



**Waccamaw Regional Transportation Authority
Board of Directors Meeting Agenda
August 28, 2024
10:00 AM**

- I. Welcome and Call to Order
- II. Invocation and Pledge of Allegiance
- III. Roll Call
- IV. Approval of Agenda
- V. Approval of Minutes – July 31, 2024
- VI. Acknowledgement of Visitors
- VII. Public Comment (3-minute time limit)
- VIII. Committee Reports
 - a. Service/PAC Committee
 - Fleet Update
 - Community Transit Partners – Survey Update
 - b. Finance Committee
 - Parcel Acquisition Update
 - July Financials
 - Resolution AUG2024-09 – Approval of FY2025 Budget
 - c. Compensation Committee
 - d. Other Ad Hoc Committees
- IX. Old Business
- X. New Business
 - a. Vice-Chair Vacancy
- XI. General Manager's Report
- XII. Executive Session – if necessary
- XIII. Good of the Order
- XIV. Announcements
- XV. Adjournment

Next meeting date: Wednesday September 25, 2024 – 10 AM

FY2024 BOARD OF DIRECTORS ATTENDANCE ROSTER



| | OCT | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP |
|---------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Bilka, Melissa | #= | X | #= | X | #= | #= | X | #= | #= | | |
| D'Angelo, Katharine | #= | X | A | X | A | X | X | X | X | | |
| Eickhoff, Darrell | X | X | X | X | X | X | X | X | X | | |
| Johnson, Lillie Jean | A | X | X | #= | #= | X | X | X | X | | |
| Keene, Marvin, Ph.D. CFA | X | X | X | X | | #= | X | X | X | | |
| Metherd, Elijah | #= | X | #= | #= | #= | #= | #= | A | #= | | |
| Sheehan, Rob, Ph.D. | X | X | X | X | X | | | | | | |
| Silverman, Bernard | X | X | X | X | X | X | X | X | X | | |
| Twigg, Nicholas, DBA | X | X | X | 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, July 31, 2024
12:00 PM**

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

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

Visitors: Robert Pawlowski

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 July 31, 2024.

CALL TO ORDER: Chairman Silverman called the meeting to order at 12:01 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: Robert Pawlowski was introduced. Mr. Pawlowski reflected on the progress of the Authority. He also reiterated how important transit is to the public and hopes the Authority representatives facilitate more conversations with State Legislators.

SERVICE/PACC COMMITTEE: Dr. Twigg provided an overview of what was discussed in the last Service/PACC Committee meeting. Highlights included overall ridership is down possibly because of less tourism. The entertainment shuttles have not been utilized as expected since COVID. The Authority needs to look at how to navigate and possibly re-band these shuttles going forward. Mr. Piascik explained that the sub-committee, Community Transit Partners, will be meeting on September 9, 2024, at the Chapin Library at 6:30 pm. All interested candidates will complete the application and return to Lauren Morris for review.

FINANCE COMMITTEE: Mr. Piascik began by stating the Authority's triennial review couldn't have been better. The Authority did have three findings as follows: P1-1 Procurement – submittal of correct documentation/training/hire a procurement manager; DBE6-1DBE – shortfall analysis in FY22/new procedures/training – this is a repeat finding; TVI1-1 – complete update to Title VI program that was due in February. Mr. Piascik shared the timeline of follow-ups regarding the review.

July 15th – received draft reports

July 29th – authority to respond

August 15th – final report – sets corrective action

To note, these findings will not affect the two grants in progress for parcel and vehicles.

Dr. Keene provided highlights to financials which included May and June data, cash management and cash balance, liquidity ratios and what they mean for the Authority's cash balance. Dr. Keene noted that particular line items on the income statement have variances even though overall variances are not off by much. The biggest variances are in transportation labor, legal and professional services, and fuel. Legal and professional services variances mostly come from

Paychex expenses. Mr. Piascik stated that by the end of the fiscal year, the budget will be \$220,000 over. He also stated that this summer will be focused on cash management.

Mr. Piascik noted that with the service reductions, revenue hours went down in June by about 300 hours from last June but pay hours went up. He is looking into that to gain an understanding as to why that happened. He notes that there was a lot of training in early June leading up to the summer. There are a lot of training hours this June that we did not have last June. He also stated that he will look at how turnover may be affecting this trend. Mr. Piascik met with supervisors to reiterate the importance of drivers need to be driving and not sitting around.

Mr. Piascik provided grant updates. There are two grants in the system. One grant is 5307 Operating/PM grant which is critical to cash flow. The second grant is 5339 Bus and Bus Facilities. Both grants are currently being held up by the STIP process by SCDOT.

The Authority's short term loan policy was discussed. The old policy limited the GM to a \$250,000 draw with a time limit of 90 days to pay off. The revised policy will also allow more lead way on how much the GM can borrow depending on the situation by tying the borrowed amount to money the Authority will be receiving through grants. The purpose of the policy revision was to address what could happen in the future when the Authority can recognize revenue but hasn't received it yet. In addition, the revised policy stated the GM will let the Board of Directors know how much is being drawn and when it will be paid back.

Resolution: Resolution No: JULY2024-08 – Authorization to Establish Bank Line of Credit Policy (P-2). Katherine D'Angelo made the motion and Mr. Silverman seconded. A voice vote was taken; no nays being heard; the resolution passes unanimously to approve the Authorization to Establish Bank Line of Credit Policy (P-2).

COMPENSATION COMMITTEE: Mr. Silverman stated the GM evaluations will be in the fall. Mr. Eickhoff will oversee this task.

AD HOC COMMITTEES: Ms. D'Angelo requested the By-Laws revision date to be updated to June 2024.

OLD BUSINESS: Mr. Silverman noted that the Board has a vice chair vacancy. Mr. Silverman requested nominations with an election next month.

NEW BUSINESS: None.

GENERAL MANAGER'S REPORT: Mr. Piascik provided several updates as follows:

- Coast has taken delivery on 3 transits. There is a 4th on the way.

- There are currently 4 vanpools in operation with a 5th on the way.
- The last piece of info for the Organizational Plan is the On-Board Survey.
- The Authority will hold State of the Coast meetings on August 24, 25 and 27th
- The upcoming TASC conference will be September 4th – September 5th.
- N2N Breakfast will be September 27th at 8am in which Mr. Piascik will be recognized as their first nominee as a “Champion of Transportation!”
- Congratulations to Marty Buffkin for being accepted into Leadership Grand Strand – Class XLV
- Safety/Security – definite uptick in issues, using Federal Law, new Elerts system, addressing staffing, working with police departments, staff MBTC with at least 2 employees at a time.
- Parcel Update – 21.53 acres (18.38 acres for Coast RTA and 3.15 acres for City of Myrtle Beach). Appraised value is \$4.35M. FTA wants appraisal for just the 18.38 acres. Project costs \$4,654,500.

FOR THE GOOD OF THE ORDER: N/A

ANNOUNCEMENTS: Mr. Silverman asked the Board to begin thinking about the upcoming TASC conference and who would want to attend. Additionally, GSATS public comment about walkability meeting will be held at the Myrtle Beach train station from 12pm-2pm on Aug 5th 2024. Mr. Eickhoff suggested that fellow Board members should check out the new employee lounge as it has been remodeled and looks really nice.

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

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

Ridership and Productivity by Route

8/16/2024

| 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 | NMB Ent 17E | MB Ent 21 | | | Total | | Paratransit | |
| Boardings | 1 | 2 | 3 | 4 | 7 | 10 | 14 | 16 | 17 | 99 | 151 | 152 | | | Rural | Urban | Transit | Vanpool | 200 | System Total |
| 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 | 1,084 | 115 | 177 | 1,305 | 9,400 | 7,849 | 971 | 8,814 | 4,505 | | 6,607 | 5,300 | 133 | 239 | 3,652 | 42,847 | 46,499 | 558 | 2,290 | 49,347 |
| Jun-24 | 1,172 | 200 | 131 | 1,537 | 9,460 | 6,491 | 1,127 | 9,203 | 5,114 | | 7,571 | 5,798 | 990 | 2,063 | 4,167 | 43,637 | 50,857 | 1,302 | 2,159 | 54,318 |
| Jul-24 | 1,043 | 148 | 141 | 1,494 | 10,770 | 6,663 | 1,043 | 10,018 | 5,568 | | 8,877 | 6,304 | 1,079 | 3,016 | 3,869 | 48,200 | 56,164 | | | 56,164 |
| Aug-24 | | | | | | | | | | | | | | | - | - | - | | | - |
| Sep-24 | | | | | | | | | | | | | | | - | - | - | | | - |
| YTD | 12,481 | 1,167 | 1,561 | 13,414 | 93,880 | 69,381 | 10,155 | 79,122 | 44,267 | 167 | 59,485 | 46,315 | 2,202 | 5,318 | 38,778 | 392,989 | 438,915 | 1,860 | 20,840 | 461,615 |
| | | | | | | | | | | | | | | | | | | | | |
| Revenue Hours | 1 | 2 | 3 | 4 | 7 | 10 | 14 | 16 | 17 | 99 | 151 | 152 | 17E | 21 | 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 | 337 | 119 | 83 | 297 | 783 | 372 | 347 | 769 | 449 | 65 | 404 | 811 | 68 | 61 | 1,183 | 3,654 | 4,837 | 123 | 1,526 | 6,486 |
| Jun-24 | 324 | 98 | 72 | 306 | 759 | 360 | 331 | 729 | 426 | | 393 | 765 | 445 | 471 | 1,131 | 3,432 | 4,563 | 287 | 1,415 | 6,265 |
| Jul-24 | 338 | 99 | 77 | 317 | 775 | 375 | 337 | 782 | 446 | | 417 | 788 | 474 | 492 | 1,167 | 3,583 | 4,750 | | | |
| Aug-24 | | | | | | | | | | | | | | | - | - | - | | | |
| Sep-24 | | | | | | | | | | | | | | | - | - | - | | | |
| YTD | 3,254 | 1,005 | 760 | 3,227 | 7,523 | 3,718 | 3,300 | 8,706 | 4,341 | 154 | 4,066 | 7,684 | 986 | 1,023 | 11,546 | 36,191 | 47,737 | 410 | 13,634 | 57,031 |
| | | | | | | | | | | | | | | | | | | | | |
| 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 | 3.21 | 0.97 | 2.13 | 4.40 | 12.00 | 21.09 | 2.80 | 11.46 | 10.04 | 8.50 | 16.36 | 6.53 | 1.97 | 3.93 | 3.09 | 11.73 | 9.61 | 4.54 | 1.50 | 7.61 |
| Jun-24 | 3.62 | 2.03 | 1.83 | 5.02 | 12.47 | 18.04 | 3.40 | 12.62 | 12.01 | -- | 19.25 | 7.58 | 2.23 | 4.38 | 3.68 | 12.71 | 11.15 | 4.54 | 1.53 | 8.67 |
| Jul-24 | 3.09 | 1.49 | 1.84 | 4.72 | 13.90 | 17.76 | 3.10 | 12.80 | 12.48 | -- | 21.31 | 8.00 | 2.28 | 6.13 | 3.32 | 13.45 | 11.82 | -- | -- | -- |
| Aug-24 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Sep-24 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| YTD | 3.84 | 1.16 | 2.06 | 4.16 | 12.48 | 18.66 | 3.08 | 9.09 | 10.20 | 1.09 | 14.63 | 6.03 | 2.23 | 5.20 | 3.36 | 10.86 | 9.19 | 4.54 | 1.53 | 8.09 |



Revised FINANCIALS

July 31, 2024

FY 2024

8/16/2024

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
TABLE OF CONTENTS
July 31, 2024**

| | |
|------------|---|
| 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 | Route Specific Statistics |
| Page 14 | Grant Summary |

16-Aug-24

Income Statement
Waccamaw Regional Transportation Authority
dba THE COAST RTA
FOR THE PERIOD ENDED July 31, 2024

| | MTD Actual | YTD Actual | YTD Budget | YTD \$ Variance | YTD % Variance | TOTAL FY23 Budget |
|---|---------------|---------------|---------------|--------------------|-------------------|----------------------|
| Operating Revenues | | | | | | |
| Passenger Fares and Passes | 45,582 | 339,697 | 375,000 | (35,303) | -9.4% | 500,000 |
| Local Contracts / Other Operating Revenue | 0 | 0 | 0 | 0 | 0.0% | 0 |
| Total Operating Revenues | 45,582 | 339,697 | 375,000 | (35,303) | -9.4% | 500,000 |
| Operating Expenses | | | | | | |
| Salaries & Benefits - Admin | 67,557 | 675,141 | 715,403 | 40,262 | 5.6% | 858,484 |
| Salaries & Benefits - Transit | 346,920 | 3,372,487 | 3,231,162 | (141,325) | -4.4% | 3,805,395 |
| Overtime - Transit | 31,055 | 256,405 | 206,644 | (49,761) | -24.1% | 247,973 |
| Salaries & Benefits - Maintenance | 79,191 | 773,119 | 764,179 | (8,940) | -1.2% | 899,014 |
| Overtime - Maintenance | 4,711 | 64,003 | 61,757 | (2,246) | -3.6% | 74,108 |
| Subtotal Salaries & Benefits | 529,434 | 5,141,155 | 4,979,146 | (162,009) | -3.3% | 5,884,975 |
| Facility Maintenance | 16,075 | 136,121 | 114,167 | (21,954) | -19.2% | 125,000 |
| Vehicle Maintenance | (7,716) | 420,134 | 529,167 | 109,033 | 20.6% | 635,000 |
| Fuel & Oil | 82,703 | 687,297 | 791,667 | 104,370 | 13.2% | 950,000 |
| Tires | 18,870 | 100,022 | 50,000 | (50,022) | -100.0% | 60,000 |
| Liability Insurance | 18,820 | 184,985 | 201,667 | 16,682 | 8.3% | 242,000 |
| Utilities | 3,578 | 34,837 | 33,333 | (1,504) | -4.5% | 40,000 |
| Telecommunications | 18,035 | 170,380 | 150,000 | (20,380) | -13.6% | 180,000 |
| Office Supplies/I.T.; Postage; Dues & Pubs | 19,945 | 185,083 | 124,167 | (60,916) | -49.1% | 149,000 |
| Legal & Professional Services | 5,884 | 101,583 | 54,167 | (47,416) | -87.5% | 65,000 |
| Public Information | 3,203 | 25,500 | 20,833 | (4,667) | -22.4% | 25,000 |
| Advertising & Marketing | 275 | 2,646 | 33,333 | 30,687 | 92.1% | 40,000 |
| Leases | 150 | 15,210 | 18,333 | 3,123 | 17.0% | 22,000 |
| Travel & Training; Events & Meetings | 3,345 | 62,812 | 83,333 | 20,521 | 24.6% | 100,000 |
| Vanpool | 0 | 1,279 | 29,167 | 27,888 | 95.6% | 35,000 |
| Other Expenses | 2,240 | 11,917 | 8,333 | (3,584) | -43.0% | 10,000 |
| Total Operating Expenses | 714,841 | 7,280,961 | 7,220,812 | (60,149) | -0.8% | 8,562,975 |
| Operating Profit (Loss) | (669,259) | (6,941,264) | (6,845,812) | (95,452) | -1.4% | (8,062,975) |
| Operating Expenses (Capital Grants) | | | | | | |
| Facility Maintenance (Capital Grants) | 2,280 | 61,336 | 61,680 | 344 | 0.6% | 247,200 |
| 5307 I.T. & Security (Capital Grants); ARPA; Rte 65 | 0 | 59,671 | 59,671 | 0 | 0.0% | 64,000 |
| Interest Expense - Lease Assets | 3,255 | 33,745 | 33,755 | 10 | 0.0% | 41,035 |
| Total Expenses Reimbursed by Capital Grants | 5,535 | 154,752 | 155,106 | 354 | 0.2% | 352,235 |
| Non-Reimbursable (by FTA) Expenses | | | | | | |
| Depreciation | 78,973 | 822,952 | 863,590 | 40,638 | 4.7% | 1,036,308 |
| Amortization - Lease Assets | 19,110 | 191,105 | 188,250 | (2,855) | -1.5% | 225,900 |
| (Gain) Loss on Fixed Assets | 0 | (397) | 0 | 397 | 0.0% | 0 |
| Accident Expense* | 390 | 15,775 | 0 | (15,775) | 100.0% | 0 |
| Pension Expense - Deferred Outflows | 0 | 0 | 0 | 0 | 0.0% | 0 |
| Total Non-Reimbursable Expenses | 98,473 | 1,029,435 | 1,051,840 | 22,405 | 2.13% | 1,262,208 |
| Total Expenses | 818,849 | 8,465,148 | 8,427,758 | (37,390) | -0.4% | 10,177,418 |

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
INCOME STATEMENT
FOR THE PERIOD ENDED July 31, 2024**

| | MTD Actual | YTD Actual | YTD Budget | YTD \$ Variance | YTD % Variance | TOTAL FY22 Budget |
|--|-----------------------|-----------------------|-----------------------|----------------------------|---------------------------|------------------------------|
| Operating Grant Revenue | | | | | | |
| Federal Grants - Operating | 357,888 | 3,613,282 | 3,299,413 | 313,869 | 9.5% | 3,959,296 |
| State Grants - Operating | 70,630 | 205,980 | 205,000 | 980 | 0.5% | 361,416 |
| Local Grants - Operating | 288,526 | 2,786,613 | 2,696,667 | 89,946 | 3.3% | 3,640,000 |
| Total Operating Grant Revenue | 717,044 | 6,605,875 | 6,201,080 | 404,795 | 6.5% | 7,960,712 |
| Capital Grant Revenue | | | | | | |
| Federal Grants - Capital | 403,398 | 681,735 | 682,730 | (995) | -0.1% | 2,172,000 |
| State Grants - Capital | 24,120 | 57,080 | 57,110 | (30) | 0.0% | 400,000 |
| Local Grants - Capital | 94,001 | 165,380 | 165,379 | 1 | 0.0% | 1,720,000 |
| Total Capital Grant Revenue | 521,519 | 904,195 | 905,219 | (1,024) | (0) | 4,292,000 |
| Total Grant Revenue | 1,238,563 | 7,510,070 | 7,106,299 | 403,771 | 5.7% | 12,252,712 |
| Other Revenue | | | | | | |
| Bus Advertising Revenue | 4,950 | 42,025 | 50,000 | (7,975) | -16.0% | 60,000 |
| Interest Income | 276 | 3,777 | 0 | 3,777 | 0.0% | 0 |
| Miscellaneous - Vending, Other | 181 | 1,559 | 12,500 | (10,941) | -87.5% | 15,000 |
| Total Other Revenue | 5,407 | 47,361 | 62,500 | (15,139) | -24.2% | 75,000 |
| Total Revenue | 1,243,970 | 7,557,431 | 7,168,799 | 388,632 | 5.4% | 12,327,712 |
| In-Kind Revenue | 0 | 0 | | 0 | | |
| Change in Net Position | 470,703 | (568,020) | (883,959) | 315,939 | -35.7% | 2,650,294 |
| YTD Capital Expenditure Activity (Cost) | | | | | | |
| Touchless Fare System - Horry Cty ARPA-T1 | 8,091 | 40,731 | 40,731 | 0 | 0.0% | 150,000 |
| Transit Facility Development | 1,067 | 26,742 | 26,742 | 0 | 0.0% | 0 |
| Bus Stop Designation / Implementation | 0 | 6,673 | 6,673 | 0 | 0.0% | 0 |
| Shop Equipment / Vehicles - 5310 | 333,624 | 333,624 | 333,624 | 0 | 0.0% | 150,000 |
| Shop Equipment / Vehicles - 5339 + SMTF | 136,989 | 205,005 | 205,005 | 0 | 0.0% | 150,000 |
| Radio/Communications System - 5339 | 0 | 0 | 0 | 0 | 0.0% | 0 |
| Computer Hardware/Software/Security - 5307 | 21,148 | 56,283 | 51,200 | (5,083) | -9.9% | 51,200 |
| Computer Hdwe/Software/Security - 5307 ARPA | 0 | 0 | 0 | 0 | 0.0% | 0 |
| Lease Expense - Maintenance Facility - 5339 | 20,600 | 185,400 | 185,400 | 0 | 0.0% | 226,600 |
| Other Capialized Items - Maintenance Facility | 0 | 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 | 521,519 | 904,195 | 899,112 | (5,083) | (0) | 727,800 |

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

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
INCOME STATEMENT NOTES – July 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).

Operating Revenues is under budget YTD (\$35.3K) or (9.4%) (page 2) as ridership continues to track below last year's levels.

Salaries & Benefits - Admin is under budget YTD \$40.3K or 5.6% (page 2) due to one unfilled position. Expenses should continue to be under budget moving forward. No movement on filling the open position for procurement manager.

Salaries & Benefits – Transportation is over budget YTD (\$141.3K) or (4.4%) (page 2) due to higher than expected driver hours, a large part of which can be attributed to increased training expenses. July is typically our most expensive month, because it includes entertainment shuttles, holiday coverage and 31 days of service.

Salaries & Benefits – Maintenance is over budget YTD (\$8.9K) or (1.2%) (page 2). This line item has moved past the \$5K overage this month because we hired more experienced people to fill open slots earlier in the year – budgeted for technician but hired closer to mechanic pay scale.

Facility Maintenance is over budget YTD (\$22.0K) or (19.2%) (page 2) due to timing of expenses. The door to the inventory room, now the new employee lounge, was replaced (\$4.5K).

Vehicle Maintenance is under budget YTD \$109.0K or 20.6% (page 2) due to timing of expenses. There were two contra-expenses that hit in July, exterior wraps on the new transit (\$19K for four wraps) were originally expensed but moved to a capital grant and we had a core charge reimbursement for a replacement transmission (\$13K). We still have at least one to two bus, New Flyer mid-life engine and transmission replacements, to be completed this fiscal year but we are waiting on parts.

Fuel and Oil is under budget YTD \$104.4K or 13.2% (page 2) due to stable fuel prices and consistent fuel usage. Service adjustments have reduced overall mileage in the system.

Tires is over budget YTD (\$50.0K) or (100%) (page 2) and continues to be over budget, July was a heavy month for tires. Management expects it to finish at twice the budget (\$120K).

Liability Insurance is under budget YTD \$16.6K or 8.3% (page 2) due to monthly expenses running about \$1800 less than budget. New premiums will be about 7% higher beginning in August, monthly expense is expected to increase \$4K per quarter.

Telecommunications is over budget YTD (\$20.4K) or (13.6%) (page 2) and continues its trend.

Office Supplies/I.T Other is over budget YTD (\$60.9K) or (49.1%) (page 2) due to timing of purchases. BMore (IT Contractor) expenses are running higher than expected. Management is also working on the consolidation of services under IT, including more cost effective data storage, webhosting, etc. We have also identified some charges in this line item that were funded through capital grants and can be moved, which will occur with the August report.

Legal & Professional Service is over budget YTD (\$47.4K) or (87.5%) (page 2) due to the expenses related to automated HR functions in Paychex, which is all that hit in July.

Advertising & Marketing is under budget YTD \$30.7K or 92.1% (page 2). Most of the marketing this year was accomplished with in-kind contributions from chambers and with electronic distribution of route schedules and maps.

Travel & Training is under budget YTD \$20.5K or 24.6% (page 2) primarily due to the cancellation of the State Rodeo. We will have charges later this fiscal year for staff and Board to attend the Annual TASC Conference.

Vanpool is under budget YTD \$27.9K or 95.6% (page 2) however, there are 4 vanpools in operation and Enterprise has not billed for June or July. Those expenses are estimated to be between \$3-5K.

Depreciation is under budget YTD \$40.6 or 4.7% (page 2) due to delays in onboarding new rolling stock, including a new shop truck. Three new transits and the new shop truck were delivered in July.

Operating Grant Revenue is over budget YTD \$404.8K or 3.0% (page 2) due to the rolling forward onto to new urban and rural grants. Our rural grant (5311) was started a month early, effectively adding \$170K in revenue. A new urban grant (5307) has also been opened.

Other Revenue is under budget YTD (15.1K) or (24.2%) (page 2) due to timing of advertising revenues.

Waccamaw Regional Transportation Authority

July 31, 2024

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

Cash & Investments

| | | | |
|---|----|------------|----------------------|
| Cash - Checking CNB | \$ | 282,334.00 | |
| Money Market / CD - CNB | \$ | - | |
| Operating & Maintenance Reserve - SC LGIP | \$ | 11,645.00 | |
| Management Account - SC LGIP | \$ | 10,316.00 | |
| Subtotal Cash & Investments | | | \$ 304,295.00 |

Accounts Receivable

| | | | |
|---|----|--------------|------------------------|
| Accounts Receivable - Federal, State & Local Grants | \$ | 1,325,124.00 | |
| Accounts Receivable - Employees/Other | \$ | 46,525.00 | |
| Subtotal Accounts Receivable | | | \$ 1,371,649.00 |

| | | | |
|-----------------------------|--|-----------|---------------------|
| Total Current Assets | | \$ | 1,675,944.00 |
|-----------------------------|--|-----------|---------------------|

Current Liabilities

| | | |
|----------------------------------|----|------------|
| Accounts Payable | \$ | 635,359.00 |
| Accrued Payroll and Withholdings | \$ | 403,101.00 |

| | | | |
|----------------------------------|--|-----------|---------------------|
| Total Current Liabilities | | \$ | 1,038,460.00 |
|----------------------------------|--|-----------|---------------------|

| | | | |
|----------------------------|--|-----------|-------------------|
| Net Working Capital | | \$ | 637,484.00 |
|----------------------------|--|-----------|-------------------|

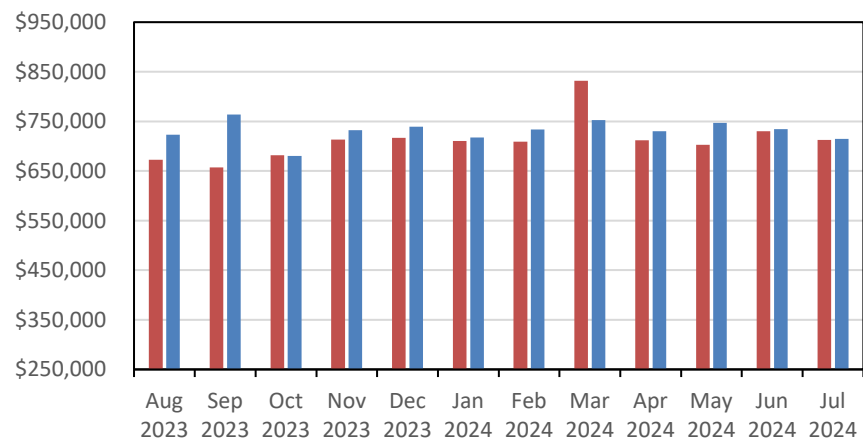
***** Coast RTA Budget Review FY 24 *****

| <u>Department</u> | <u>YTD Expenses</u> | <u>YTD Budget</u> | <u>YTD Variance \$</u> | <u>YTD Variance %</u> |
|------------------------|---------------------|---------------------|------------------------|-----------------------|
| Administration | \$ 1,259,609 | \$ 1,220,403 | (39,206) | -3.2% |
| Operations | \$ 4,627,975 | \$ 4,501,973 | (126,002) | -2.8% |
| Maintenance | \$ 1,393,377 | \$ 1,469,269 | 75,892 | 5.2% |
| Total | \$ 7,280,961 | \$ 7,191,646 | (89,315) | -1.2% |
| Farebox Revenue | 339,697 | 375,000 | (35,303) | -9.4% |

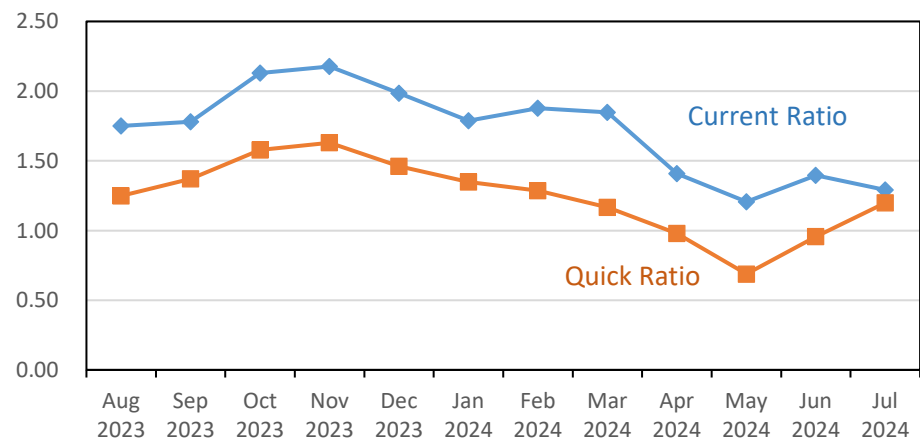
Waccamaw Regional Transportation Authority
DBA THE COAST RTA
COMPARATIVE BALANCE SHEET
July 31, 2024

| | <u>Jul-24</u> | <u>Jul-23</u> |
|---|--------------------------------|--------------------------------|
| ASSETS | | |
| Current Assets: | | |
| Cash - Checking CNB | 282,334 | 238,078 |
| Money Market / CD - CNB | 0 | 0 |
| Operating & Maintenance Reserve - SC LGIP | 11,645 | 101,676 |
| Management Account - SC LGIP | 10,316 | 26,800 |
| Accounts Receivable - Federal, State & Local Grants | 1,325,124 | 743,638 |
| Accounts Receivable - Employees/Other | 46,525 | 45,502 |
| Inventory | 360,199 | 353,913 |
| Prepaid Expenses | 92,466 | 104,813 |
| Total Current Assets | <u>2,128,609</u> | <u>1,614,420</u> |
| Long-Term Assets | | |
| Total Capital Assets, Net | 7,018,971 | 6,895,010 |
| Deferred Outflows of Resources-NPL | 762,584 | 1,061,711 |
| Total Long-Term Assets | <u>7,781,555</u> | <u>7,956,721</u> |
| Total Assets | <u><u>9,910,164</u></u> | <u><u>9,571,141</u></u> |
| LIABILITIES & EQUITY | | |
| LIABILITIES | | |
| Current Liabilities: | | |
| Accounts Payable | 635,359 | 214,596 |
| Accrued Payroll and Withholdings | 403,101 | 330,041 |
| Accrued Compensated Absences | 140,321 | 133,915 |
| Disallowed Costs due to SCDOT - Current | 0 | 0 |
| Notes Payable CNB - Short-term | 250,232 | 0 |
| Unearned Revenue | 220,012 | 259,912 |
| Total Current Liabilities | <u>1,649,025</u> | <u>938,464</u> |
| Non-Current Liabilities: | | |
| Due to FTA - Long Term | 0 | 0 |
| Net Lease Liability | 495,121 | 0 |
| Net Pension Liability | 6,932,496 | 6,911,422 |
| Deferred Inflows of Resources-NPL | 28,714 | 79,755 |
| Total Non-Current Liabilities | <u>7,456,331</u> | <u>6,991,177</u> |
| Total Liabilities | <u><u>9,105,356</u></u> | <u><u>7,929,641</u></u> |
| EQUITY | | |
| Contributed Capital | 2,719,523 | 2,719,523 |
| Restricted Net Assets | 2,541,338 | 3,614,633 |
| Retained Earnings - Current Year | (568,020) | (804,623) |
| Net Investments in Capital Assets | 2,027,824 | 2,027,824 |
| Net Position Retricted for Pensions | (3,676,132) | (3,676,132) |
| Restricted for Transit Operations | 60,000 | 60,000 |
| Unrestricted Net Pension | (2,299,725) | (2,299,725) |
| Total Fund Equity | <u>804,808</u> | <u>1,641,500</u> |
| Total Liabilities and Fund Equity | <u><u>9,910,164</u></u> | <u><u>9,571,141</u></u> |

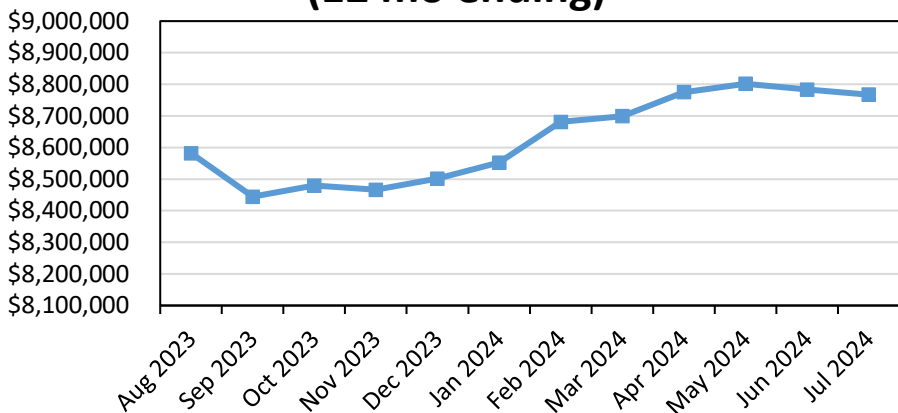
Expenses: Monthly Budget to Actual



Current/Quick Ratio



12-mo Rolling Expense Trending
(12 mo ending)



WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

CASH REQUIREMENTS

8/16/2024

| | Income | Expense | Balance | Date | Notes |
|--|-----------|-----------|------------------|-----------------|------------------------|
| Cash Balance | | | \$243,936 | 08/16/24 | |
| Deposits in Transit | | | \$243,936 | | |
| SMTF - 5339 Match | \$32,960 | | \$276,896 | 08/16/24 | 5339 - Match for Lease |
| Fares | \$12,000 | | \$288,896 | 08/17/24 | |
| 5307 Federal Ops/PM | \$70,000 | | \$358,896 | 08/25/24 | Aug Partial |
| Fares | \$12,000 | | \$370,896 | 08/25/24 | |
| Payroll and taxes | | \$165,000 | \$205,896 | 08/28/24 | |
| Lease - Highway 65 | | \$20,650 | \$185,246 | 08/30/24 | September |
| SMTF - 5339 Match | \$24,120 | | \$209,366 | 08/31/24 | Shop Truck + Rent |
| 5339 Lease Capital | \$16,480 | | \$225,846 | 09/01/24 | Sept Rent |
| Fuel - Diesel | | \$24,000 | \$201,846 | 09/01/24 | |
| PEBA - SC Retirement (Pension) | | \$85,000 | \$116,846 | 09/01/24 | Jul Pension Payment |
| SC Dvsn of Insurance Services Workers Comp | | \$32,000 | \$84,846 | 09/01/24 | 1Q25 Premium |
| Fares | \$10,000 | | \$94,846 | 09/02/24 | |
| Horry County Monthly | \$235,000 | | \$329,846 | 09/07/24 | |
| Accounts Payable | | \$75,000 | \$254,846 | 09/09/24 | |
| 5311 Federal Admin/Ops/PM | \$102,096 | | \$356,942 | 09/16/24 | July Final |
| 5311 SCDOT SMTF | \$70,630 | | \$427,572 | 09/16/24 | July Final |
| Fares | \$10,000 | | \$437,572 | 09/10/24 | |
| Payroll and taxes | | \$172,000 | \$265,572 | 09/11/24 | |
| PEBA Health Insurance | | \$53,000 | \$212,572 | 09/11/24 | |
| 5307 Federal OPS | \$130,000 | | \$342,572 | 09/12/24 | August Final |
| 5307 Federal PM | \$55,000 | | \$397,572 | 09/12/24 | August Final |
| Fuel - Gas | | \$21,000 | \$376,572 | 09/15/24 | |
| SMTF - 5339 Match | \$4,120 | | \$380,692 | 09/15/24 | August Rent |
| 5307 Federal OPS | \$100,000 | | \$480,692 | 09/15/24 | Sept Partial |
| 5307 Federal PM | \$55,000 | | \$535,692 | 09/15/24 | Sep Partial |
| CNB Line of Credit - Payment | | \$200,000 | \$335,692 | 09/16/24 | |
| Accounts Payable | | \$50,000 | \$285,692 | 09/17/24 | |
| Fares | \$8,000 | | \$293,692 | 09/18/24 | |
| Fuel - Diesel | | \$24,000 | \$269,692 | 09/18/24 | |
| Payroll and taxes | | \$160,000 | \$109,692 | 09/25/24 | |
| Fares | \$8,000 | | \$117,692 | 09/26/24 | |
| PEBA - SC Retirement (Pension) | | \$105,000 | \$12,692 | 10/01/24 | Aug Pension Payment |
| Fares | \$8,000 | | \$20,692 | 10/04/24 | |
| 5339 - Transit Purchase | \$95,200 | \$107,000 | \$8,892 | 10/05/24 | |
| Horry County Monthly | \$220,000 | | \$228,892 | 10/07/24 | |
| 5311 Federal Admin/Ops/PM | \$105,000 | | \$333,892 | 10/08/24 | August Final |
| 5311 SCDOT SMTF | \$60,000 | | \$393,892 | 10/08/24 | August Final |
| 5339 Lease Capital | \$16,480 | | \$410,372 | 10/08/24 | October Rent |
| Accounts Payable | | \$50,000 | \$360,372 | 10/08/24 | |
| Fuel - Diesel | | \$24,000 | \$336,372 | 10/08/24 | |
| Lease - Highway 65 | | \$20,650 | \$315,722 | 10/08/24 | October |
| Fuel - Gas | | \$21,000 | \$294,722 | 10/09/24 | |
| Payroll and taxes | | \$160,000 | \$134,722 | 10/09/24 | |
| Georgetown County Quarterly | \$96,000 | | \$230,722 | 10/10/24 | |
| Accounts Payable | | \$50,000 | \$180,722 | 10/11/24 | |
| PEBA Health Insurance | | \$53,000 | \$127,722 | 10/11/24 | |
| 5307 Federal OPS | \$65,000 | | \$192,722 | 10/12/24 | Sept final |
| 5307 Federal PM | \$20,000 | | \$212,722 | 10/12/24 | September Final |
| Fares | \$8,000 | | \$220,722 | 10/12/24 | |

WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

CASH REQUIREMENTS

8/16/2024

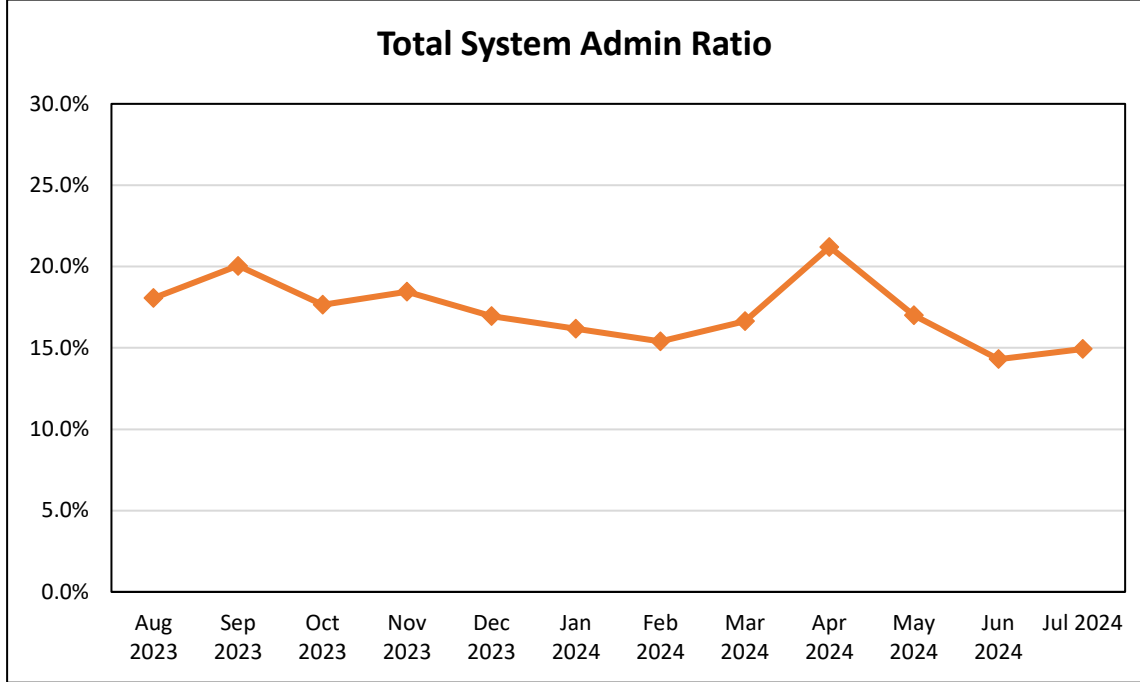
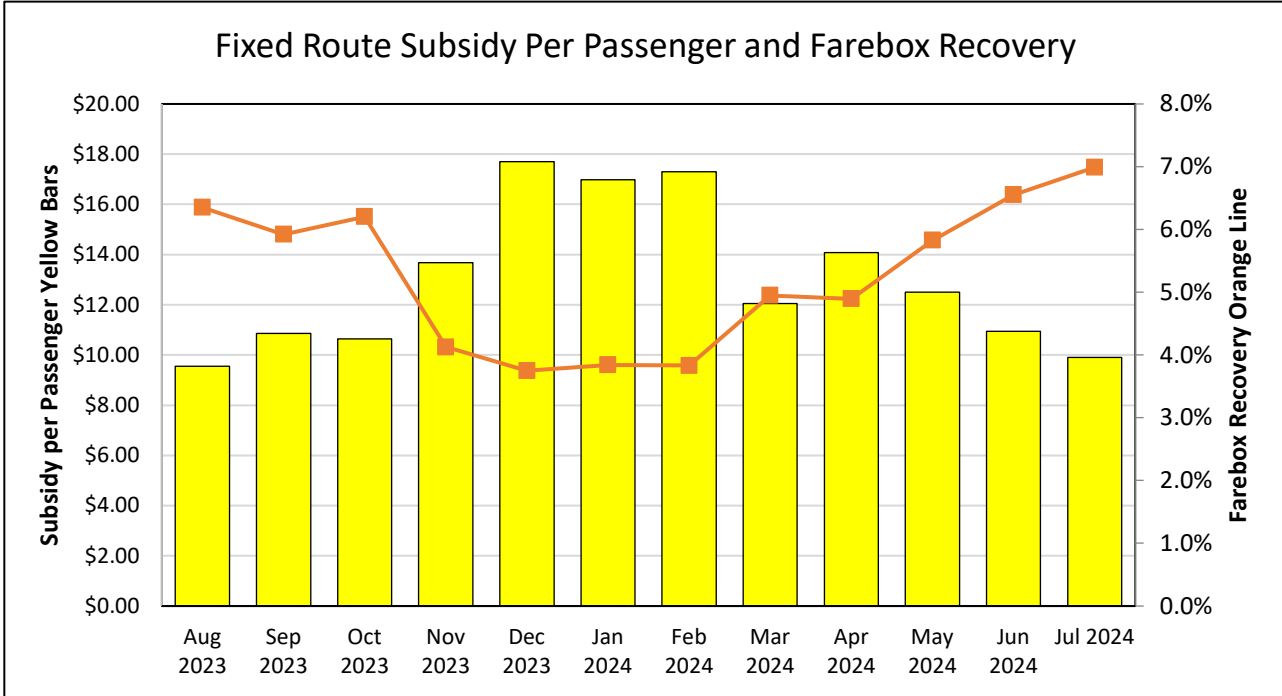
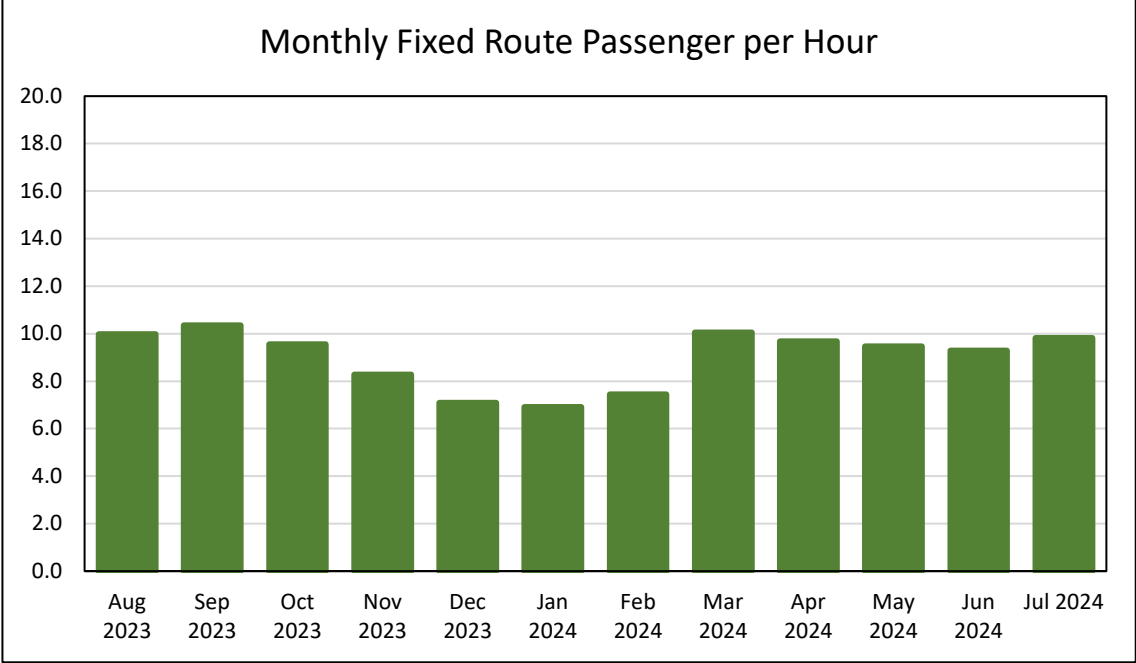
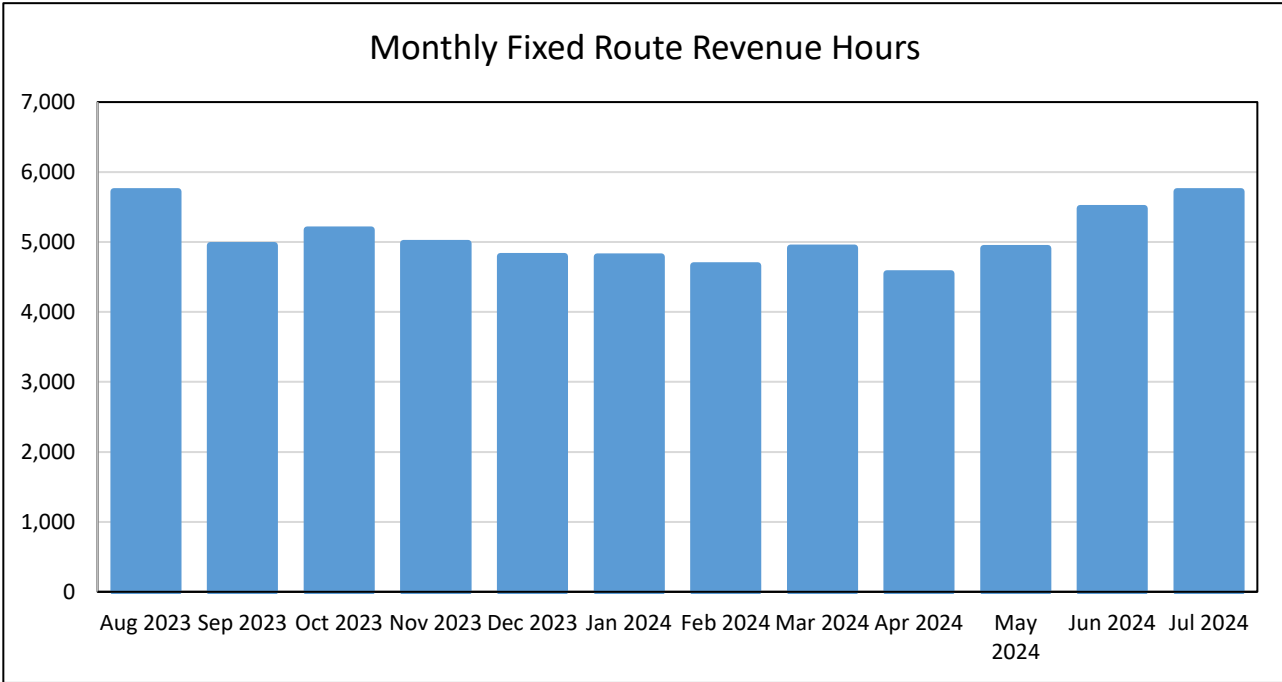
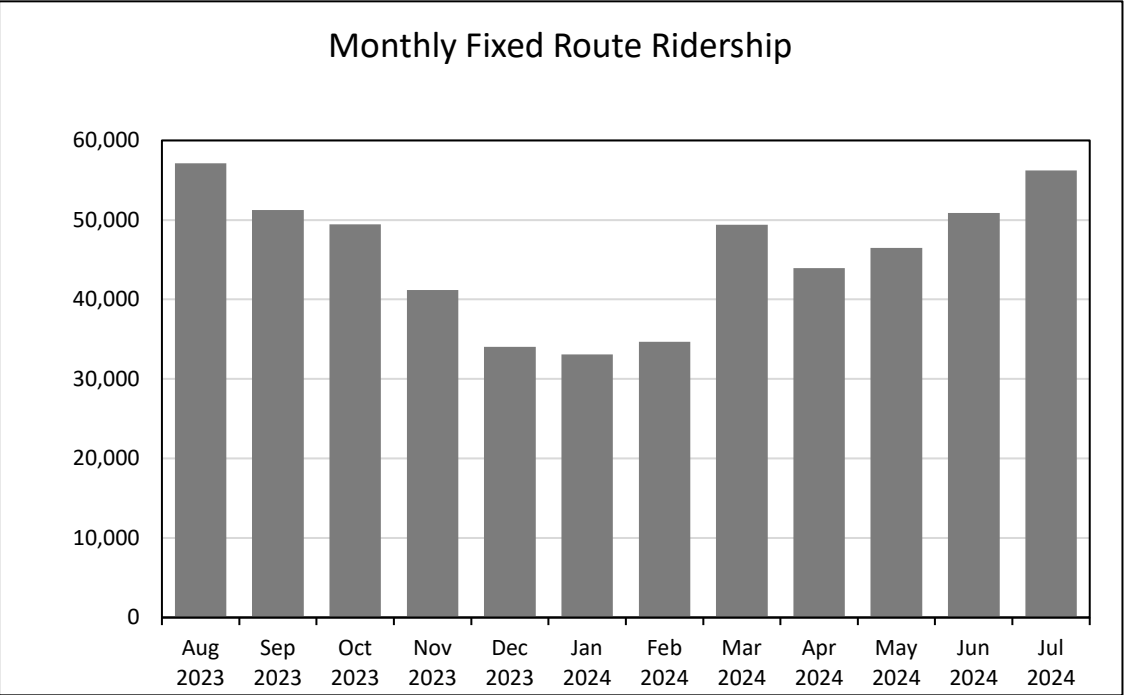
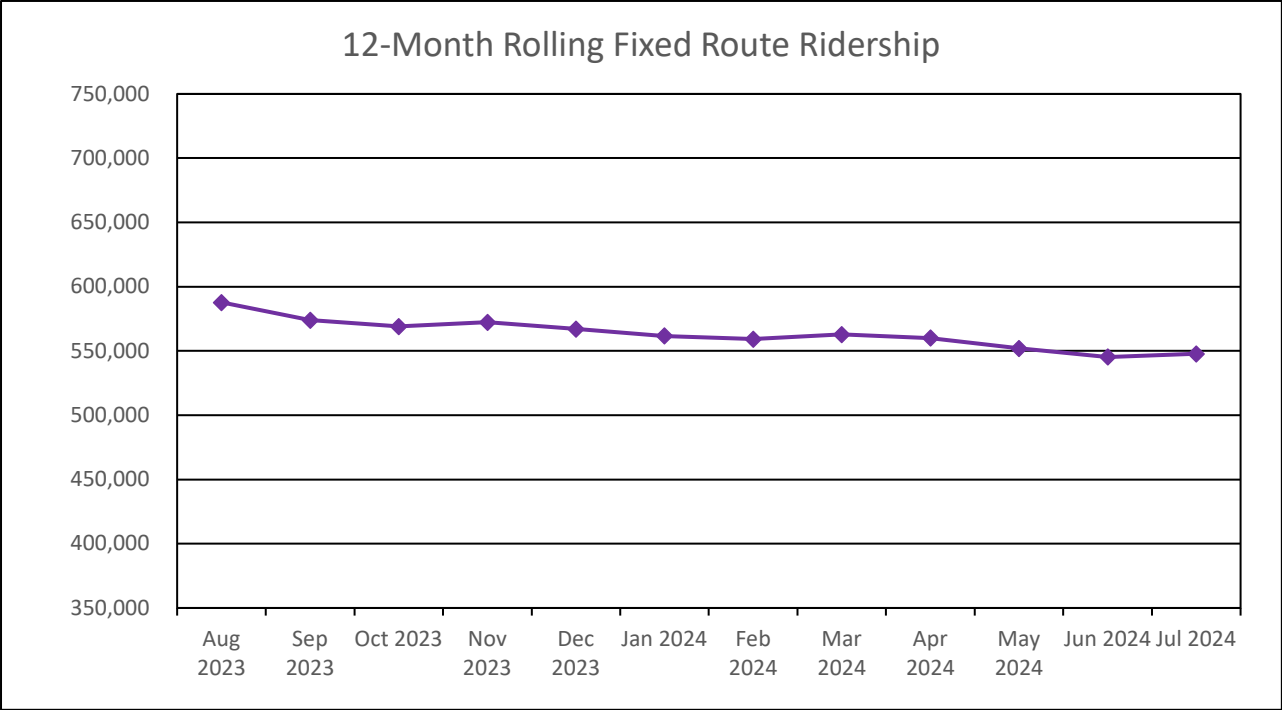
| | Income | Expense | Balance | Date | Notes |
|------------------------------------|-----------|-----------|------------------|-----------------|---------------------|
| Cash Balance | | | \$243,936 | 08/16/24 | |
| LGIP Deposit | | \$75,000 | \$145,722 | 10/15/24 | |
| CNB Line of Credit - Payment | | \$50,000 | \$95,722 | 10/15/24 | |
| City of Myrtle Beach 2QFY 25 | \$62,500 | | \$158,222 | 10/15/24 | |
| City of North Myrtle Beach 3QFY 25 | \$62,500 | | \$220,722 | 10/15/24 | |
| SMTF - 5339 Match | \$4,120 | | \$224,842 | 10/15/24 | Sept Rent |
| LGIP/Savings Cash Mgmt./O&M | | | \$224,842 | 10/15/24 | |
| Accounts Payable | | \$50,000 | \$174,842 | 10/19/24 | |
| Fares | \$8,000 | | \$182,842 | 10/20/24 | |
| 5307 Federal OPS | \$100,000 | | \$282,842 | 10/22/24 | Oct Partial |
| 5307 Federal PM | \$45,000 | | \$327,842 | 10/22/24 | Oct Partial |
| Payroll and taxes | | \$160,000 | \$167,842 | 10/23/24 | |
| Accounts Payable | | \$50,000 | \$117,842 | 10/27/24 | |
| Fares | \$8,000 | | \$125,842 | 10/28/24 | |
| 5339 Lease Capital | \$16,480 | | \$142,322 | 11/01/24 | Nov Rent |
| PEBA - SC Retirement (Pension) | | \$85,000 | \$57,322 | 11/01/24 | Sep Pension Payment |
| Fares | \$8,000 | | \$65,322 | 11/05/24 | |
| Horry County Monthly | \$220,000 | | \$285,322 | 11/05/24 | |
| Lease - Highway 65 | | \$20,650 | \$264,672 | 11/06/24 | November |
| Payroll and taxes | | \$160,000 | \$104,672 | 11/06/24 | |
| 5311 Federal Admin/Ops/PM | \$105,000 | | \$209,672 | 11/10/24 | September Final |
| 5311 SCDOT SMTF | \$70,000 | | \$279,672 | 11/10/24 | Sep Final |
| Fuel - Gas | | \$21,000 | \$258,672 | 11/11/24 | |
| Fuel - Diesel | | \$48,000 | \$210,672 | 11/11/24 | |
| PEBA Health Insurance | | \$53,000 | \$157,672 | 11/11/24 | |
| Accounts Payable | | \$70,000 | \$87,672 | 11/12/24 | |
| Fares | \$8,000 | | \$95,672 | 11/13/24 | |
| 5307 Federal OPS | \$60,000 | | \$155,672 | 11/15/24 | Oct Final |
| 5307 Federal PM | \$30,000 | | \$185,672 | 11/15/24 | October Final |

Key Performance Indicators - Fixed Route

| Fixed Route Measures | Jul 2023 | Aug 2023 | Sep 2023 | Oct 2023 | Nov 2023 | Dec 2023 | Jan 2024 | Feb 2024 | Mar 2024 | Apr 2024 | May 2024 | Jun 2024 | Jul 2024 | 12-Month Total |
|--------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|--------------------|
| Ridership | 53,777 | 57,105 | 51,240 | 49,448 | 41,185 | 34,030 | 33,083 | 34,695 | 49,397 | 43,949 | 46,492 | 50,857 | 56,239 | 547,720 |
| Revenue Hours | 5,792 | 5,722 | 4,953 | 5,176 | 4,980 | 4,798 | 4,792 | 4,665 | 4,917 | 4,546 | 4,909 | 5,479 | 5,725 | 60,662 |
| Total Hours | 6,095 | 6,020 | 5,179 | 5,332 | 5,163 | 4,935 | 4,988 | 4,760 | 5,076 | 4,648 | 5,063 | 5,742 | 5,985 | 62,891 |
| Revenue Miles | 124,139 | 122,063 | 114,875 | 119,048 | 115,525 | 113,888 | 113,822 | 110,092 | 113,097 | 106,232 | 112,745 | 118,208 | 122,270 | 1,381,865 |
| Total Miles | 131,807 | 130,304 | 120,378 | 123,275 | 119,358 | 117,822 | 118,046 | 113,838 | 116,346 | 109,130 | 116,740 | 125,871 | 130,514 | 1,441,622 |
| Accidents | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 3 | 2 | 6 | 3 | 0 | 0 | 21 |
| Breakdowns | 7 | 3 | 10 | 4 | 2 | 6 | 0 | 2 | 6 | 3 | 5 | 6 | 0 | 47 |
| Complaints | 12 | 3 | 6 | 6 | 6 | 3 | 4 | 3 | 2 | 7 | 3 | 3 | 0 | 46 |
| Transit Expense | \$376,166 | \$388,996 | \$370,433 | \$359,667 | \$382,523 | \$422,815 | \$374,348 | \$364,155 | \$393,570 | \$380,241 | \$386,377 | \$389,703 | \$410,995 | \$4,623,822 |
| Maintenance Expense | \$124,971 | \$105,188 | \$124,019 | \$120,297 | \$115,981 | \$112,637 | \$127,400 | \$178,813 | \$144,463 | \$158,041 | \$142,232 | \$129,787 | \$110,262 | \$1,569,118 |
| Administrative Expense | <u>\$81,722</u> | <u>\$88,536</u> | <u>\$96,868</u> | <u>\$80,801</u> | <u>\$89,143</u> | <u>\$90,594</u> | <u>\$82,472</u> | <u>\$81,110</u> | <u>\$88,654</u> | <u>\$112,674</u> | <u>\$88,598</u> | <u>\$75,824</u> | <u>\$77,869</u> | <u>\$1,053,143</u> |
| Total Operating Expenses | \$582,859 | \$582,720 | \$591,320 | \$560,765 | \$587,647 | \$626,046 | \$584,220 | \$624,078 | \$626,687 | \$650,956 | \$617,207 | \$595,313 | \$599,125 | \$7,246,084 |
| Fare/Contract Revenues | \$38,847 | \$37,002 | \$35,012 | \$34,782 | \$24,249 | \$23,473 | \$22,441 | \$23,912 | \$31,018 | \$31,870 | \$35,949 | \$39,004 | \$41,877 | \$380,589 |

| Efficiency Metrics | Jul 2023 | Aug 2023 | Sep 2023 | Oct 2023 | Nov 2023 | Dec 2023 | Jan 2024 | Feb 2024 | Mar 2024 | Apr 2024 | May 2024 | Jun 2024 | Jul 2024 | 12-Month Total |
|-----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------|
| O & M Expense per Hour (No Admin) | \$86.52 | \$86.37 | \$99.83 | \$92.73 | \$100.10 | \$111.59 | \$104.71 | \$116.39 | \$109.42 | \$118.41 | \$107.68 | \$94.81 | \$91.05 | \$102.09 |
| Average Fare | \$0.72 | \$0.65 | \$0.68 | \$0.70 | \$0.59 | \$0.69 | \$0.68 | \$0.69 | \$0.63 | \$0.73 | \$0.77 | \$0.77 | \$0.74 | \$0.69 |
| Farebox Recovery | 6.7% | 6.3% | 5.9% | 6.2% | 4.1% | 3.7% | 3.8% | 3.8% | 4.9% | 4.9% | 5.8% | 6.6% | 7.0% | 5.3% |
| Subsidy per Passenger | \$10.12 | \$9.56 | \$10.86 | \$10.64 | \$13.68 | \$17.71 | \$16.98 | \$17.30 | \$12.06 | \$14.09 | \$12.50 | \$10.94 | \$9.91 | \$12.53 |
| Maintenance Cost per Mile | \$0.95 | \$0.81 | \$1.03 | \$0.98 | \$0.97 | \$0.96 | \$1.08 | \$1.57 | \$1.24 | \$1.45 | \$1.22 | \$1.03 | \$0.84 | \$1.09 |
| Deadhead Ratio (Miles) | 6% | 7% | 5% | 4% | 3% | 3% | 4% | 3% | 3% | 3% | 4% | 6% | 7% | 4% |
| Administrative Ratio | 16% | 18% | 20% | 17% | 18% | 17% | 16% | 15% | 16% | 21% | 17% | 15% | 15% | 17% |

| Effectiveness Metrics | Jul 2023 | Aug 2023 | Sep 2023 | Oct 2023 | Nov 2023 | Dec 2023 | Jan 2024 | Feb 2024 | Mar 2024 | Apr 2024 | May 2024 | Jun 2024 | Jul 2024 | 12-Month Total |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------|
| Passengers per Hour | 9.3 | 10.0 | 10.3 | 9.6 | 8.3 | 7.1 | 6.9 | 7.4 | 10.0 | 9.7 | 9.5 | 9.3 | 9.8 | 9.0 |
| Mean Distance between Accidents | N/A | N/A | 40,126 | 61,638 | 119,358 | 117,822 | N/A | 37,946 | 58,173 | 18,188 | 38,913 | N/A | N/A | 68,649 |
| Mean Distance between Breakdowns | 18,830 | 43,435 | 12,038 | 30,819 | 59,679 | 19,637 | N/A | 56,919 | 19,391 | 36,377 | 23,348 | 20,979 | N/A | 30,673 |
| Complaints per 1,000 Riders | 0.223 | 0.053 | 0.117 | 0.121 | 0.146 | 0.088 | 0.121 | 0.086 | 0.040 | 0.159 | 0.065 | 0.059 | 0.000 | 0.115 |
| 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 |

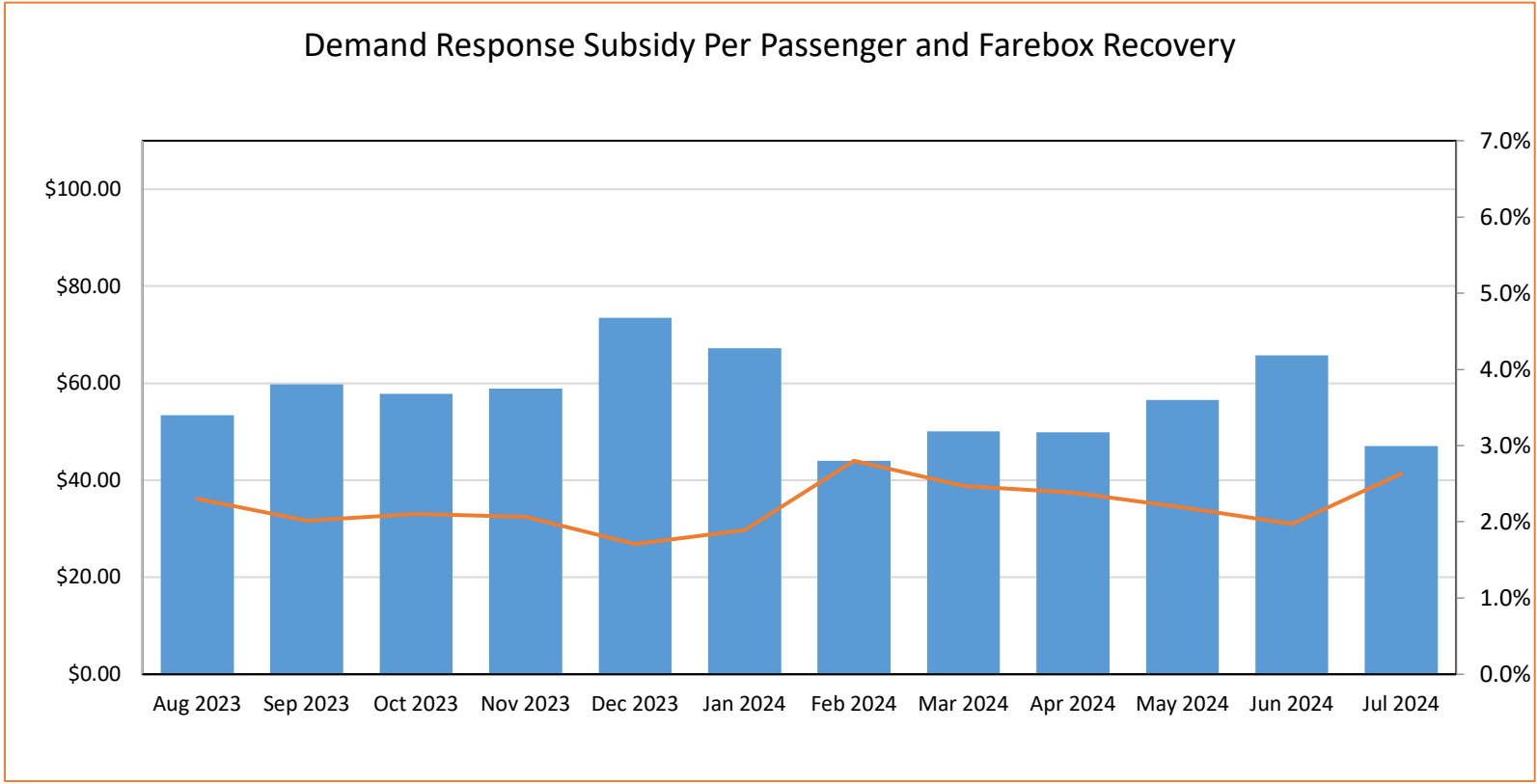
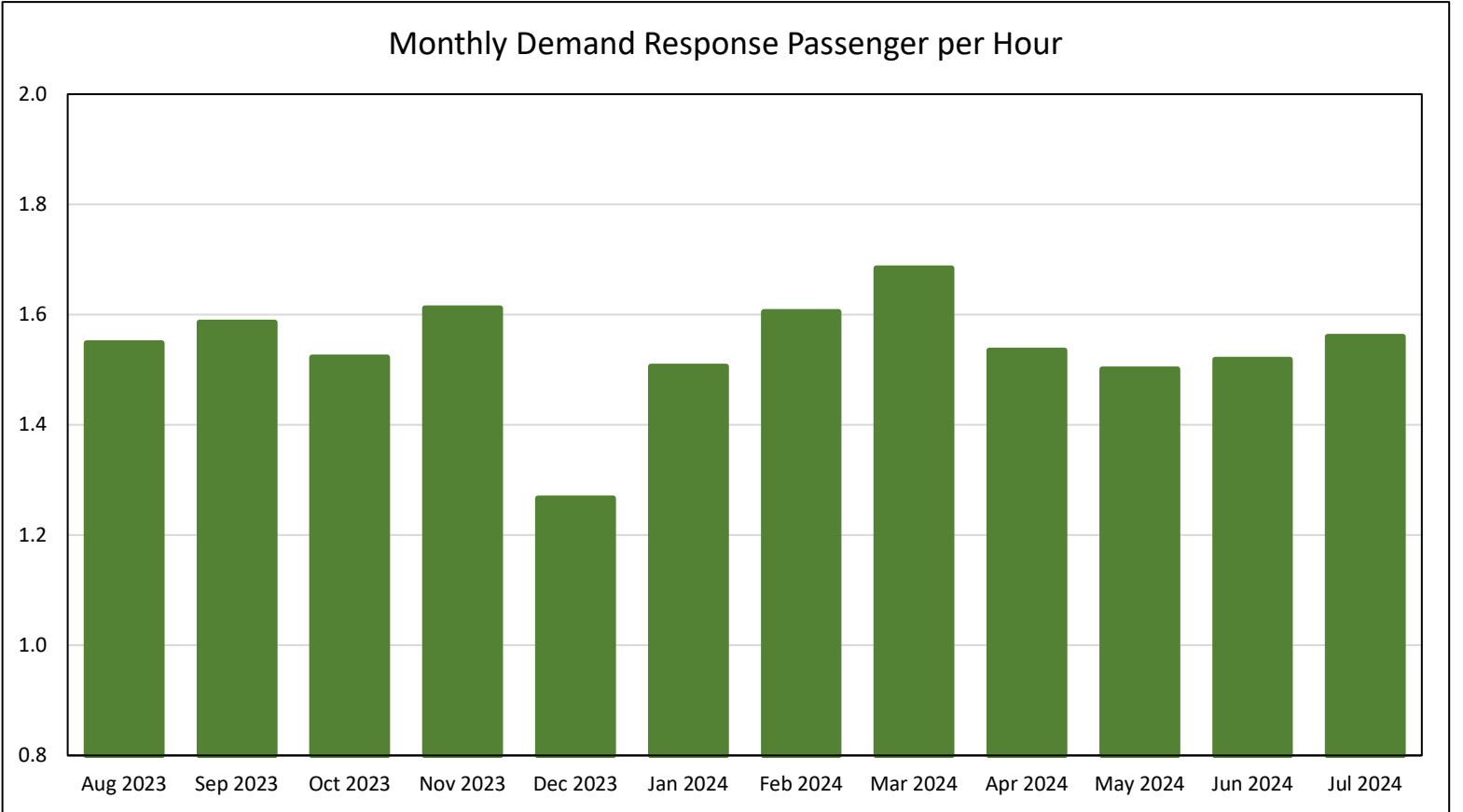
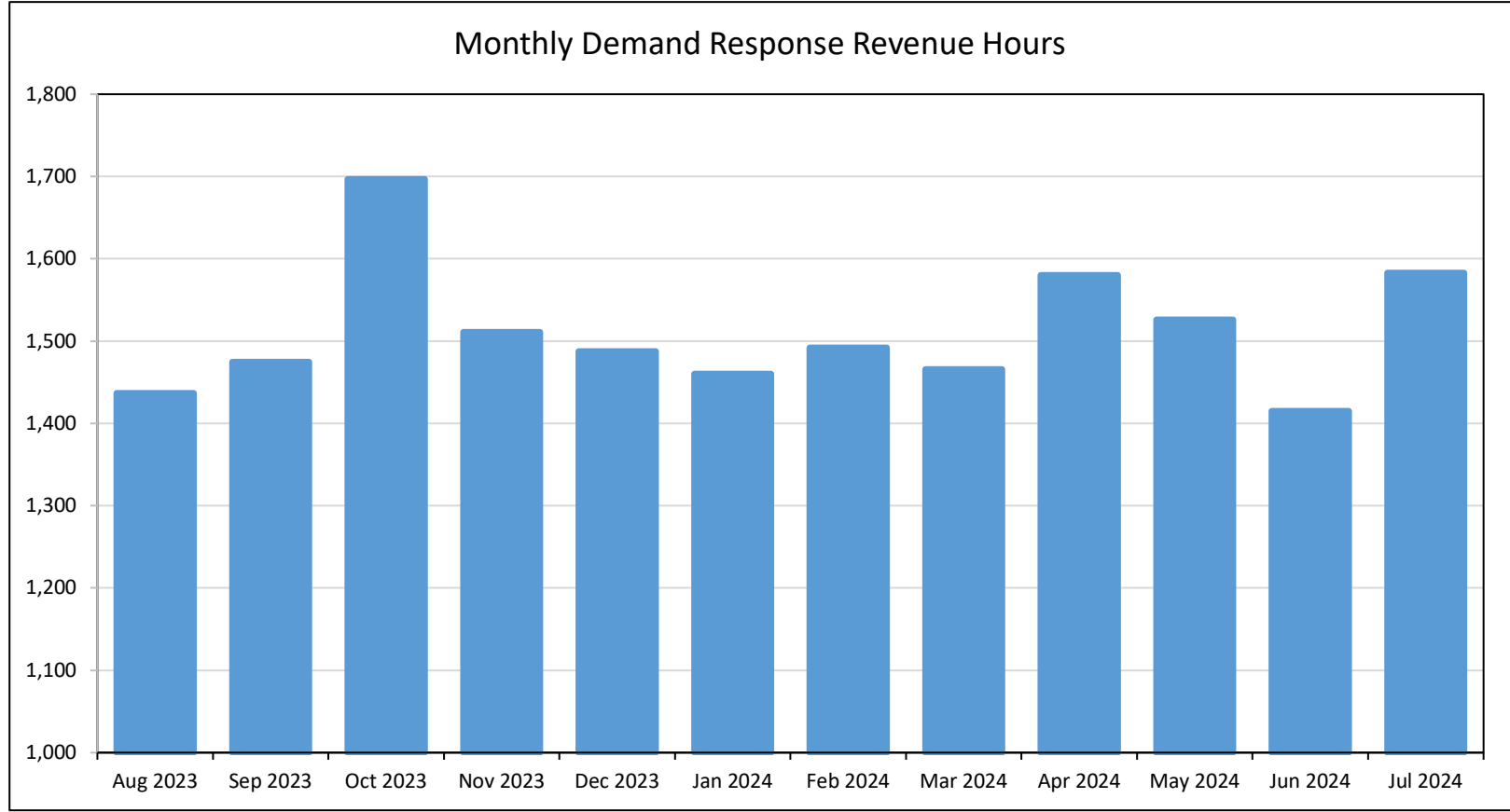
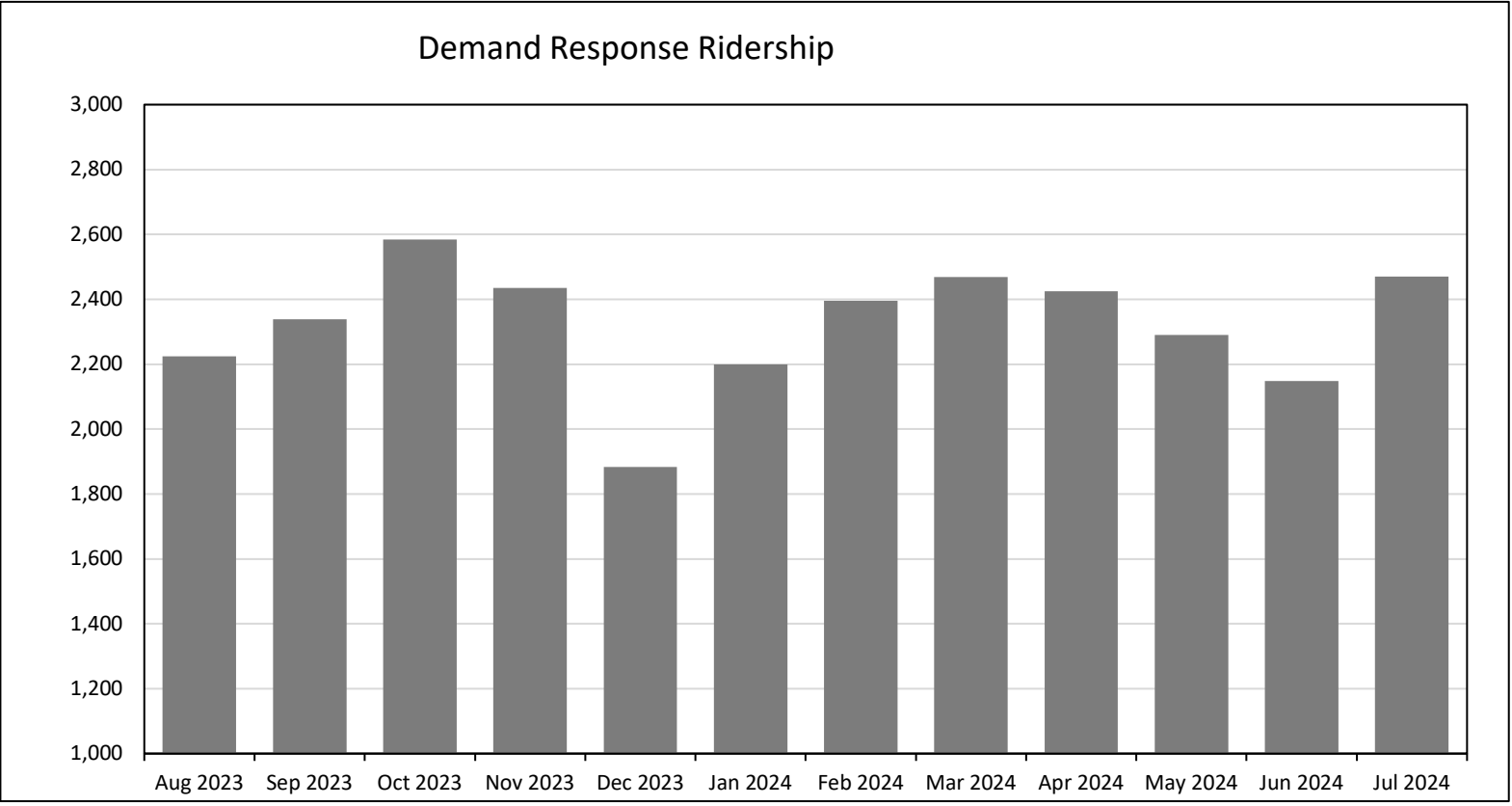
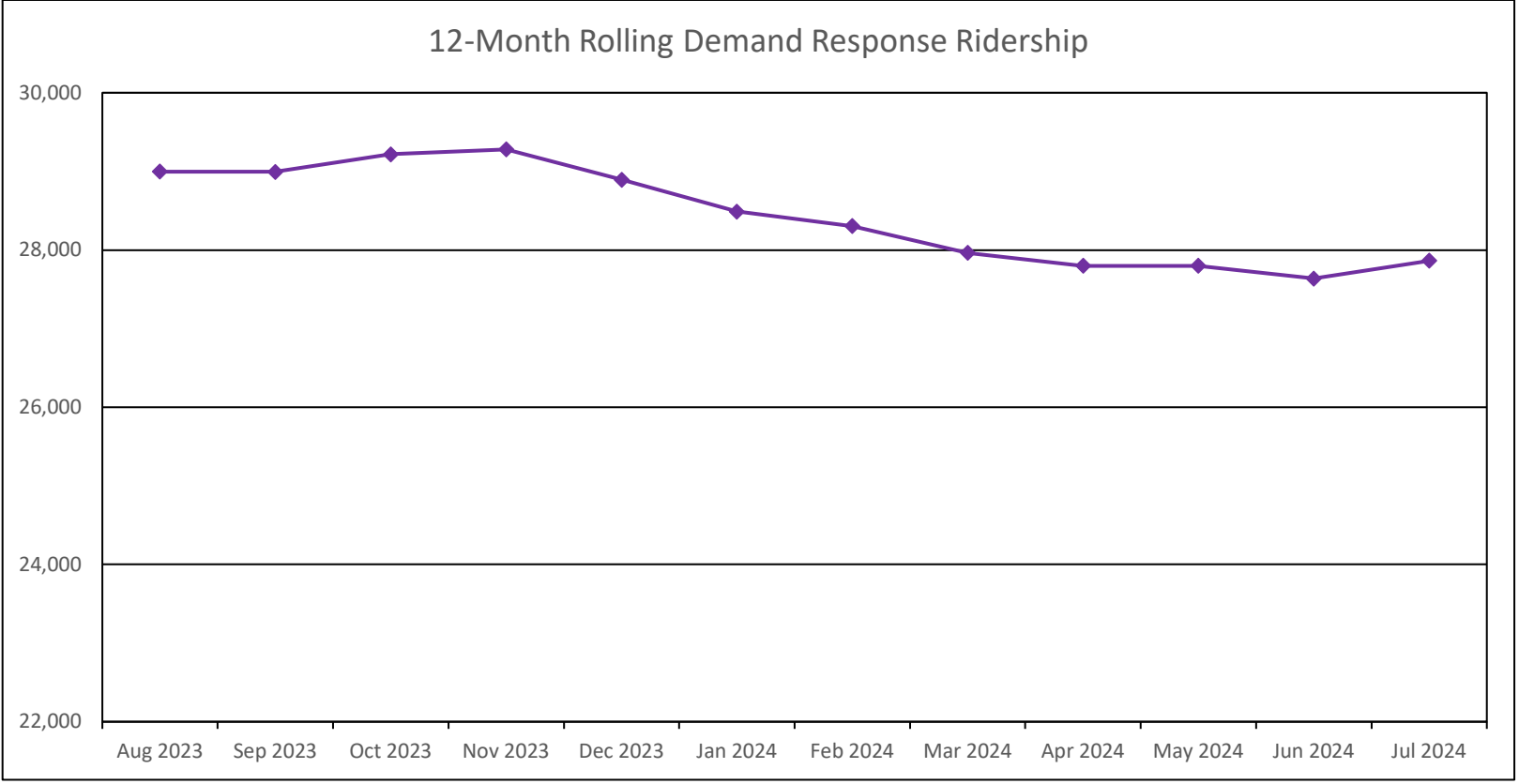


Key Performance Indicators - Demand Response

| Demand Response Measures | Jul 2023 | Aug 2023 | Sep 2023 | Oct 2023 | Nov 2023 | Dec 2024 | Jan 2024 | Feb 2024 | Mar 2024 | Apr 2024 | May 2024 | Jun 2024 | Jul 2024 | 12-Month Total |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|
| Ridership | 2,245 | 2,225 | 2,339 | 2,584 | 2,435 | 1,884 | 2,199 | 2,395 | 2,469 | 2,425 | 2,290 | 2,148 | 2,470 | 27,863 |
| Revenue Hours | 1,479 | 1,437 | 1,475 | 1,697 | 1,511 | 1,487 | 1,460 | 1,492 | 1,466 | 1,580 | 1,526 | 1,415 | 1,583 | 18,129 |
| Total Hours | 1,718 | 1,685 | 1,661 | 1,915 | 1,746 | 1,709 | 1,696 | 1,717 | 1,664 | 1,792 | 1,725 | 1,582 | 1,781 | 20,673 |
| Revenue Miles | 29,807 | 29,326 | 31,485 | 34,536 | 36,215 | 32,283 | 28,512 | 29,812 | 27,308 | 31,831 | 30,861 | 29,661 | 32,744 | 374,574 |
| Total Miles | 35,056 | 35,472 | 35,336 | 39,457 | 41,390 | 38,656 | 33,701 | 34,955 | 31,304 | 36,622 | 35,308 | 33,386 | 37,671 | 433,258 |
| Accidents | 1 | 3 | 1 | 1 | 2 | 0 | 2 | 2 | 2 | 1 | 2 | 0 | 0 | 16 |
| Breakdowns | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Complaints | 5 | 4 | 4 | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 7 | 1 | 0 | 28 |
| Paratransit Expense | \$104,374 | \$100,331 | \$118,415 | \$120,297 | \$115,589 | \$112,784 | \$105,050 | \$86,733 | \$99,143 | \$94,148 | \$104,314 | \$98,374 | \$110,262 | \$1,265,441 |
| Maintenance Expense | \$21,004 | \$21,918 | \$24,840 | \$33,021 | \$31,545 | \$28,397 | \$45,989 | \$22,198 | \$28,267 | \$30,440 | \$28,632 | \$46,077 | \$9,664 | \$350,990 |
| Administrative Expense | \$22,675 | \$22,836 | \$30,966 | \$30,966 | \$29,936 | \$24,166 | \$23,143 | \$19,319 | \$22,333 | \$27,898 | \$23,920 | \$19,140 | \$20,890 | \$295,512 |
| Total Operating Expenses | \$148,054 | \$145,085 | \$174,221 | \$184,284 | \$177,070 | \$165,347 | \$174,182 | \$128,250 | \$149,743 | \$152,486 | \$156,866 | \$163,592 | \$140,816 | \$1,911,943 |
| Fare Revenues | \$3,368 | \$3,338 | \$3,509 | \$3,876 | \$3,653 | \$2,826 | \$3,299 | \$3,593 | \$3,704 | \$3,638 | \$3,435 | \$3,222 | \$3,705 | \$41,795 |

| Efficiency Metrics | Jul 2023 | Aug 2023 | Sep 2023 | Oct 2023 | Nov 2023 | Dec 2024 | Jan 2024 | Feb 2024 | Mar 2024 | Apr 2024 | May 2024 | Jun 2024 | Jul 2024 | 12-Month Total |
|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------|
| O & M Expense per Hour | \$84.77 | \$85.07 | \$97.12 | \$90.35 | \$97.38 | \$94.91 | \$103.45 | \$73.01 | \$86.91 | \$78.85 | \$87.12 | \$102.09 | \$75.76 | \$89.16 |
| 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 | \$0.80 |
| Farebox Recovery | 2.3% | 2.3% | 2.0% | 2.1% | 2.1% | 1.7% | 1.9% | 2.8% | 2.5% | 2.4% | 2.2% | 2.0% | 2.6% | 2.2% |
| Subsidy per Passenger | \$54.35 | \$53.44 | \$59.75 | \$57.83 | \$58.92 | \$73.44 | \$67.19 | \$43.98 | \$50.10 | \$49.88 | \$56.56 | \$65.75 | \$47.05 | \$56.51 |
| Deadhead Ratio (Miles) | 18% | 21% | 12% | 14% | 14% | 20% | 18% | 17% | 15% | 15% | 14% | 13% | 15% | 16% |
| Administrative Ratio | 18% | 19% | 22% | 20% | 20% | 17% | 15% | 18% | 18% | 22% | 18% | 13% | 17% | 18% |

| Effectiveness Metrics | Jul 2023 | Aug 2023 | Sep 2023 | Oct 2023 | Nov 2023 | Dec 2024 | Jan 2024 | Feb 2024 | Mar 2024 | Apr 2024 | May 2024 | Jun 2024 | Jul 2024 | 12-Month Total |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------|
| Passengers per Hour | 1.52 | 1.55 | 1.59 | 1.52 | 1.61 | 1.27 | 1.51 | 1.61 | 1.68 | 1.53 | 1.50 | 1.52 | 1.56 | 1.54 |
| Mean Distance between Accidents | 35,056 | 11,824 | 35,336 | 39,457 | 20,695 | n/a | 16,851 | 17,478 | 15,652 | 36,622 | 17,654 | n/a | n/a | 27,079 |
| Mean Distance between Breakdowns | n/a | 35,472 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | 433,258 |
| Complaints per 1,000 Riders | 2.2 | 1.8 | 1.7 | 0.8 | 1.2 | 1.6 | 0.5 | 0.4 | 0.4 | 0.4 | 3.1 | 0.5 | 0.0 | 1.0 |
| On-Time Performance | 80% | 82% | 79% | 76% | 76% | 76% | 87% | 83% | 78% | 77% | 79% | 78% | 76% | 79% |



Ridership and Productivity by Route

8/16/2024

| 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 | NMB Ent 17E | MB Ent 21 | | | Total | | Paratransit | |
| Boardings | 1 | 2 | 3 | 4 | 7 | 10 | 14 | 16 | 17 | 99 | 151 | 152 | | | Rural | Urban | Transit | Vanpool | 200 | System Total |
| 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 | 1,084 | 115 | 177 | 1,305 | 9,400 | 7,849 | 971 | 8,814 | 4,505 | | 6,607 | 5,300 | 133 | 239 | 3,652 | 42,847 | 46,499 | 558 | 2,290 | 49,347 |
| Jun-24 | 1,172 | 200 | 131 | 1,537 | 9,460 | 6,491 | 1,127 | 9,203 | 5,114 | | 7,571 | 5,798 | 990 | 2,063 | 4,167 | 43,637 | 50,857 | 1,302 | 2,159 | 54,318 |
| Jul-24 | 1,043 | 148 | 141 | 1,494 | 10,770 | 6,663 | 1,043 | 10,018 | 5,568 | | 8,877 | 6,304 | 1,079 | 3,016 | 3,869 | 48,200 | 56,164 | | | 56,164 |
| Aug-24 | | | | | | | | | | | | | | | - | - | - | | | - |
| Sep-24 | | | | | | | | | | | | | | | - | - | - | | | - |
| YTD | 12,481 | 1,167 | 1,561 | 13,414 | 93,880 | 69,381 | 10,155 | 79,122 | 44,267 | 167 | 59,485 | 46,315 | 2,202 | 5,318 | 38,778 | 392,989 | 438,915 | 1,860 | 20,840 | 461,615 |
| | | | | | | | | | | | | | | | | | | | | |
| Revenue Hours | 1 | 2 | 3 | 4 | 7 | 10 | 14 | 16 | 17 | 99 | 151 | 152 | 17E | 21 | 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 | 337 | 119 | 83 | 297 | 783 | 372 | 347 | 769 | 449 | 65 | 404 | 811 | 68 | 61 | 1,183 | 3,654 | 4,837 | 123 | 1,526 | 6,486 |
| Jun-24 | 324 | 98 | 72 | 306 | 759 | 360 | 331 | 729 | 426 | | 393 | 765 | 445 | 471 | 1,131 | 3,432 | 4,563 | 287 | 1,415 | 6,265 |
| Jul-24 | 338 | 99 | 77 | 317 | 775 | 375 | 337 | 782 | 446 | | 417 | 788 | 474 | 492 | 1,167 | 3,583 | 4,750 | | | |
| Aug-24 | | | | | | | | | | | | | | | - | - | - | | | |
| Sep-24 | | | | | | | | | | | | | | | - | - | - | | | |
| YTD | 3,254 | 1,005 | 760 | 3,227 | 7,523 | 3,718 | 3,300 | 8,706 | 4,341 | 154 | 4,066 | 7,684 | 986 | 1,023 | 11,546 | 36,191 | 47,737 | 410 | 13,634 | 57,031 |
| | | | | | | | | | | | | | | | | | | | | |
| 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 | 3.21 | 0.97 | 2.13 | 4.40 | 12.00 | 21.09 | 2.80 | 11.46 | 10.04 | 8.50 | 16.36 | 6.53 | 1.97 | 3.93 | 3.09 | 11.73 | 9.61 | 4.54 | 1.50 | 7.61 |
| Jun-24 | 3.62 | 2.03 | 1.83 | 5.02 | 12.47 | 18.04 | 3.40 | 12.62 | 12.01 | -- | 19.25 | 7.58 | 2.23 | 4.38 | 3.68 | 12.71 | 11.15 | 4.54 | 1.53 | 8.67 |
| Jul-24 | 3.09 | 1.49 | 1.84 | 4.72 | 13.90 | 17.76 | 3.10 | 12.80 | 12.48 | -- | 21.31 | 8.00 | 2.28 | 6.13 | 3.32 | 13.45 | 11.82 | -- | -- | -- |
| Aug-24 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Sep-24 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| YTD | 3.84 | 1.16 | 2.06 | 4.16 | 12.48 | 18.66 | 3.08 | 9.09 | 10.20 | 1.09 | 14.63 | 6.03 | 2.23 | 5.20 | 3.36 | 10.86 | 9.19 | 4.54 | 1.53 | 8.09 |

| | | | | | | | | | |
|--|---|------------------------------|-----------------|---------------|---------------------|------------------|------------------|---------------|--|
| Coast RTA | Funding Sources | | | | | | | | |
| <i>7/31/2024</i> | | | | | | | | | |
| | | Period of Performance | | Award | LTD | Balance @ | | | |
| Grant No. | Grant Name | Start Date | End Date | Amount | Expenditures | 7/31/2024 | % unspent | Status | Comments |
| | | | | | | | | | |
| <u>Federal Transit Administraion Grants</u> | | | | | | | | | |
| | | | | | | | | | |
| SC-2023-020-00 | Urbanized Area FY24 Formula Grant (Section 5307) | 08/01/23 | 09/30/24 | \$ 2,402,020 | \$ 2,402,020 | \$ - | 0.00% | Active | > Operating Funds |
| SC-2024-021-00 | Urbanized Area FY25 Formula Grant (Section 5307) | 06/01/24 | 09/30/25 | \$ 2,963,165 | \$ 393,052 | \$ 2,570,113 | 86.74% | Active | > Operating Funds (Award Pending) |
| 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 | \$ 593,459 | \$ 364,203 | 38.03% | 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 | \$ 463,260 | \$ - | 0.00% | 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 | \$ 766,285 | \$ 33,715 | 4.21% | Active | > Transit Facility Development |
| | | | | | | | | | |
| | | | | | | | | | |
| <u>SC Department of Transportation - Office of Public Transit</u> | | | | | | | | | |
| | | | | | | | | | |
| 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-250911-01 | Rural Area FY25 Formula Grant (Section 5311) | 06/01/24 | 06/30/25 | \$ 1,026,879 | \$ 212,550 | \$ 814,329 | 79.30% | Active | > Operating Funds |
| PT-250911-01 | Rural Area FY25 Formula Grant (SMTF) | 06/01/24 | 06/30/25 | \$ 281,227 | \$ 139,209 | \$ 142,018 | 50.50% | 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 |
| PT-230999-37 | SMTF - Bus & Bus Facilities FY22 (Section 5339 Match) | 07/01/22 | 06/30/25 | \$ 140,000 | \$ 57,080 | \$ 82,920 | 59.23% | Active | > North Conway Maint Facility Rent & Equipment |
| | | | | | | | | | |
| <u>Local Grants & Contracts</u> | | | | | | | | | |
| | | | | | | | | | |
| Contract | Horry County FY24 Road Use Fees (estimate) | 07/01/23 | 06/30/24 | \$ 2,400,000 | \$ 2,366,402 | \$ 33,598 | 1.40% | Active | > Ops Funds & Capital - Horry Co Fiscal Year 24 |
| Contract | Horry County FY25 Road Use Fees (estimate) | 07/01/24 | 06/30/25 | \$ 900,000 | \$ 245,199 | \$ 654,801 | 72.76% | Active | > Ops Funds & Capital - Horry Co Fiscal Year 25 |
| Contract | Georgetown County FY24 Road Use Fees | 07/01/23 | 06/30/24 | \$ 421,096 | \$ 421,096 | \$ - | 0.00% | Active | > Ops Funds & Capital - Gtown Co Fiscal Year 24 |
| Contract | Georgetown County FY25 Road Use Fees (estimate) | 07/01/24 | 06/30/25 | \$ 96,000 | \$ 32,000 | \$ 64,000 | 66.67% | Active | > Ops Funds & Capital - Gtown Co Fiscal Year 25 |
| | | | | | | | | | |
| TBD | Myrtle Beach Mass Transportation Services - FY25 | 07/01/24 | 06/30/25 | \$ 250,000 | \$ 20,833 | \$ 229,167 | 91.67% | Active | > Operating Funds |
| Ord. 2023-26 | Myrtle Beach Mass Transportation Services - FY24 | 07/01/23 | 06/30/24 | \$ 250,000 | \$ 250,000 | \$ - | 0.00% | Active | > Operating Funds |
| Contract | N. Myrtle Beach Mass Transportation Services - FY25 | 07/01/24 | 06/30/25 | \$ 250,000 | \$ 20,833 | \$ 229,167 | 91.67% | Future | > Operating Funds (Includes Entertainment Shuttle) |
| Contract | N. Myrtle Beach Mass Transportation Services - FY24 | 07/01/23 | 06/30/24 | \$ 75,000 | \$ 75,000 | \$ - | 0.00% | Active | > Operating Funds |
| Contract | N. Myrtle Beach Entertainment Shuttle - FY24 | 05/28/24 | 09/01/24 | \$ 175,000 | \$ 116,071 | \$ 58,929 | 33.67% | Future | > Operating Funds |
| | | | | | | | | | |
| Contract | Horry County ARPA - Tranche 1 | 05/05/25 | 12/31/25 | \$ 440,000 | \$ 270,258 | \$ 169,742 | 38.58% | 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 | \$ 494,460 | \$ 5,540 | 1.11% | Active | > Transit Facility Development Match |
| | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|---------------|---------------|-----------------|
| Coast RTA | | | | | | | | | | | | | |
| Monthly Cash Flow | | | | | | | | | | | | | |
| July 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 | \$ 92,023.42 | \$ 151,662.59 | \$ 282,033.72 | \$ 282,033.72 | \$ 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 | \$ 49,977.00 | \$ 87,308.00 | \$ - | \$ - | \$ - | \$ 1,360,262.00 |
| 5307 - Preventative Maintenance | \$ - | \$ 76,652.00 | \$ 34,636.00 | \$ 99,500.00 | \$ 111,635.00 | \$ 139,109.00 | \$ 75,843.00 | \$ 106,104.00 | \$ 122,015.00 | \$ 84,506.00 | \$ - | \$ - | \$ 850,000.00 |
| 5307 - Capital Expenditures | \$ - | \$ 5,067.00 | \$ 3,106.00 | \$ - | \$ 3,757.00 | \$ 2,475.00 | \$ - | \$ - | \$ 4,388.00 | \$ 22,631.00 | \$ - | \$ - | \$ 41,424.00 |
| 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 | \$ 70,607.00 | \$ 24,673.00 | \$ - | \$ - | \$ - | \$ 786,684.00 |
| 5311 - Preventative Maintenance | \$ 35,103.00 | \$ - | \$ 50,002.00 | \$ 35,500.00 | \$ 73,014.00 | \$ 43,248.00 | \$ 21,928.00 | \$ 3,793.00 | \$ - | \$ - | \$ - | \$ - | \$ 262,588.00 |
| 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 | \$ 241,085.00 | \$ 240,903.00 | \$ 223,054.00 | \$ - | \$ - | \$ 2,577,987.00 |
| 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 | \$ 32,000.00 | \$ 32,000.00 | \$ 133,096.00 | \$ - | \$ - | \$ 389,096.00 |
| Myrtle Beach | \$ - | \$ - | \$ - | \$ 62,500.00 | \$ - | \$ - | \$ 62,500.00 | \$ - | \$ - | \$ 62,500.00 | \$ - | \$ - | \$ 187,500.00 |
| North Myrtle Beach | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 175,000.00 | \$ - | \$ - | \$ 62,500.00 | \$ - | \$ - | \$ 237,500.00 |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Fares/Passes | \$ 22,137.98 | \$ 33,748.45 | \$ 31,844.46 | \$ 14,626.74 | \$ 35,524.79 | \$ 37,800.85 | \$ 33,834.06 | \$ 42,796.51 | \$ 35,043.37 | \$ 48,536.27 | \$ - | \$ - | \$ 335,893.48 |
| Local Contracts | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bus Advertising | \$ - | \$ - | \$ 33,100.00 | \$ 1,750.00 | \$ - | \$ 875.00 | \$ - | \$ - | \$ 7,150.00 | \$ 2,200.00 | \$ - | \$ - | \$ 45,075.00 |
| Accident Claims | \$ - | \$ 14,627.43 | \$ - | \$ - | \$ 8,763.38 | \$ - | \$ - | \$ 6,927.07 | \$ 14,968.52 | \$ - | \$ - | \$ - | \$ 45,286.40 |
| 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 | \$ - | \$ 6,878.93 | \$ 14,772.68 | \$ - | \$ - | \$ 100,459.91 |
| Transfer-In from Investments (SC LGIP) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 50,000.00 | \$ 40,000.00 | \$ - | \$ - | \$ 90,000.00 |
| 5339 - Bus Stop Implementation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,652.00 | \$ - | \$ - | \$ - | \$ 3,652.00 |
| Notes Payable Current - CNB | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 250,232.00 | \$ - | \$ - | \$ 250,232.00 |
| 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 | \$ 24,663.00 | \$ 16,480.00 | \$ 120,350.00 | \$ - | \$ - | \$ 346,390.00 |
| 5307 + FHWA Flex - Facility Development | \$ - | \$ 10,322.00 | \$ - | \$ 9,571.00 | \$ - | \$ 1,332.00 | \$ - | \$ 1,330.00 | \$ - | \$ 7,000.00 | \$ - | \$ - | \$ 29,555.00 |
| Horry County ARPA Funds | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14,596.14 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14,596.14 |
| Georgetown County Capital Funds | \$ 6,429.00 | \$ - | \$ 327.00 | \$ 7,518.00 | \$ - | \$ 333.00 | \$ - | \$ - | \$ 333.00 | \$ 1,750.00 | \$ - | \$ - | \$ 16,690.00 |
| | | | | | | | | | | | | | |
| Total Cash Receipts | \$ 872,531.76 | \$ 706,015.92 | \$ 907,847.94 | \$ 754,018.98 | \$ 896,114.30 | \$ 789,358.76 | \$ 869,146.63 | \$ 579,282.58 | \$ 645,792.82 | \$ 1,073,127.95 | \$ - | \$ - | \$ 8,093,237.64 |
| 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 | \$ 855,854.45 | \$ 565,553.65 | \$ 785,656.82 | \$ - | \$ - | \$ 7,505,416.67 |
| Capital Expenditures | \$ 56,852.01 | \$ 25,336.00 | \$ 6,685.10 | \$ 85,842.00 | \$ 46,800.00 | \$ 35,862.50 | \$ 20,600.00 | \$ 32,492.75 | \$ 20,600.00 | \$ 157,100.00 | \$ - | \$ - | \$ 488,170.36 |
| 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 | \$ 888,347.20 | \$ 586,153.65 | \$ 942,756.82 | \$ - | \$ - | \$ 8,067,587.03 |
| | | | | | | | | | | | | | |
| Ending Balance | \$ 227,337.44 | \$ 167,882.18 | \$ 198,860.20 | \$ 290,612.92 | \$ 249,853.03 | \$ 180,176.70 | \$ 401,088.04 | \$ 92,023.42 | \$ 151,662.59 | \$ 282,033.72 | \$ 282,033.72 | \$ 282,033.72 | \$ 282,033.72 |
| | | | | | | | | | | | | | |