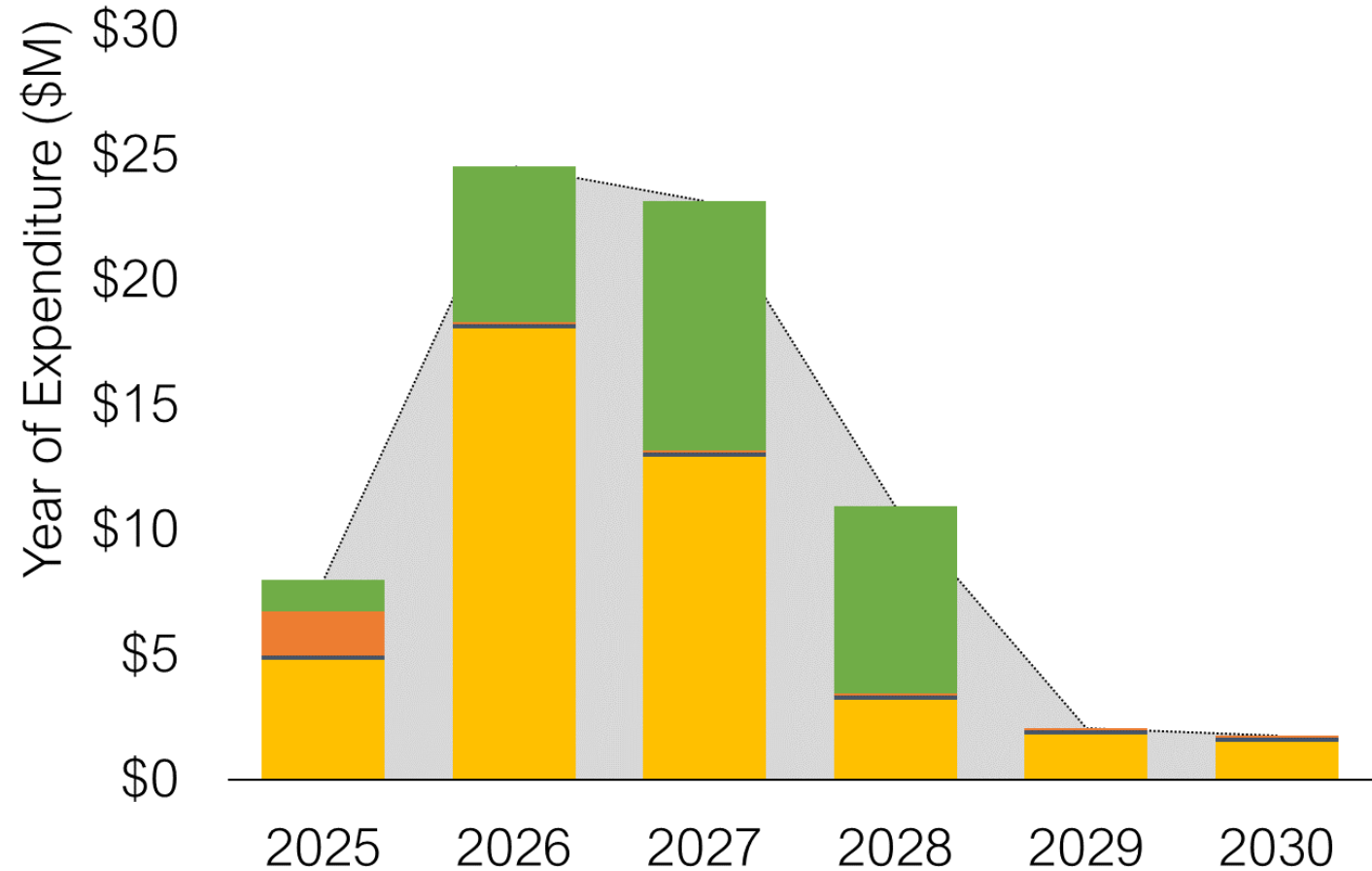
Department/Individual	Role (Title and/or Description)	Subrecipient
Brian Piascik	GM/CEO	Oversight
Tom Burda	Maintenance Manager	Facilities/Equipment/Rolling Stock
Tom Arenda	IT Manager	IT/Hardware/Software

Capital Budget Projection (Draft)





2025-30 Capital Summary

	YOE \$M
Federal Funds	\$42.27
State Funds	\$0.97
Other Local Funds	\$2.15
Ride IV (Capital)	\$25.00
Total Capital Sources	\$70.39
--- Total Capital Uses	\$70.39

Notes: Totals may not sum due to rounding. Preliminary order-of-magnitude cost and revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. Figures are in fiscal year unless otherwise noted. See disclaimer.



Capital Summary (Draft)

2025-30 Capital Summary		2025	2026	2027	2028	2029	2030	Total YOE \$M
	Federal Funds	\$4.79	\$18.07	\$12.92	\$3.19	\$1.79	\$1.51	\$42.27
	State Funds	\$0.15	\$0.16	\$0.16	\$0.16	\$0.17	\$0.17	\$0.97
	Other Local Funds	\$1.79	\$0.07	\$0.07	\$0.07	\$0.07	\$0.07	\$2.15
	Ride IV (Capital)	\$1.25	\$6.25	\$10.00	\$7.50	-	-	\$25.00
Total Capital Sources		\$7.99	\$24.54	\$23.15	\$10.92	\$2.03	\$1.75	\$70.39
Existing Vehicles and Other Capital		\$2.06	\$4.76	\$4.40	\$1.40	\$1.17	\$0.71	\$14.48
New Vehicles		-	\$6.65	-	-	-	-	\$6.65
Maintenance Facility		\$3.36	\$13.03	\$18.74	\$9.46	-	-	\$44.60
Contingency		\$2.57	\$0.10	\$0.02	\$0.06	\$0.86	\$1.05	\$4.66
Total Capital Uses		\$7.99	\$24.54	\$23.15	\$10.92	\$2.03	\$1.75	\$70.39

Notes: Totals may not sum due to rounding. Preliminary order-of-magnitude cost and revenue estimates are based on recently prevailing conditions, third-party data, placeholder assumptions, publicly-available information. Figures are in fiscal year unless otherwise noted. See disclaimer.

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
RESOLUTION NO. MAY2024-04**

**AUTHORIZATION TO FILE FY24-25 §5311 & SMTF GRANT
APPLICATION**

A motion of the Board of Directors for the Waccamaw Regional Transportation Authority to authorize the General Manager/Secretary Treasurer to file a grant application with SCDOT for FY25 FTA §5311 and State Mass Transit Funds (SMTF).

Background:

Coast RTA will be filing applications with SCDOT for FY24-25 grants for FTA §5311 and SMTF funds. FTA §5311 (\$1.027M) funds our rural transit program and subsidizes operating, maintenance and administrative costs, while SMTF (\$281K) is used to match federal dollars from the rural program (5311). It is understood that the period of performance for these grants is June 1, 2024 - June 30, 2025, so these funds will be available for Authority fiscal years 2024 and 2025.

Note: SCDOT is allowing the Authority to initiate the grant one month earlier than normal to help address cash flow issues.

Motion:

It is hereby moved by the Board of the Waccamaw Regional Transportation Authority that the General Manager/Secretary-Treasurer be authorized to submit an application to SCDOT for FY24-25 FTA §5311 and State Mass Transit Funds (SMTF).

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

APPROVED by the Waccamaw Regional Transportation Board of Directors at the regular meeting thereof, held on, May 29, 2024.

ATTEST:

_____ Bernard Silverman, Board Chair	_____ Vacant, Board Vice Chair
_____ Katharine D'Angelo	_____ Darrell Eickhoff
_____ Lillie Jean Johnson	_____ Marvin Keene, Ph.D. CFA
_____ Elijah Metherd	_____ Dr. Nicholas W. Twigg, DBA
_____ Randal Wallace	_____ Melissa Bilka
_____ Vacant – City of Conway/Horry County	_____

MEMORANDUM

TO: Operators of Rural General Public Transportation Systems
Councils of Governments
South Carolina Alliance for Mobile Infrastructure

FROM: Jennifer Necker, Deputy Secretary of Intermodal and Freight Programs

DATE: May 14, 2024

SUBJECT: **Call for Projects: – Announcement of State Fiscal Year 2024-2025 Formula Funding for Rural Areas (Section 5311) Program Funds**

The South Carolina Department of Transportation (SCDOT) Office of Public Transit (OPT) is pleased to announce the State Fiscal Year (SFY) 2024-2025 Section 5311 call for projects. The total apportionment that will be utilized to maintain Section 5311 rural transit projects in South Carolina is \$14,208 million for the Federal Section 5311 and \$2,739 million State Mass Transit Funds (SMTF). An additional SMTF in the amount of \$1,014 million became available through the two-for-one proposal in which CARTA, Greenville RTA and Waccamaw RTA agreed to waive receipt of their 5307/SMTF for three (3) SFY in exchange for lapsing unobligated Sections 5311 and 5339 funds. These funds are allocated to preserve and protect existing general public transportation projects in South Carolina's rural areas. The federal amount stated above excludes ten percent (10%) for state program administration and fifteen percent (15%) for Intercity Bus Program, 5311(f) needs.

The total Federal Section 5311 amounts is made available based on funding authorized under the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58), and is based on funding made available under the Consolidated Appropriations Act, 2024 (*H.R. 4366/Public Law 118-42, March 9, 2024*). The current Federal Section 5311 amounts and full distribution of SMTF (less any scheduled payback) sub-allocated by OPT through the SCDOT Commission's approved formula (February 2017) distribution to existing public transit agencies is provided in Attachment 1 to this document.

In an effort to allow greater flexibility in local budgeting, SCDOT is permitting agencies to program SMTF match in a manner which best benefits agency operations and needs. This does not preclude the need for local match, but should assist in improved management of local funding mechanisms. When budgeting available funds, please use the following guidance regarding cost share:

Administrative:	80% Federal; 20% State / Local Match
Operations:	50% Federal; 50% State / Local Match
Non-ADA Capital:	80% Federal; 20% State / Local Match
ADA Capital:	85% Federal; 15% State / Local Match
Planning/Tech Assistance:	80% Federal; 20% State / Local Match



All applications, budget documents, Certs & Assurances, SF 424 and Public Hearing Notice are due to the Office of Public Transit through the Grant Management System (GMS) no later than Friday, June 14, 2024.

Budget documents, Certs & Assurances and SF424 are located on the SCDOT website, which is located on the Office of Public Transit, Related Links webpage:

<https://www.scdot.org/inside/inside-PublicTransit.aspx>.

All documents received by the stated due date will be reviewed by SCDOT OPT. The Office of Public Transit will issue contract documents for the project period of performance: **July 1, 2024 - June 30, 2025**. OPT will consider formal requests for pre-award authority should subrecipients need to incur eligible expenses or enter into contracts prior to FTA grant award or the execution of the subrecipient agreement.

Should you have any questions or need clarification regarding this call for projects, please contact Ann Solan at solanam@scdot.org.

JLN/ams

Attachments

cc: Office of Public Transit Staff, SCDOT

Ann Solan, Transit Grants Manager

SCDOT Obligations Management Staff

File:OPT

Attachment 1: SCDOT OPT Section 5311 Federal Fund/SMTF Match Sub-allocation

The following formula sub-allocations represent the maximum amount of federal funds an applicant may apply for under this announcement given available federal and state funds. Sub-allocation amounts were determined as a result of the currently approved SCDOT sub-allocation formula for FTA Section 5311 funds (February 16, 2017), and are authorized under the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58), and is based on funding made available under the Consolidated Appropriations Act, 2024 (H.R. 4366/Public Law 118-42, March 9, 2024).

It is the responsibility of the applicant to ensure that local matching funds are available to drawdown the suballocated federal and state funds. Entities should not apply for federal funds that they are unable to secure matching funds for during the project period of performance (July 1-June 30).

Section 5311 - Rural Subrecipients	SFY 2024 - 2025		
	FFY 2024 Bipartisan Infrastructure Law Section 5311 Formula Suballocation* Full Allocation	SFY 2024-2025 SMTF Allocation For Rural Transit Service Full Allocation	SFY 2024-2025 Two for One SMTF Increase (less any annotated scheduled payback)
Aiken Area Council on Aging	\$ 507,281	\$ 97,806	\$ 37,621
Bamberg County COA	\$ 656,085	\$ 126,496	\$ 48,657
Berk-Char-Dorch. RTMA	\$ 1,300,357	\$ 250,714	\$ 96,438
Central Midlands RTA - Lower Richland	\$ 444,507	\$ 85,703	\$ 32,966
City of Anderson (rural)	\$ 452,240	\$ 87,194	\$ 33,539
City of Seneca	\$ 777,380	\$ 149,882	\$ 57,653
Edgefield Seniors	\$ 479,063	\$ 92,366	\$ 35,529
Fairfield Co. Transit	\$ 419,681	\$ 80,916	\$ 31,125
Generations Unlimited (Barnwell)	\$ 561,265	\$ 108,215	\$ 41,625
Lancaster Area Ride Service	\$ 341,048	\$ 65,756	\$ 25,293
Lowcountry RTA & Allendale Scooter	\$ 1,565,599	\$ 301,854	\$ 116,109
McCormick Co. Seniors	\$ 303,641	\$ 58,543	\$ 22,519
Newberry Co COA	\$ 422,201	\$ 81,402	\$ 31,312
Orangeburg County (CCC)	\$ 442,441	\$ 85,305	\$ 32,813
Pee Dee RTA	\$ 1,174,595	\$ 226,467	\$ 87,111
*** Santee Wateree RTA	\$ 769,966	\$ 148,453	\$ 13,770
Senior Services of Chester County	\$ 464,125	\$ 89,485	\$ 34,421
Spartanburg Regional Hospital	\$ 756,420	\$ 145,841	\$ 56,098
Waccamaw RTA	\$ 1,026,879	\$ 201,119	\$ 80,108
Williamsburg County	\$ 957,681	\$ 181,513	\$ 71,024
York County	\$ 385,831	\$ 74,390	\$ 28,614
Total	\$ 14,208,287	\$ 2,739,420	\$ 1,014,345

*Formula sub-allocation is calculated as weighted ratio for General Public Transit Services: Due to COVID-19 affecting the data output OPT will continue to use SFY 2019-2020 data to determine each agency's allocation as a means to be fair and equitable to all Subrecipients. Section 5311 Formula Allocation (15%); Previous State Fiscal Year Section 5311 Drawdown (10%); Average Passenger Trips (15%); Average Vehicle Revenue Miles (25%); Average Cost per Passenger Trip (10%); and US Census (2020) Rural Population in Service Area (25%). Data excludes reported Medicaid contractual transit services.

**An additional \$1,014,345 in SMTF was made available for distribution to Section 5311 Subrecipients under the 2 for 1 Proposal.

***Total SMTF allocation for Santee Wateree RTA is less any scheduled SMTF payback for other projects.



**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
RESOLUTION NO. MAY2024-05**

AUTHORIZATION TO FILE FY24-25 §5307 GRANT APPLICATION

A motion of the Board of Directors for the Waccamaw Regional Transportation Authority to authorize the General Manager/Secretary Treasurer to file a grant application with FTA for FY24 FTA §5307 to fund operating and maintenance expenses in FY24 and FY25.

Background:

Coast RTA will be filing an application with FTA for FY24 FTA §5307 funds. FTA §5307 (\$2.96M) funds our urban transit program and subsidizes operating, maintenance and administrative costs. Period of performance for these grants is June 1, 2024 - September 30, 2025, so these funds will be available for Authority fiscal years 2024 and 2025.

Motion:

It is hereby moved by the Board of the Waccamaw Regional Transportation Authority that the General Manager/Secretary-Treasurer be authorized to submit an application to FTA for FY24 FTA §5307 to fund operating and maintenance expenses in FY24 and FY25.

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

APPROVED by the Waccamaw Regional Transportation Board of Directors at the regular meeting thereof, held on, May 29, 2024.

ATTEST:

_____ Bernard Silverman, Board Chair	_____ Vacant, Board Vice Chair
_____ Katharine D'Angelo	_____ Darrell Eickhoff
_____ Lillie Jean Johnson	_____ Marvin Keene, Ph.D. CFA
_____ Elijah Metherd	_____ Dr. Nicholas W. Twigg, DBA
_____ Randal Wallace	_____ Melissa Bilka
_____ Vacant – City of Conway/Horry County	_____



April 24, 2024

Mr. Brian Piascik, General Manager/CEO
Waccamaw Regional Transit Authority, Coast RTA
1418 Third Ave.
Conway, SC 29526

RE: FTA Fiscal Year 2024 Urban Formula Program Funds (Section 5307) **Full Year Apportionment**

Dear Mr. Piascik:

Based on the Federal Register dated April 1, 2024, the **Full Year** appropriation of funds for the Myrtle Beach-North Myrtle Beach SC/NC Urban Area (over 200,000 population) for Federal Fiscal Year 2024 is listed below for your review and processing. The appropriation table below represents the allocated FY2024 full year amounts.

State/Agency	FTA FY 2024 Section 5307 Apportionment
Myrtle Beach-North Myrtle Beach SC/NC MPO	\$3,283,285
North Carolina	\$257,584
South Carolina	\$3,025,701
Coast RTA (Direct Recipient)	\$2,963,165
Coast RTA Received with FY2024 Partial Split Letter	\$1,199,909
Coast RTA Balance	\$1,763,256
North Carolina Recipient	\$155,956
GSATS MPO (Designated Recipient)	\$164,164
Total	\$3,283,285

An eligible North Carolina Direct Recipient is apportioned up to \$155,956 of the \$3,119,121 share remaining after the MPO apportionment of 5% is deducted. In the event an eligible North Carolina Recipient is not able to obligate its maximum allocation within two (2) years of this Split Letter date, GSATS will provide a revised split letter to appropriate the remaining funds in the amount of \$155,956 to Coast RTA for projects eligible under Section 5307.

As identified in this Split Letter, the Grand Strand Area Transportation Study (GSATS), named herein as the Designated Recipient, authorizes the assignment/allocation of Section 5307 to the Waccamaw Regional Transit Authority (Coast RTA), named herein as the Direct Recipient. The undersigned agree to the Split Letter and the amounts allocated/assigned to the Direct Recipient. The Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5307 funds and assumes all responsibilities associated with any award for these funds. This split letter is contingent upon the execution of the FTA Supplemental Agreement.

Signed and executed for the Designated Recipient:

By: 

Title: 

4/25/24
Date

Signed and execute

By: 

Title: GM/CEO

4/29/24

Date

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
RESOLUTION NO. MAY2024-06**

AUTHORIZATION TO FILE FY24-25 §5339 GRANT APPLICATIONS

A motion of the Board of Directors for the Waccamaw Regional Transportation Authority to authorize the General Manager/Secretary Treasurer to file grant applications with FTA for two FTA §5339 projects to purchase vehicles and acquire/develop right-of-way for facilities.

Background:

Coast RTA will be utilizing urban formula 5339 funding to purchase two transit and two cutaways. These will be replacement vehicles; however, the Authority may choose to place two of the replaced vehicles into a contingency fleet. (No attachments for this grant)

Coast RTA has received a split letter (attached) from SCDOT, awarding the Authority \$4,495,812 in flexed funding for capital uses only. These funds come to the Authority as urban 5339 dollars flexed from rural and small urban 5339, \$3.5M of the funds are part of a \$6M award for facilities and \$995.8K come to the Authority in exchange for the FY25-27 State Mass Transit Funds (SMTF) typically used for matching our urban formula grant. The Authority will use funding from Horry County (\$875K) and the City of Myrtle Beach (\$750K) to purchase the property for our locally-preferred alternative site for a new Admin, Operating & Maintenance Facility, as well as a passenger handling facility. The current appraisal for the site is \$4.35M. Any unused portion of the grant will be for beginning site preparation, engineering and design.

Motion:

It is hereby moved by the Board of the Waccamaw Regional Transportation Authority that the General Manager/Secretary-Treasurer be authorized to submit applications to FTA for formula FTA §5339 to purchase vehicles and acquire/develop right-of-way for facilities.

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

APPROVED by the Waccamaw Regional Transportation Board of Directors at the regular meeting thereof, held on, May 29, 2024.

ATTEST:

Bernard Silverman, Board Chair

Vacant, Board Vice Chair

Katharine D'Angelo

Darrell Eickhoff

Lillie Jean Johnson

Marvin Keene, Ph.D. CFA

Elijah Metherd

Dr. Nicholas W. Twigg, DBA

Randal Wallace

Melissa Bilka

Vacant – City of Conway/Horry County

MEMORANDUM

FROM: Miranda Caldwell, Obligations Management Manager *MPC*
TO: Waccamaw RTA dba Coast RTA
DATE: May 20, 2024
RE: **FTA Formula Funds for Bus & Bus Facilities – Split Allocation Authorization – Myrtle Beach, South Carolina**

The purpose of this memorandum is to authorize Waccamaw Regional Transportation Authority to apply directly for available FTA Section 5339 FY 2021 apportionment Bus & Bus Facilities formula funds. **These lapsing funds must be obligated before September 30, 2024.** Waccamaw's allotment shall not exceed the amount annotated below:

<i>AUTHORIZED APPLICANT</i>	<i>FY 2021 Section 5339 Bus & Bus Facilities Formula</i>
<i>Waccamaw Transit Authority</i>	<i>\$3,500,000</i>
<i>Waccamaw Transit Authority</i>	<i>\$995,812</i>
<i>Total</i>	<i>\$4,495,812</i>

As identified in this Split Letter, the Designated Recipient authorizes the assignment/allocation of FFY 2021 Section 5339 Bus & Bus Facilities Program Funds transferred to the Direct Recipient(s) named herein. The undersigned agree to the Split Letter and the amounts allocated/assigned to each Direct Recipient. Each Direct Recipient is responsible for its application to the Federal Transit Administration to receive Section 5339 funds and assumes the responsibilities associated with any award for these funds.

Should you need additional information, please contact me at 803-737-1386 or via email at caldwellmp@scdot.org.

/mdr

cc: Nicole Spivey, Community Planner, FTA Region IV
Rodney Williams, Financial Analyst, FTA Region IV
Vontra Giles, Community Planner, FTA Region IV
Jennifer Necker, Deputy Secretary for Intermodal & Freight, SCDOT

File:OPT

