



**Transportation Penny Advisory Committee Meeting**  
**November, October 25, 2019 at 5:30 PM**  
**4<sup>th</sup> Floor Conference Room**  
**2020 Hampton Street, Columbia SC 29202**

**Meeting Agenda**

1. **Call to Order** Mr. Phillip Simoneaux
2. **Approval of Minutes** Mr. Phillip Simoneaux
3. **Public Comments**
4. **Office of Small Business Opportunities (Pages 1-6)** Ms. Erica Wade
5. **Transportation Program (Pages 7-8)** Mr. Michael Niermeier
  - Council Approvals
  - Preconstruction Update
  - Construction Update
  - Miscellaneous
6. **The Comet (Pages 9-99)** Mr. John Andoh
  - Finance Reports
  - DBE Reports
  - Passenger Amenities Report
  - The COMET's Post on Ineligible Use of \$1.4M
  - The Executed Ordinance
  - The CMRTA Vision 2020
  - The 2019 Plan of Service
  - Intergovernmental Agreement #1 and Guidelines
  - Ridership Reports
7. **Other Business**
8. **Adjournment**
  - Next scheduled meeting: TBD

Transportation Penny Advisory Committee  
October 28, 2019 – 5:30 PM  
4<sup>th</sup> Floor Conference Room  
2020 Hampton Street, Columbia 29204

**CALL TO ORDER** – Mr. Simoneaux called the meeting to order at 5:30 PM

**APPROVAL OF MINUTES**

A. **September 23, 2019** – The minutes were approved unanimously.

**PUBLIC COMMENT** – No one signed up to speak.

**OFFICE OF SMALL BUSINESS OPPORTUNITIES UPDATE**

- ◇ **Executive Summary:** This report is submitted pursuant to Ordinance(s) 049-13HR and 058-16HR to ensure that the OSBO team provides support to the County to ensure that the SLBE has equal opportunity to participate in County contracts for all six (6) Industry Categories: Construction Services, Professional Services, Non-Professional Services, Engineering Services, Architectural Services, and Wholesale Operations.
- ◇ **Purpose:** The purpose of this report is to manage the ongoing requirements of the Ordinance(s), improving and creating new Standard Operating Procedures (SOPs), and ensuring payments to contracted SLBEs.
- ◇ **Analysis:** SLBE Certified Firms (Active Certification) – 97 Firms
- ◇ **Contract Participation:**
  - Payments to SLBE Certified - \$38,383,126
  - Payments to Uncertified Firms - \$151,503,956
  - Total - \$189,887,082
- ◇ **Department Outlook:**
  - i. *Facilitating increase in County wide SLBE utilization in County wide contracts*
    - OSBO staff is collaborating with RC Directors to identify current vendors to become certified SLBEs
  - ii. *Continued review of PDT SLBE Contractual Compliance*
- ***Business Development***
  - i. *OSBO Website Highlights*
  - ii. *Highlighted Articles*
    - ❖ *Featured Story*
    - ❖ *Winners of OSBO Power Up Pitch Competition*
  - iii. *Participated in the SBA, HBCU Entrepreneurship Summit at Benedict College, September 18*

- iv. *Attended the Bid Opening for Greene Street Phase II, September 18*
- v. *Participated in the SC Access Conference 2019, held at Benedict College, September 30*
- vi. *Participated in the Cross Function Meeting, October 2*
- vii. *Participated in the Pre-Construction Meeting for North Springs Rd/Harrington Rd Intersection Project, October 3*
- viii. *Participated in the I Won't Starve Entrepreneur Event at Midlands Technical College Northeast, October 5*
- ix. *Attended 2019 Live21Lead Columbia Leadership Conference at Richland 2 Institute of Innovation (R2i2), October 11*
- x. *Conducted 2 site visits*

- **Certification & Compliance:**

*(Projects Completed)*

- i. *Completed five (5) new certifications and two (2) renewals. There are two (2) new certifications pending and one (1) re-certifications pending*
- ii. *Conducted five (5) site visits*
- iii. *Attended several meetings with OSBO staff members during the month of September - October*

- **Program Coordinator**

- i. *Reconciled/posted multiple payments to prime and subcontractors*
- ii. *Number of payments due to prime, 126*
- iii. *Number of payments due to subcontractors, 114 (August – September)*

- **Outreach**

- i. *Vendor at the Small Business Administration, HBCU Entrepreneurship Summit at Benedict College, September 18*
- ii. *Attended the Bid Opening for Greene Street Phase II, September 18*
- iii. *Attended Transportation Ad Hoc Committee Meeting*
- iv. *SC Business Collaborative Committee meeting*
- v. *Participated in the SC Access Conference 2019, held at Benedict College, September 30*
- vi. *Participated in the Cross Function Meeting, October 2*
- vii. *Attended 2019 Live21Lead Columbia Leadership Conference at Richland 2 Institute of Innovation (R2i2), October 11*
- viii. *Conducted 1 site visit*
- ix. *Conference call with USDOT Women in Transportation Initiative to increase participation of women in the nation's transportation industry*

## **TRANSPORTATION PROGRAM UPDATE**

- ◇ Council Approvals:

- Council voted to withhold any remaining management fees from the PDT's last 2 invoices
- Council directed that staff contact the multiple property owners of 133 dirt roads that have dropped from the Dirt Road Program in accordance with the County Ordinance

- Council approved the Greenway recommendations the PDT made in March 2019; pending 3 readings and a public hearing
- Council approved Recommendation to Award to Construction – Green Street Phase 2

◇ Preconstruction Update:

- Procurement Items
  - *Polo Road SUP advertised on September 30, 2019*
  - *Awaiting advertisement of Resurfacing Package R (provided to County in May 2019)*
  - *Awaiting advertisement of Clemson Road Sidewalk (provided to County on September 6, 2019)*
  - *Awaiting advertisement of Polo Road Shared Use Path (provided to County on September 6, 2019)*
  - *Awaiting advertisement of Harrison Road Sidewalk (provided to County on September 6, 2019)*
  - *Advertise Garners Ferry/Harmon & Screaming Eagle/Percival Intersections (available in October)*
  - *Advertise Decker/Woodfield NIP Faraway Sidewalk (available in October)*
  - *Advertise Dirt Road Package K (available in October)*
  - *Advertise Atlas Road Widening (available in late 2019)*
  - *Advertise Blythewood Road Widening Phase I (available in late 2019)*
- Blythewood Area Improvements (Creech Connector and McNulty) – OET has delivered scope and fee to complete design. Negotiations have been conducted and awaiting County staff direction to proceed.
- Percival Road Sidewalk – Subsurface Utility Engineering has been completed. OET is evaluating conflicts with drainage and will need to make design changes.
- Clemson/Sparkleberry Intersection – PDT has submitted revised design (Modified Quadrant) to SCDOT who has approved concept. Project is positioned to be advanced.
- Broad River Road Widening – Project has been completed through draft 65% plans. Per County direction, project placed on hold while Council considers modifying projects and Program funding.
- Bull/Elmwood Intersection – *Right of Way acquisition is in process and nearly complete, except for one tract (Church of God). It is expected Final Construction Plans will be approved by SCDOT in October 2019. Pending the County moving forward with condemnation, the project could be advertised for construction in late 2019.*
- Gills Creek Greenway – *Phase 2 and 3 70% Right of Way have been delivered and are under review*

◇ Construction Update

- Clemson Road Widening – *Construction is 45% complete and continues to include clearing and grubbing, earthwork and some drainage activities*
- North Main Street – *Project is approximately 70% complete. Drainage installation progressing north of Sunset toward Monticello. Due to utility conflicts and delays, construction completion is anticipated to be late 2020*
- Shop Road Extension Phase 1 – *The entire project is complete and open to traffic. A final inspection was conducted 10-14-19.*

- 3 Rivers Greenway – Installation of the concrete pathway remains 99% complete. Remaining work includes construction of the Fire/Rescue building and project punchlist items. Additional coordination will be required to accommodate Railroad comments regarding pathway's encroachment into Railroad Right of Way. This issue will delay completion an undetermined amount of time.
- Magnolia/Schoolhouse Sidewalks – Contractor has re-started work on Magnolia. No work to date on School House Road
- Dirt Road Packages G and H and I (16 roads) – Construction continues.
- Koon Sidewalk – Construction is complete, pending completion of punchlist items.
- Pedestrian Improvement Projects – Construction is complete, pending completion of punchlist items.
- Candlewood NIP Phase 3 – Construction is 75% complete and is scheduled to be completed in November 2019
- SERN – Construction is approximately 5% complete and clearing and grubbing has been completed for the new roadway. Project delayed due to utility conflicts.
- Broad River Neighborhood – Construction is 40% complete and continues with installation of storm drainage.
- Resurfacing O (39 roads) – Construction is complete, pending completion of punchlist items.
- Resurfacing P (80 roads) – Construction is 30% complete and continues.
- Koon Sidewalk – Construction is complete, pending completion of punchlist items.
- Pedestrian Improvement Projects – Construction is complete, pending completion of punchlist items.
- North Springs/Harrington Intersection – Awaiting County signature of construction contracts
- Resurfacing Package Q – Awaiting County signature of construction contracts.

◇ Miscellaneous:

- A Transportation Ad Hoc Committee meeting was held on October 22, 2019 at 1:00.
- The PDT contract expires November 3, 2019 and management of the Program will be performed “in-house” by County staff.
- The County has issued 3 separate Requests for Qualifications for On-Call Engineering (18 submittals), Construction Inspection (16 submittals), and Staff Augmentation.
- Depending on consultant selections and Council guidance on Program funding decisions, project development will be available to be resumed for the following projects which have been inactive: Blythewood Area Improvements, Lower Richland Blvd. Widening, Polo Widening, Spears Creek Widening, Clemson/Sparkleberry Intersection, Shop Road Extension Phase 2, Broad River Corridor NIP, Trenholm Acres/Newcastle NIP, Crane Creek Greenway, Gills Creek Greenway B and C, Smith/Rocky Branch Greenway, Bikeway Sharrows, and Bikeway Road Diets.

Mr. Gordge inquired if the Transportation Department feels confident with taking over the Transportation Penny Program in November.

Mr. Niermeier stated he believes the transition has been successful.

Mr. Epting inquired about when the SCDOR audit will be released.

Mr. Niermeier stated he could not comment on that, and he did not know the answer.

Mr. Epting inquired if the County's legal department reviewed the contract to ensure that it was appropriate to withhold payment to the PDT. He stated Richland County has a contract with the PDT to pay them for the work they execute. If the work was not necessarily within the referendum, is the PDT's responsibility to bear those costs, or would it be Richland County's responsibility.

Mr. Niermeier stated he would have to defer that to Legal or the County Administrator.

Mr. Epting stated he hoped the PDT's cash flow was going to be all right.

Mr. Beaty stated the greatest impact would be for the smaller firms that are a part of the team.

Mr. Epting inquired if the dirt roads that we have to re-design are because the initial designs were insufficient, incomplete, or not up to the contractual standard.

Mr. Niermeier stated there were a number of issues. Some had to do with the design, and some had to do with right-of-ways or were foundationally wrong.

Mr. Simoneaux inquired if there is an update on the legal action against the prior contractor.

Mr. Niermeier stated he believes there was legal action taken against the contractor, but he has not heard anything about it in the past year.

Mr. Epting inquired if the County has had any luck on getting the SCDOT to waive the utility relocation requirements.

Mr. Niermeier stated there have been many discussions to try to come to a solution, but a definitive decision has not been made.

Mr. Simoneaux inquired as to which Greenways they do not feel are feasible.

Mr. Beaty stated the recommendation is:

- Gills Creek – To move the monies from Gills Creek B and C to Gills Creek A
- Smith/Rocky Branch – Only build the section on Rocky Branch from Olympia Avenue to the Congaree River and tie into the Granby Greenway
- Crane Creek – Move the monies from the 2 sections to 1 section; such that it would begin at the Three Rivers Greenway, go upstream of the Broad River Road, across under the railroad tracks and tie into where Clement Road comes down and changes name.
- Dutchman Boulevard – It has been completely built upon by the neighborhood, an apartment complex and industry
- Woodbury/Old Leesburg – Recommend that it not move forward; was insufficiently funded and the impacts would be too great to construct
- Polo/Windsor – Move into design
- Columbia Mall – Coordinated with the school district and we could potentially tie into Jackson Creek Elementary as an educational environment

## **THE COMET PROGRAM UPDATE**

### ◇ Financial Highlights

**Total Revenue:** YTD - \$2.36M compared 2/12 of annual budget at -\$4.97M; total YTD collections average -8% of annual budgeted amount

**Total Expenses:** YTD - \$3.97M compared to 2/12 of annual budget of \$4.97M; total YTD expenditures represent an average -13% of annual budget

- ◇ DBE Report July 2019 – Mr. Andoh stated Transdev Services, Inc.’s goal is to be at 25.9% by June 2020. At this time, they are at 27.7%.
- ◇ So far 18 Tolar shelters and 1 Brasco shelter have been installed. There are still 2 Tolar shelters and 4 Brasco shelters that be need to be installed on Two Notch at Rivkin and Sandhills Library – Fashion Drive.

**OTHER BUSINESS** – Mr. Simoneaux was elected as Chair and Mr. Gordge was elected as Vice Chair.

Next Scheduled Meeting: November 25, 2019 – 2020 Hampton Street

**ADJOURN** – The meeting adjourned at approximately 6:45 PM



## Transportation Penny Advisory Committee Report

OSBO  
Manager's Report

November 15  
2019



**1. Executive Summary:**

This report is submitted pursuant to Ordinance (s) 049-13HR and 058-16HR to ensure that the OSBO team provides support to the County to ensure that the SLBE has equal opportunity to participate in County contracts for all six (6) Industry Categories.

Primary Industry Category					
Construction Services	Professional Services	Non-Professional Services	Engineering Services	Architectural Services	Wholesale Operations

**2. Purpose:**

The purpose of this report is to manage the ongoing requirements of the Ordinance(s), and ensuring payment to contracted SLBEs.

**3. Office of the Small Business Opportunity Cross Functional Team**

Team Matrix		
Name	Department	Title
<i>Christine Keefer</i>	<i>GCS</i>	<i>GCS Director</i>
<i>Michael Niermeier</i>	<i>Transportation</i>	<i>Director of Transportation</i>
Erica Wade	OSBO	Manager of OSBO
Michelle Rosenthal	OSBO	Business Development Coordinator
Bryant Davis	GCS	Asst. Director of GCS
Cheryl Cook	OSBO	Assistant Manager of OSBO
Jennifer Wladischkin	Procurement	Manager of Procurement
Yolanda Davis	Procurement	Contract Specialist
Allison Steele	Transportation	Deputy Director
Alicia Aull	Transportation	Senior Accountant
Nathaniel Miller	Transportation	Contract & Budget Manager

**4. Goal Setting Committee (GSC)**

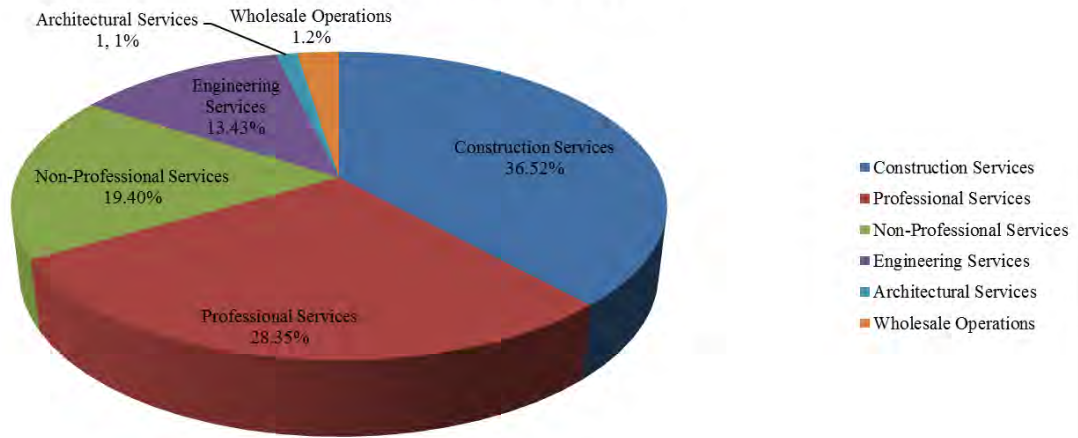
Team Matrix		
Name	Department	Title
Erica Wade	OSBO	Manager of OSBO
Project Managers	Transportation	Project Manager
Cor'Deija Horne	OSBO	Program Coordinator
Margaret Jones	OSBO	Certification & Compliance Specialist
Jennifer Wladischkin	Procurement	Manager of Procurement
Vacant	Transportation	Estimator

5. Analysis:

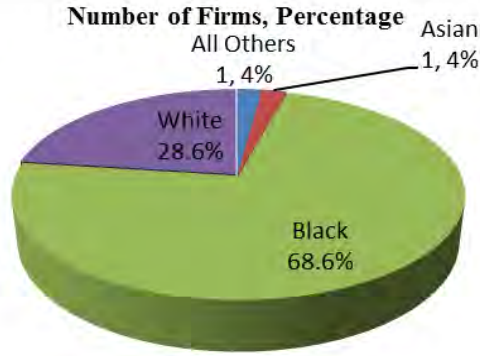
SLBE Certified Firm Status

Number	Pending Certification (Not in Directory)	Renewing Certification (Less than 3 months)	Certified (Active Certification)
120			67
100			70
80			74
60			78
40			82
20			83
0			80
			78
			81
			82
			81
			84
			86
			88
			94
			97
			97

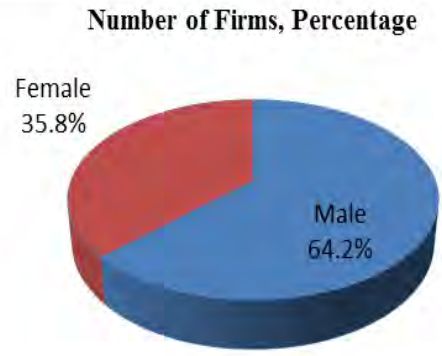
SLBE Firms by Primary Industry Category  
Number of Firms, Percentage



### SLBE Firms by Ethnicity



### SLBE Firms by Gender



### Contract Participation: January 1, 2012-November 15, 2019\*



**PDT SLBE GOAL PARTICIPATION UPDATE 2018-2019**

Project Name	Sheltered Market	SLBE Goal	DATE
2017 Dirt Roads Package H/I	No	4.05%	February 6, 2018
2017 Dirt Roads Package G	Yes	100%	February 22, 2018
2018 Resurfacing Project Package O	No	0%	March 2, 2018
Resurfacing Project Package P	No	0%	May 7, 2018
Sidewalk Package S-8	Yes	100%	April 19, 2018
Pedestrian Improvements at Intersections	No	12%	July 3, 2018
2018 Sidewalks – Koon Rd. & Farmview St.	Yes	100%	July 18, 2018
2016 PDT Sidewalks-Clemson Road	Yes	100%	October 2, 2018
2018 Richland County Dirt Roads Package I	No	5.95%	October 19, 2018
SERN NIP	No	17.3%	November 15, 2018
2018 Richland County Dirt Roads Project 7 Road Group	No	11%	December 31, 2018
OET Sidewalks – Polo Road	No	25%	January 17, 2019
Sidewalk Package S-11	No	22%	January 28, 2019
Richland County Resurfacing Package Q	No	0%	February 26, 2019
North Springs and Harrington Intersection Improvements	No	15%	March 13, 2019
Greene Street Widening-Phase II	No	16%	April 9, 2019
Atlas Road Widening Project	No	14%	April 4, 2019
2019 Resurfacing Package R	No	0%	April 17, 2019
Lakeside Subdivision (Incl. Sienna Dr.) Resurfacing	No	3%	August 1, 2019
2016 PDT Sidewalk – Clemson Road	Yes	100%	July 22, 2019
Decker Woodfield NIP-Faraway Drive Sidewalk	No	33%	July 18, 2019
Green Street Phase II	No	8.1%	September 18, 2019
Sidewalk-Harrison Rd	No	19%	September 24, 2019
2019 Richland County Dirt Road Package K	No	23%	October 17, 2019

**6. Department Outlook:**

- i. Facilitating increase in County wide SLBE utilization in County wide contracts
  - OSBO staff is collaborating with RC Directors to identify current vendors to become certified SLBEs
- ii. Continued review of Transportation Penny SLBE Contractual Compliance

- **Business Development**

- i. OSBO Website Highlights
- ii. Highlighted Article
  - Featured Story
  - Winners of OSBO Power Up Pitch Competition
- iii. Conducted a OSBO Presentation at Greater Irmo Chamber Lunch and Learn, October 30
- iv. Attended the Bid Opening for Polo Road, October 30
- v. Participated in the SBA, Veterans Small Business Matchmaker, November 4
- vi. Participated in the SC Business Collaborative for Women-Owned Businesses, Back 2 Basics - Understanding Your Business Foundation, November 12
- vii. Conducted 1 Site visit

## 2019 Office of Small Business Opportunity Workshops

Title of Workshop	Date	No. Attended
Small Business Compliance and Legal Issues	Jan 24	44
Small Business Certifications	Feb 11	83
RFPs & RFQs: The Alphabet Soup of Procurement	Feb 20	38
Keeping Your Finances in Check Tax Preparation	Mar 25	15
Successful Marketing Principles for Small Businesses	Apr 24	31
Effective Business Management Skills Series	Jun 3	20
Effective Business Management Skills Series)	Jun 10	18
Effective Business Management Skills Series	Jun 17	13
Effective Business Management Skills Series	Jun 24	18
Best Safety Practices for Job Sites (How to Protect Yourself)	Jul 17	12
Engage Richland: Connecting Small Businesses to Financing and Contracting Opportunities	Sep 11	200

- **Certification and Compliance**

Projects Completed

- i. Completed Three (3) new certifications and one (1) renewal. There are one (1) new certification pending and no re-certification pending.
- ii. Conducted one (1) site visit.
- iii. Attended several meetings with OSBO staff members during the month of September-October.
  - **Staff Meetings-September-October**
  - **10/30-Meeting (Bid Opening) Green Street Phase II**
  - **10/22-Transportation Ad Hoc Meeting**
  - **10/28-Pre-Meeting (Harrison Rd.)**
  - **10/30-Bid Opening (Polo Rd.)**
  - **10/23-Cyber Security Presentation**

- **Program Coordinator**

- i. Reconciled/posted multiple payments to prime and subcontractors
- ii. Number of payments due to prime, 24
- iii. Number of payments due to subcontractors, 130 (September- October)
- iv. Participated in the SBA, Veterans Small Business Matchmaker, November 4
- v. Participated in the SC Business Collaborative for Women-Owned Businesses, Back 2 Basics - Understanding Your Business Foundation, November 12

## **Transportation Update**

### **Council Approvals**

- ✓ The Greenway agenda item will be taken up at the December 10th Council meeting
- ✓ Council deferred the proposed cash flow plan until the November 19<sup>th</sup> meeting.

### **Pre-Construction Update**

- ✓ Procurement Items –
  - Polo Road SUP bids were received on October 30, 2019, and the apparent lower bidder is Palmetto Sitework Services
  - Harrison Rd. Sidewalk Project has been advertised. Bids are due November 21, 2019.
  - Greene Street Ph. II – the construction contract has been executed, and a pre-construction meeting is scheduled for Dec. 4<sup>th</sup>.

### **Construction Update**

- ✓ Clemson Road Widening – Construction is 50% complete and continues to include clearing and grubbing, earthwork and some drainage activities.
- ✓ North Main Street – Project is approximately 70% complete. Drainage installation progressing north of Sunset toward Monticello. Due to utility conflicts and delays, construction completion is anticipated to be late 2020.
- ✓ 3 Rivers Greenway – Installation of the concrete pathway remains 99% complete. Remaining work includes construction of the Fire/Rescue building and project punch list items. Additional coordination will be required to accommodate Railroad comments regarding pathway's encroachment into Railroad Right of Way. This issue will delay completion and undetermined amount of time.
- ✓ Magnolia/Schoolhouse Sidewalks – Construction is 90% complete.
- ✓ Dirt Road Packages G, H, and I (16 roads) – Construction continues.
- ✓ Candlewood NIP Phase 3 - Construction is 80% complete and is scheduled to be completed in November 2019.
- ✓ SERN – Construction is approximately 10% complete and clearing and grubbing has been completed for the new roadway. Installation of the box culvert under Rabbit Run began November 11<sup>th</sup>. It is anticipated that this road will need to be closed approximately 60 days to complete this installation.
- ✓ Broad River Neighborhood – Construction is 50% complete and continues with installation of storm drainage.
- ✓ Resurfacing P (80 roads) – Construction is 40% complete and continues.
- ✓ Shop Road Extension Phase 1 – The entire project is complete and open to traffic. The project is in the process of being closed out.
- ✓ Koon Sidewalk – Construction is complete, pending completion of punchlist items.
- ✓ Pedestrian Improvement Projects – Construction is complete, pending completion of punchlist items.
- ✓ Resurfacing O (39 roads) – Construction is complete. The process is in the process of being closed out.
- ✓ North Springs/Harrington Intersection – The construction contract has been executed, and a pre-construction meeting has been held.
- ✓ Resurfacing Package Q - Construction is 5% complete.

## **Miscellaneous**

- ✓ Due to several projects having cost estimates above their referendum amounts, all projects that are currently not under construction have been placed on hold until guidance is received from Council on how to proceed with the program.
- ✓ A Transportation Ad Hoc Committee meeting is scheduled for December 3, 2019 at 1:00.
- ✓ The County has issued 4 separate Requests for Qualifications for On-Call Engineering (18 submittals), Construction Inspection (16 submittals), Geotech\Materials Testing and Staff Augmentation. The OET and CE&I submittals have been evaluated, and short lists for each one have been finalized. The Staff Augmentation is currently under evaluation. Prime contracts were for Construction Inspection.
- ✓ A new monthly report is in development as well as an improved web page to make information more available.



## Financial Highlights FY 2020

### Month End Sept 2019

*25.00% of fiscal year completed*

#### ✦ Net Income (Loss)

- Month ~ (\$234K) Actual YTD ~ (\$2.53M)

#### ✦ Total Revenue:

- YTD ~ \$4.17M compared 3/12<sup>th</sup> of annual budget at ~\$7.45M; total YTD collections average ~14% of annual budgeted amount
  - Includes billing for penny sales tax accrual: ~\$1.51M

#### ✦ Total Expenses:

- YTD ~ \$6.70M compared to 3 /12<sup>th</sup> of annual budget at ~ \$7.45M; total YTD expenditures represent an average ~ 22% of annual budget
  - YTD paid to Contract Operator since 7/1/2015 – current mo. ~\$56,392,124
    - Payments include any liquidated damages
  - Professional Contract services (4203,4361, 4363):
    - ABLE SC (Application s & Mobility Mgt Svcs) 9,033
    - Auger Consulting 12,610
    - Brownstone (engineering & design) 31,702
    - Burr Forman & McNair 4,000
    - Chernoff Newman, LLC (includes invoice adjustments) 10,803
    - Nexsen Pruet, LLC 4,000
    - Marketing – including Flock & Rally 5,350
  - Board Expenses (4210):
    - Lunch 194
  - Employee Training (4518): (includes per diem, flight, hotel, registration fees & related expenses) 1,590
    - R. Andrews, C. Willis, J. Andoh
    - Procurement Workshop, TAM Workshop

#### ✦ Cash:

- Wells Fargo - Operating: ~\$ 10.40M
- OPTUS Bank Reserve Funds: ~\$ 4.91M
  - ✓ See Condensed Statement of Financial Position for breakdown details
- Local Government Investment Pool (LGIP): ~\$13.91M
  - ✓ See Condensed Statement of Financial Position for breakdown details
- Total collections of Penny Revenue since 2013 to present:
  - ✓ \$99,582,063 of \$300,991,000 allocation



**Central Midlands Regional Transit Authority**  
**Condensed Statement of Financial Position**  
**Period Ended 09/30/19**

	Actual PTD 9/30/2019	Actual YTD 9/30/2019	Budget YTD FY 2020
<b>Revenues:</b>			
Passenger Fares/Revenue Contracts	262,792	708,378	778,588
Special (Advertising, Interest, Rental, Etc)	25,911	86,004	21,350
Admin/Misc	3,279	8,316	250
Local (The Penny)	1,511,531	3,360,908	4,713,824
State (SCDOT)	-	-	178,614
CBDG & Hospitality	-	-	26,500
Federal	-	4,500	1,731,083
<b>Total Revenue</b>	<b>\$ 1,803,513</b>	<b>\$ 4,168,106</b>	<b>\$ 7,450,209</b>
<b>Expenses:</b>			
			18,932,012
Contract Operator	1,299,576	3,785,641	3,874,884
Federal	108,731	908,245	1,725,420
Depreciation	238,961	718,458	700,000
Fuel	135,896	429,872	475,000
Salaries and Fringes	71,381	251,206	292,493
Professional Services	83,723	374,240	182,108
Utilities	10,864	32,342	46,225
Other Operating Expenses	87,343	202,648	154,079
<b>Total Expenses</b>	<b>\$ 2,036,476</b>	<b>\$ 6,702,652</b>	<b>\$ 7,450,209</b>
<b>Net Income (Loss) From Operations:</b>	<b>\$ (232,963)</b>	<b>\$ (2,534,545)</b>	<b>\$ 0</b>
<b>Cash:</b>			
Wells Fargo			
Petty Cash		251	
Operating Acct		10,400,610	
OPTUS Bank (formerly South Carolina Community Bank)			
Operating Reserve Funds	2,189,976		
Capital Reserve Funds	2,719,806	4,909,782	
Local Gov't Investment Pool			
Emergency Reserve: Avg Interest Rate: 2.4684%	6,953,221		
Operating Reserve: Avg Interest Rate: 2.4684%	6,953,221	13,906,442	
<b>Total Cash</b>		<b>\$ 29,217,085</b>	
Total Assets		<b>\$ 64,258,953</b>	
Total Liabilities		<b>\$ 8,937,614</b>	

**Central Midlands Regional Transit Authority  
Statement of Income vs Budget  
Period Ended September 30, 2019**

Fiscal Year % complete = 25.00%

	<i>Actual PTD</i>	<i>Actual YTD</i>	<i>Budgeted YTD (\$)</i>	<i>Variance (\$)</i>	<i>Annual Budgeted</i>	<i>(\$ of Budget remaining</i>	<i>(%) of Budget</i>
	<i>9/30/2019</i>		<i>9/30/2019</i>	<i>Actual YTD vs Budget YTD</i>	<i>Amount</i>	<i>Actual YTD vs Annual Budget</i>	<i>Actual YTD vs Annual Budget</i>
<b>Revenue:</b>							
Passenger Revenue	209,787	540,499	680,145	139,646	2,720,579	2,180,080	20%
Advertising Revenue	-	1,530	10,000	8,470	40,000	38,470	4%
Contracted Services Revenue	53,006	107,969	38,750	(69,219)	155,000	47,031	70%
Local Revenue - Lexington Cty	-	59,910	59,693	(218)	238,771	178,861	25%
Interest Income	25,111	82,074	10,000	(72,074)	40,000	(42,074)	205%
1% Sales Taxes Revenue Earned	1,511,531	3,360,908	4,713,824	1,352,917	18,855,298	15,494,390	18%
OPT/SMTF 5339	-	-	141,980	141,980	567,919	567,919	0%
OPT Rural Program 5311 Revenue	-	-	36,634	36,634	146,536	146,536	0%
Hospitality/Accomodations Tax	-	-	1,500	1,500	6,000	6,000	0%
CDBG Grants (Shelters & Pass Program)	-	-	25,000	25,000	100,000	100,000	0%
Rental Income	800	2,400	1,350	(1,050)	5,400	3,000	0%
Federal Revenue - Capital: Non Prev Maint	-	-	222,798	222,798	891,191	891,191	0%
Federal Revenue - Capital: Prev. Maint	-	4,500	200,000	195,500	800,000	795,500	1%
Federal Revenue - CapX Fleet Procurement	-	-	181,800	181,800	727,200	727,200	0%
Federal Revenue - Salaried Positions	-	-	14,300	14,300	57,200	57,200	0%
Federal Revenue - ADP Software	-	-	20,000	20,000	80,000	80,000	0%
Federal Revenue - ADP Hardware	-	-	20,000	20,000	80,000	80,000	0%
Federal Revenue - Operations Assistance	-	-	375,000	375,000	1,500,000	1,500,000	0%
Federal Revenue - ADA Paratransit	-	-	113,893	113,893	455,572	455,572	0%
Federal Revenue - EE Training	-	-	10,400	10,400	41,600	41,600	0%
Federal Revenue - Mobility 5310	-	-	2,213	2,213	8,854	8,854	0%
Federal Revenue - 3rd Party Contractual (Website)	-	-	4,000	4,000	16,000	16,000	0%
Federal Revenue - APC	-	-	79,808	79,808	319,230	319,230	0%
Federal Revenue - Safety & Security	-	-	32,639	32,639	130,557	130,557	0%
Federal Revenue - Vanpool	-	-	30,000	30,000	120,000	120,000	0%
Federal Revenue - Bike Program	-	-	64,000	64,000	256,000	256,000	0%
Federal Revenue - 5339 Shleter ACQ & Install	-	-	360,232	360,232	1,440,928	1,440,928	0%
Gain(Loss) Sale of Asset	-	195	-	(195)	-	(195)	#DIV/0!
Miscellaneous Income	3,279	8,122	250	(7,872)	1,000	(7,122)	812%
<b>Total Revenues:</b>	<b>1,803,513</b>	<b>4,168,106</b>	<b>7,450,209</b>	<b>3,282,102</b>	<b>29,800,835</b>	<b>25,632,729</b>	<b>14%</b>

**Central Midlands Regional Transit Authority**  
**Statement of Income vs Budget**  
**Period Ended September 30, 2019**

Fiscal Year % complete = 25.00%

	<i>Actual PTD</i>	<i>Actual YTD</i>	<i>Budgeted YTD (\$)</i>	<i>Variance (\$)</i>	<i>Annual Budgeted</i>	<i>(\$ of Budget remaining</i>	<i>(%) of Budget</i>
	<i>9/30/2019</i>		<i>9/30/2019</i>	<i>Actual YTD vs Budget YTD</i>	<i>Amount</i>	<i>Actual YTD vs Annual Budget</i>	<i>Actual YTD vs Annual Budget</i>
<b>Expenses:</b>							
Salaries (Staff/Intern) & Other Paid Wages	55,964	198,492	223,022	24,529	892,087	693,595	22%
SC Retirement: ER	8,104	28,037	34,702	6,666	138,809	110,772	20%
FICA & Medicare	3,740	13,505	17,061	3,556	68,245	54,740	20%
Health Insurance: ER	3,559	10,704	15,782	5,079	63,129	52,425	17%
SC Unemployment	14	93	1,625	1,532	6,500	6,407	1%
Workers Comp	-	374	300	(74)	1,200	826	31%
Dues/Subscriptions/Memberships	-	1,370	9,000	7,630	36,000	34,630	4%
Tuition Reimbursement	-	-	10,500	10,500	42,000	42,000	0%
Marketing/Advertising/Promotional Material	5,351	31,237	64,000	32,763	256,000	224,763	12%
Facility Related Repairs & Maintenance Expense	7,079	98,489	250,000	151,511	1,000,000	901,511	10%
Office Expense	46	1,225	3,000	1,775	12,000	10,775	10%
Charitable Donations (Passes ONLY)	-	-	1,800	1,800	7,200	7,200	0%
Postage & Shipping	152	1,498	1,375	(123)	5,500	4,002	27%
Printing	68,071	112,290	21,250	(91,040)	85,000	(27,290)	132%
Board/Committee	194	812	2,500	1,688	10,000	9,188	8%
Transit Academy	-	-	375	375	1,500	1,500	0%
Contractor-Fixed Route	1,064,721	3,061,260	2,868,344	(192,916)	11,473,375	8,412,115	27%
Contractor-DART	234,689	704,582	846,541	141,959	3,386,162	2,681,580	21%
Contractor-Splc Svc/Svc Enhancements	167	19,800	67,500	47,700	270,000	250,200	7%
Propane	52,605	170,332	225,000	54,668	900,000	729,668	19%
Vehicle Fuel	83,291	259,540	250,000	(9,540)	1,000,000	740,460	26%
Insurance - Vehicle	585	13,148	23,750	10,602	95,000	81,852	14%
Insurance - Facility	-	2,565	4,427	1,863	17,710	15,145	14%
Insurance-Tort Liability	-	3,022	5,875	2,853	23,500	20,478	13%
Insurance-Officers & Directors	-	876	1,577	701	6,307	5,431	14%
Professional Contract Services	78,372	343,004	118,108	(224,896)	472,430	129,426	73%
Fare Collection Service & Supplies	823	2,470	12,500	10,030	50,000	47,530	5%
Tickets & Transfers	3,508	20,651	7,500	(13,151)	30,000	9,349	69%
Natural Gas	26	125	2,400	2,275	9,600	9,475	1%
Electric	8,596	24,558	35,075	10,517	140,300	115,742	18%
Water & Sewer	2,242	7,659	8,750	1,091	35,000	27,341	22%
Telecommunications	8,445	25,351	21,025	(4,326)	84,100	58,749	30%
Misc Fees: Fines, Taxes, etc.	1,327	1,809	9,750	7,941	39,000	37,191	5%
Banking Fees	2,890	7,591	6,250	(1,341)	25,000	17,409	30%
Payroll Processing Fees	184	502	625	123	2,500	1,998	20%
Office Equipment - Lease & Rental	1,119	6,392	9,500	3,108	38,000	31,608	17%
Furniture, Fixtures, & Equipment < \$5000	-	1,076	1,500	424	6,000	4,924	18%

**Central Midlands Regional Transit Authority  
Statement of Income vs Budget  
Period Ended September 30, 2019**

Fiscal Year % complete = 25.00%

	<i>Actual PTD</i>	<i>Actual YTD</i>	<i>Budgeted YTD (\$)</i>	<i>Variance (\$)</i>	<i>Annual Budgeted</i>	<i>(\$ of Budget remaining</i>	<i>(%) of Budget</i>
	<i>9/30/2019</i>		<i>9/30/2019</i>	<i>Actual YTD vs Budget YTD</i>	<i>Amount</i>	<i>Actual YTD vs Annual Budget</i>	<i>Actual YTD vs Annual Budget</i>
Federal Expense: Shelter & Accessories ACQ/Install	-	-	450,290	450,290	1,801,160	1,801,160	0%
Federal Expense: Preventative Maint (PM)	30,946	168,235	-	(168,235)	-	(168,235)	#DIV/0!
Federal Expense: Cap EX (Non PM)	436	436	509,307	508,871	2,037,228	2,036,792	0%
Federal Expense: Capital (Non PM)	10,490	462,505	155,844	(306,660)	623,377	160,872	74%
Federal Expense: 3rd Party Contractual (Website)	-	-	6,250	6,250	25,000	25,000	0%
Federal Expense: APC	-	-	124,699	124,699	498,796	498,796	0%
Federal Expense: Safety & Security	46,513	117,305	139,840	22,535	559,358	442,053	21%
Federal Expense: ADP Software ACQ & Maint	11,678	43,491	25,000	(18,491)	100,000	56,509	43%
Federal Expense: ADP Hardware ACQ & Maint	-	3,374	25,000	21,626	100,000	96,626	3%
Federal Expense: Van Pool Ops	-	-	30,000	30,000	120,000	120,000	0%
Federal Expense: Bike Program	-	-	62,500	62,500	250,000	250,000	0%
Federal Expense: Training	1,590	14,411	17,500	3,089	70,000	55,588	21%
Federal Expense: 5310	-	-	21,691	21,691	86,762	86,762	0%
Depreciation Expense	238,961	718,458	700,000	(18,458)	2,800,000	2,081,542	26%
<b>Total Expenses:</b>	<b>2,036,476</b>	<b>6,702,652</b>	<b>7,450,211</b>	<b>747,557</b>	<b>29,800,835</b>	<b>23,098,183</b>	<b>22%</b>
<b>Net Income From Operations:</b>	<b>(232,963)</b>	<b>(2,534,545)</b>	<b>(2)</b>	<b>2,534,546</b>	<b>0</b>		

**Central Midlands Regional Transit Authority**  
**Balance Sheet**  
**As of September 30, 2019**

**Assets**

**Current Assets**

Petty Cash	250.77	
Cash: Operating (Wells Fargo)	10,400,609.97	
Cash: OPTUS Bank	2,189,976.11	
CD: Capital Reserve Funding (OPTUS)	2,719,805.54	
Emergency Reserve Fund (LGIP)	6,953,221.08	
Operating Reserve Fund (LGIP)	6,953,221.08	
Accts Receivable: Local Gov't	26,685.80	
Accts Receivable: Ticket Sales	43,793.20	
Accts Receivable: Contract Services Revenue	74,362.21	
Accts Receivable: 1% Sales Tax Est. Revenue	8,191,799.07	
Accts Receivable: Penny Sales Tax Interest Due	327,891.47	
Accts Receivable: Interest Revenue Earned	20,491.81	
Inventory	35,416.34	
Prepaid Insurance	147,046.77	
Prepaid Expenses	68,051.18	
<b>Total Current Assets:</b>		<b>\$ 38,200,748</b>

**Fixed Assets**

Land	1,772,521.78	
Building	14,234,692.99	
DART Vehicles	2,092,941.36	
Buses	18,705,241.88	
Automobiles	151,264.82	
Equipment	5,432,297.00	
Furniture & Fixtures	222,902.50	
Accumulated Depr.: Furniture & Fixtures	(157,731.42)	
Accumulated Depr.: Equipment	(3,334,957.12)	
Accumulated Depr.: Buildings	(6,212,923.16)	
Accumulated Depr.: Vehicles	(7,072,595.14)	
Accumulated Depr.: Land Improvements	(1,833.33)	
<b>Total Fixed Assets:</b>		<b>\$ 25,831,822</b>

**Deferred Outflows of Resources**

Deferred Outflows on Pensions	226,382.00	
<b>Total Deferred Outflows of Resources:</b>		<b>\$ 226,382</b>

<b>Total Assets</b>		<b>\$ 64,258,953</b>

**Central Midlands Regional Transit Authority**  
**Balance Sheet**  
**As of September 30, 2019**

**Liabilities**

**Current Liabilities**

Accounts Payable	7,252,734.19	
Salaries Payable	36,706.96	
State Unemployment Tax Payable	93.28	
State Health: Employee	(2,252.46)	
Dental: Employee	20.58	
Dental Plus: Employee	(313.90)	
Optional Life	(49.13)	
Dependent Life: Employee	(2.59)	
Supplemental LTD	(18.11)	
Optional Life Pretax	(40.20)	
State Tobacco Prem	40.00	
State Vision Plan	(113.95)	
Medical Spending Acct Admin Fees	8.91	
Medical Spending Acct	83.33	
Colonial Life Supplemental	(64.19)	
Supplemental Insurance: EE	(48.15)	
Accrued Annual Leave	48,727.00	
<b>Total Current Liabilities</b>		<b>\$ 7,335,254</b>

**Deferred Inflows of Resources**

Deferred Inflows on Pensions	94,772.00	
<b>Total Deferred Inflows of Resources</b>		<b>\$ 94,772</b>

**Non Current Liabilities**

Net Pension Liability/OPEB	1,507,588.00	
<b>Total Net Pension Liability:</b>		<b>\$ 1,507,588</b>
<b>Total Liabilities</b>		<b>\$ 8,937,614</b>

**Fund Balance**

Fund Balance	56,771,676.61	
Net Assets-Current Year	(2,534,545.43)	
Fund Balance: Restricted for Vehicle	224,808.00	
Prior Period Adjustment	77,858.75	
Prior Period Adjustment Grant #210	1,400,156.00	
Prior Period Adjustment Restricted Cash	(618,615.00)	
<b>Total Fund Balance:</b>		<b>\$ 55,321,339</b>
<b>Total Liabilities &amp; Fund Balance:</b>		<b>\$ 64,258,953</b>

**Central Midlands Regional Transit Authority**  
**Statement of Cash Flows**  
**For the Quarter Ending September 30, 2019**

**Cash Flow from Operating Activities**

**Change in net assets** \$ (2,534,545.43)

**Adjustments to reconcile change in net assets to net cash provided:**

Depreciation 718,457.61

**Changes in assets and liabilities:**

**(Increase) Decrease in:**

Accounts receivable - Local Government	63,872.25
Accounts receivable - Ticket Sales	297,177.37
Accounts receivable - Contract Services	(40,352.39)
Accounts receivable - Deferred 1% Sales Tax	1,590,713.24
Accounts receivable - OPT Rural 5311	188,992.00
Accounts receivable - OPT-SMTF 5339	561,030.00
Accounts receivable - 1% Sales Tax Revenue	(96,929.34)
Inventory	4,982.48
Prepaid Insurance	(120,558.76)
Prepaid Expenses	20,505.76

**Increase (Decrease) in:**

Accounts Payable	(619,690.51)
SC Unemployment Tax Payable	(206.01)
State Health - EE	(440.70)
Dental - EE	13.72
Dental Plus - EE	76.76
Optional Life - EE	(26.20)
Dependent Life - EE	(4.84)
Supplemental LTD - EE	(17.83)
State Vision Plan	(18.84)
Colonial Supplemental Insurance	118.07
Supplemental Insurance - EE	55.48

1,849,096.92

**Net Cash Provided by (used in) Operating Activities** **\$ 33,009.10**

**Cash Flows from Investing Activities:**

Purchase of Fixed Assets	(281,244.36)
<b>Net Cash Provided by (used in) Investing Activities</b>	<b>\$ (281,244.36)</b>

**Cash Flows from Financing Activities:**

Proceeds from New Borrowings	0.00
<b>Net Cash Provided by (used in) Financing Activities</b>	<b>\$ -</b>

**Net Increase (Decrease) in Cash and Cash Equivalents:** **\$ (248,235.26)**

**Cash & Cash Equivalent at Begin of Year:** **29,465,319.81**

**Cash & Cash Equivalent at End of Year:** **\$ 29,217,084.55**



## DBE Compliance Invoice Review

Contractor: Transdev Services, Inc.

Transdev Invoice Period: 9/1/19 to 9/30/19

Committed DBEs:

DBE Firm	Description of Work Performed	Invoice Amount	Percentage Counted Towards DBE Goal	Amount Counted Towards DBE Goal
Alpha Business Essentials	Office Supplies	\$0.00 <i>Payment issued - n/a</i>	60% (supplies)	\$0
Influence, LLC	Mystery Rider Program	\$3,000.00 <i>Payment Issued - n/a</i>	100%	\$3,000.00
New Age Protection	Security	\$35,399.70 <i>Payment Issued - n/a</i>	100%	\$35,399.70
Capital Building Services	Janitorial	\$16,000.00 <i>Payment Issued - n/a</i>	100%	\$16,000.00
Capital Building Services	Landscaping	\$1,500.00 <i>Payment Issued - n/a</i>	100%	\$1,500.00
Transport Care Services	DART/Paratransit	\$197,163.38 <i>Payment Issued - n/a</i>	100%	\$197,163.38
Transport Care Services	Repair Parts	\$103,681.82 <i>Payment Issued - n/a</i>	60% (supplies)	\$62,209.09
	Total amount counted towards Contract Goal for September 2019 invoice period			<b>\$315,272.17</b>
	Total amount paid to committed DBEs as of September 2019 Invoice Period			<b>\$14,897,581.83</b>
	Total invoices paid by The COMET as of September 2019			<b>\$56,397,985.29**</b>
	Percentage towards Contract Goal of 25.9%			<b>26.4%</b>

Note: \* Documents were not received to verify proof of payment.

\*\*The total paid to Transdev is reflective of the last payment to Transdev for May (16-31) through August (1-15) 2019 Reporting Period. Several invoices submitted from Transdev for August, September and October 2019 Reporting Periods are on hold pending payment from The COMET.

Reviewed by The COMET-Director of Regulatory Compliance & Civil Rights Officer: Arlene Prince Review Date: 11/4/19





Friday, November 15, 2019

**Agenda Item # 9A**

**To:** Central Midlands Regional Transit Authority Service Committee  
**From:** John Andoh, Executive Director/CEO  
**Subject:** Passenger Amenities Program Update

**Requested Action:** Staff recommends that the Service Committee hear an update on the passenger amenities program.

**Background and Summary:** At the request of the Board of Directors, staff is providing an update regarding the passenger amenities program and what has been done to date.

A concern was brought up about the bus shelters. Attached are the bus shelter design and an example of how bus shelters are set on the right of way. This standard has been built consistency since 2013. Staff is seeking direction from this committee regarding expectations related to bus shelter construction.

Task #	Date Requested	Stop #	New/Relocate	Stop Name	Latitude	Longitude	Routes	Task Status	Status Last Modified	Original Request	Comments
180	9/26/2019	263	▼	Lower Richland Garners I	33.945815	-80.873109	46	AOS-Construction	10/23/2019 - Luke	Install Shelter	Concrete Pad Poured 10-14
181	9/26/2019	1098	▼	Harden Senate NB	34.004537	-81.018312	22401	AOS-Construction	10/23/2019 - Luke	Install Shelter	Concrete Pad Poured 10-23
182	9/30/2019	7501	▼	Parklane Springtree SB	34.076864	-80.958132		AOS-Construction	10/23/2019 - Luke	Install Shelter	Concrete Pad Poured 10-22
183	9/30/2019	304	▼	Barhamville Elmwood SB	34.018463	-81.019545	12	DF-Permitting	9/30/19 - Zane	Permit and Install Shelter	
184	9/30/2019	871	▼	Farrow Busby NB	34.044606	-81.017004	301	DF-Permitting	9/30/19 - Zane	Permit and Install Shelter	
185	9/30/2019	385	▼	Bower Park Terrace NB	34.070906	-81.152321	801	DF-Permitting	9/30/19 - Zane	Permit and Install Shelter	
186	9/30/2019	1690	▼	St Andrews Drury EB	34.059021	-81.162679	83L	DF-Permitting	9/30/19 - Zane	Permit and Install Shelter	
187	9/30/2019	1179	▼	Farrow Colonial SB	34.027873	-81.026966	301	DF-Permitting	9/30/19 - Zane	Permit and Install Shelter	
188	9/30/2019	547	▼	Patterson Garners NB	33.964005	-80.94094	46,45,47,88,62	DF-Permitting	9/30/19 - Zane	Permit and Install Shelter	
189	9/30/2019	1296	▼	Taylor Oak WB	34.012099	-81.018369	701501	DF-Permitting	9/30/19 - Zane	Permit and Install Shelter	
190	9/30/2019	378	▼	Bluff Pineview NB	33.9278897	-80.9637183	61,62	AOS-Construction	10/23/2019 - Luke	Permit and Install Shelter	Concrete Pad Poured 10-22
194	9/30/2019	889	▼	12th Shull NB	33.989959	-81.073331	96L	DF-Permitting	9/30/19 - Zane	Permit and Install Shelter	
195	9/30/2019	1043	▼	Gregg Little SB	34.022498	-80.953635	701,75,76,77	DF-Permitting	9/30/19 - Zane	Permit and Install Bench	
215	10/8/2019	2555890	▼	Dutch Square & Broad Ri	34.03530809	-81.0905912	84,83L	DF-Permitting	10/24/2019 - Zane	Permit and Install Shelter and Sidewalk	

**Fiscal Impacts:** None as this is an update to the Service Committee.

**Legal Counsel Review:** None.

**Attachments:** Davis and Floyd Monthly Progress Report.

For information regarding this staff report, please contact John Andoh, Executive Director/CEO at (803) 255-7087 or email [john.andoh@catchthecomet.org](mailto:john.andoh@catchthecomet.org).

Approved for Submission,

Brasco Bus Shelter Design





Tolar Bus Shelter Design





# What's New

[← Back to What's New \(/whats-new/\)](/whats-new/)

## The COMET's Response To Potential Ineligible Use of \$1.4 Million Dollars of the Richland County Transportation Penny

*posted by John Andoh*

November 12, 2019

In light of the recent article about the potential of \$1.4 million being ineligible use of the Richland County Transportation Penny, some facts are available below. The COMET has always been, and will continue to be, committed to being open and transparent. That commitment has remained the same throughout our entire existence in the Midlands.

- The COMET has been openly participating as an "adjunct" to a lawsuit between Richland County and South Carolina Department of Revenue (DOR).

- As a part of that process, the DOR audited all of The COMET's expenses from July 1, 2013 to June 30, 2018.

- At any point, anyone can view The COMET's budget and the contract with Transdev because they are available online at <http://catchthecometsc.gov/.../request-for-information-regar.../>

([https://l.facebook.com/l.php?u=http%3A%2F%2Fcatchthecometsc.gov%2Fwhats-new%2Frfp%2Frequest-for-information-regarding-the-comet-operations-and-maintenance-of-fixed-route-flex-route-and-paratransit-services%2F%3Ffbclid%3DIwAR1TelXvT1qZpl9nSCHMi-p8Gj4\\_bnYf3lh24uMD\\_3rR0mDxsgDXP3Pwv3c&h=AT04TjTpudBhcnMvoejLzXMVJVsgCRoDkmi1dpk6EidoNRfwCd5eeyaDk00N2WK880AyUJaVfnOU7C-NifI59DF\\_ZZ-mroyvwq1Z7dj5WZuM13y3zC5d6NhPY0Iywn0\\_v2zhzbK83mJclegB34Y\\_g8L7rbD1S7h5\\_alQ-qDh7j\\_R0GRpiRs-dRmsq5m8sLTUSs3F46EYI3gRdjv4IYsqbbgzoW6wo0DNDEiiJq\\_-UNiV8p9BNZj09vj852ks0hrX0hr01QSO3ADIQ73wDUyGKyer5exZ5k0b8DihYkp0hLnq\\_QliTWYt1r5eBYvpnV9LAI1](https://l.facebook.com/l.php?u=http%3A%2F%2Fcatchthecometsc.gov%2Fwhats-new%2Frfp%2Frequest-for-information-regarding-the-comet-operations-and-maintenance-of-fixed-route-flex-route-and-paratransit-services%2F%3Ffbclid%3DIwAR1TelXvT1qZpl9nSCHMi-p8Gj4_bnYf3lh24uMD_3rR0mDxsgDXP3Pwv3c&h=AT04TjTpudBhcnMvoejLzXMVJVsgCRoDkmi1dpk6EidoNRfwCd5eeyaDk00N2WK880AyUJaVfnOU7C-NifI59DF_ZZ-mroyvwq1Z7dj5WZuM13y3zC5d6NhPY0Iywn0_v2zhzbK83mJclegB34Y_g8L7rbD1S7h5_alQ-qDh7j_R0GRpiRs-dRmsq5m8sLTUSs3F46EYI3gRdjv4IYsqbbgzoW6wo0DNDEiiJq_-UNiV8p9BNZj09vj852ks0hrX0hr01QSO3ADIQ73wDUyGKyer5exZ5k0b8DihYkp0hLnq_QliTWYt1r5eBYvpnV9LAI1))

yufYq8sRAIhfmJi-T06LIDSGY26yjh5i75d7B\_f1SJ70pNpUlp41sigfNvJNg9IFZCrkgx7d9hf2-  
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nKrj\_4avulH0XzzijBIV-Rlv0vBQ0qx\_B\_DXzq1dbEmWJHpm2P69J\_MvSo2V-7tjLIXv7gBhtcKEPITIRMsp-  
Oql3EMTDV5QXMPzMm5eignwRGdidPo-wS).

- The COMET is continuing conversations with the DOR on several areas where expenditures have been initially deemed ineligible for penny funds.
- The COMET has been advised that \$1.4 million out of the \$99 million of the Richland County Penny funds spent since July 2013 has been initially deemed potentially ineligible. That is only 1.4% of the amount.
- The COMET is currently both seeking and providing additional information as to the appropriateness of using Penny funds for the \$1.4 million dollars identified.
- The COMET will continue to work with the DOR until both parties are satisfied.
- Most of the potentially ineligible expenses are as a result of the 2015 contract between The COMET and Transdev Transit Services, Inc of which The COMET proactively withheld \$245,000 of those funds.
- The COMET's financial information is available at [http://catchthecometsc.gov/.../the-comet-fye-2018-comprehens...](http://catchthecometsc.gov/.../the-comet-fye-2018-comprehens.../) (<http://catchthecometsc.gov/whats-new/the-comet-fye-2018-comprehensive-financial-report/?fbclid=IwAR0gRJ1puffdHByR3SqUAGwNfTqUNn-aIDU5irauG75q8zkm0qqvP99lo5M>)
- The COMET's governance information is available at <http://catchthecometsc.gov/tale-of-the-comet/> ([https://l.facebook.com/l.php?u=http%3A%2F%2Fcatchthecometsc.gov%2Ftale-of-the-comet%2F%3Ffbclid%3DIwAR2vp5I\\_zUBvy4QCfef9ZeSyNHp4\\_TVYgUb44JzGNMkv5vaDhDLgz9F6gbc&h=ATz4KOb7B7b86fxECWhyA8XY7pRha03ZoB0iQSboVtwht4sZZQT0QV-hua6TdfCK7Zvv4I8w8dfsjKPUOW5H5jby4e\\_uQTg50bCME703QyNJO1Eqn5wG6eRj8w1mSjcd0unx6J9bqZpGkPlj\\_sN\\_0p4XDSqJVO\\_szgdh4\\_SdUv7ZvyOo\\_wc0D1RvcCuHQ5vRliSA1biOlweTGPvx6IzvPaQURwYEE5Vt6pNPnksp08aV9tgu-zR6Awqi2rAa4ENNAE6IDZYrb-aNr2\\_nipXGegXRMWkIGjnm3He1R9H8sui\\_hGla6rR20Jtwkfrb7FXlqbDsHtkgLq0cHh6yoq\\_d6TlunB](https://l.facebook.com/l.php?u=http%3A%2F%2Fcatchthecometsc.gov%2Ftale-of-the-comet%2F%3Ffbclid%3DIwAR2vp5I_zUBvy4QCfef9ZeSyNHp4_TVYgUb44JzGNMkv5vaDhDLgz9F6gbc&h=ATz4KOb7B7b86fxECWhyA8XY7pRha03ZoB0iQSboVtwht4sZZQT0QV-hua6TdfCK7Zvv4I8w8dfsjKPUOW5H5jby4e_uQTg50bCME703QyNJO1Eqn5wG6eRj8w1mSjcd0unx6J9bqZpGkPlj_sN_0p4XDSqJVO_szgdh4_SdUv7ZvyOo_wc0D1RvcCuHQ5vRliSA1biOlweTGPvx6IzvPaQURwYEE5Vt6pNPnksp08aV9tgu-zR6Awqi2rAa4ENNAE6IDZYrb-aNr2_nipXGegXRMWkIGjnm3He1R9H8sui_hGla6rR20Jtwkfrb7FXlqbDsHtkgLq0cHh6yoq_d6TlunB))

Should you have questions, please contact John Andoh, Executive Director at 803-255-7087 or email [jandoh@TheCOMETSC.gov](mailto:jandoh@thecometsc.gov). (<mailto:jandoh@thecometsc.gov>)

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The COMET's Response To Potential Ineligible Use of \$1.4 Million Dollars of the Richland County Transportation Penny

Tuesday / 11.12.2019

In light of the recent article about the potential of \$1.4 million being ineligible use of the Richland County Transportation Penny, some facts are available below. The COMET has always been, and will continue to be, committed to being open and... **[READ MORE]**

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STATE OF SOUTH CAROLINA  
COUNTY COUNCIL FOR RICHLAND COUNTY  
ORDINANCE NO. 039-12HR

AN ORDINANCE TO LEVY AND IMPOSE A ONE PERCENT (1%) SALES AND USE TAX, SUBJECT TO A REFERENDUM, WITHIN RICHLAND COUNTY PURSUANT TO SECTION 4-37-30 OF THE CODE OF LAWS OF SOUTH CAROLINA 1976, AS AMENDED; TO DEFINE THE PURPOSES AND DESIGNATE THE PROJECTS FOR WHICH THE PROCEEDS OF THE TAX MAY BE USED; TO PROVIDE THE MAXIMUM TIME FOR WHICH SUCH TAX MAY BE IMPOSED; TO PROVIDE THE ESTIMATED COST OF THE PROJECTS FUNDED FROM THE PROCEEDS OF THE TAX; TO PROVIDE FOR A COUNTY-WIDE REFERENDUM ON THE IMPOSITION OF THE SALES AND USE TAX AND THE ISSUANCE OF GENERAL OBLIGATION BONDS AND TO PRESCRIBE THE CONTENTS OF THE BALLOT QUESTIONS IN THE REFERENDUM; TO PROVIDE FOR THE CONDUCT OF THE REFERENDUM BY THE RICHLAND COUNTY ELECTION COMMISSION; TO PROVIDE FOR THE ADMINISTRATION OF THE TAX, IF APPROVED; TO PROVIDE FOR THE PAYMENT OF THE TAX, IF APPROVED; AND TO PROVIDE FOR OTHER MATTERS RELATING THERETO.

Pursuant to the authority by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ENACTED BY RICHLAND COUNTY COUNCIL:

SECTION 1. Findings and Determinations. The County Council (the "County Council") of Richland County, South Carolina (the "County"), hereby finds and determines:

(a) The South Carolina General Assembly has enacted Section 4-37-30 of the Code of Laws of South Carolina 1976, as amended (the "Act"), pursuant to which the county governing body may impose by ordinance a sales and use tax in an amount not to exceed one percent, subject to the favorable results of a referendum, within the county area for a specific purpose or purposes and for a limited amount of time to collect a limited amount of money.

(b) Pursuant to the terms of Section 4-37-10 of the Code of Laws of South Carolina 1976, as amended, the South Carolina General Assembly has authorized county government to finance the costs of acquiring, designing, constructing, equipping and operating highways, roads, streets, bridges, greenways, pedestrian sidewalks, bike paths and lanes, and other transportation-related projects either alone or in partnership with other governmental entities. As a means to furthering the powers granted to the County under the provisions of Section 4-9-30 and Sections 6-21-10, *et. seq* of the Code of Laws of South Carolina 1976, as amended, the County Council is authorized to form a transportation authority or to enter into a partnership, consortium, or other contractual arrangement with one or more other governmental entities pursuant to Title 4, Chapter 37 of the Code of Laws of the South Carolina 1976, as amended. The County Council has decided to provide funding for highways, roads, streets, bridges, mass transit, greenways, pedestrian sidewalks, bike paths and lanes, *inter alia*, without the complexity of a transportation authority or entering into a partnership, consortium, or other contractual arrangements with one or more other governmental entities at this time; provided that nothing herein shall preclude County Council from entering into partnerships, consortiums, or other contractual arrangements in the future. County Council may utilize such

provisions in the future as necessary or convenient to promote the public purposes served by funding highways, roads, streets, bridges, mass transit, greenways, pedestrian sidewalks, and bike paths and lanes as provided in this Ordinance.

(c) The County Council finds that a one percent sales and use tax should be levied and imposed within Richland County, for the following projects and purposes: For financing the costs of highways, roads, streets, bridges, greenways, pedestrian sidewalks, and bike paths and lanes and other transportation-related projects facilities, and drainage facilities related thereto, and mass transit systems operated by Richland County or (jointly) operated by the County, other governmental entities and transportation authorities.

For a period not to exceed twenty-two (22) years from the date of imposition of such tax, to fund the projects at a maximum cost not to exceed \$1,037,900,000 to be funded from the net proceeds of a sales and use tax imposed in Richland County pursuant to provisions of the Act, subject to approval of the qualified electors of Richland County in referendum to be held on November 6, 2012. The imposition of the sales and use tax and the use of sales and use tax revenue, if approved in the referendum, shall be subject to the conditions precedent and conditions or restrictions on the use and expenditure of sales and use tax revenue established by the Act, the provisions of this Ordinance, and other applicable law. Subject to annual appropriations by County Council, sales and use tax revenues shall be used for the costs of the projects established in this Ordinance, as it may be amended from time to time, including, without limitation, payment of administrative costs of the projects, and such sums as may be required in connection with the issuance of bonds, the proceeds of which are applied to pay costs of the projects. All spending shall be subject to an annual independent audit to be made available to the public.

(d) County Council finds that the imposition of a sales and use tax in Richland County for the projects and purposes defined in this Ordinance for a limited time not to exceed twenty-two (22) years to collect a limited amount of money will serve a public purpose, provide funding for roads and transportation, mass transit, and greenbelts to facilitate economic development, promote public safety, provide needed infrastructure, promote desirable living conditions, enhance the quality of life in Richland County, and prepare Richland County to meet present and future needs of Richland County and its citizens.

## **Section 2. Approval of Sales and Use Tax Subject to Referendum.**

(a) A sales and use tax (the "Sales and Use Tax"), as authorized by the Act, is hereby imposed in Richland County, South Carolina, subject to a favorable vote of a majority of the qualified electors voting in a referendum on the imposition of the Sales and Use Tax to be held in Richland County, South Carolina on November 6, 2012.

(b) The Sales and Use Tax shall be imposed for a period not to exceed twenty-two (22) years from the date of imposition.

(c) The maximum cost of the projects to be funded from the proceeds of the Sales and Use Tax shall not exceed, in the aggregate, the sum of \$1,037,900,000, and the maximum amount of net proceeds to be raised by the Sales and Use Tax shall not exceed \$1,070,000,000, which includes administrative costs and debt service on bonds issued to pay for the projects. The estimated principal amount of initial authorization of bonds to be issued to pay costs of the projects and to be paid by a

portion of the Sales and Use Tax is \$450,000,000. The proceeds of these bonds shall be used for a portion of the following projects:

- Project 1: Improvements to highways, roads (paved and unpaved), streets, intersections, and bridges including related drainage system improvements.  
Amount: \$656,020,644
- Project 2: Continued operation of mass transit services provided by Central Midlands Regional Transit Authority including implementation of near, mid and long-term service improvements.  
Amount: \$300,991,000
- Project 3: Improvements to pedestrian sidewalks, bike paths, intersections and greenways.  
Amount: \$80,888,356

A list of the 2012 Roadway Projects and the 2012 Pedestrian/Bike/Greenway Projects are attached hereto as Appendix A and incorporated herein by reference.

(d) The Sales and Use Tax shall be expended for the costs of the following projects, including payment of any sums as may be required for the issuance of and debt service for bonds, the proceeds of which are applied to such projects, for the following purposes:

- (i) Improvements to highways, roads (paved and unpaved), streets, intersections, and bridges including related drainage system improvements. Amount: \$656,020,644;
- (ii) Continued operation of mass transit services provided by Central Midlands Regional Transit Authority including implementation of near, mid and long-term service improvements. Amount: \$300,991,000; and
- (iii) Improvements to pedestrian sidewalks, bike paths, intersections and greenways.  
Amount: \$80,888,356.

(e) The Sales and Use Tax, if approved in the referendum conducted on November 6, 2012, shall terminate on the earlier of:

- (i) April 1, 2035; or
- (ii) the end of the calendar month during which the Department of Revenue determines that the Sales and Use Tax has raised revenues sufficient to provide the greater of either the costs of the projects as approved in the referendum or the cost to amortize all debts related to the approved projects.

(f) The amounts of Sales and Use Tax collected in excess of the required proceeds must first be applied, if necessary, to complete each project for which the Sales and Use Tax was imposed. Any additional revenue collected above the specified amount must be applied to the reduction of debt principal of Richland County on transportation infrastructure debts only.

(g) The Sales and Use Tax must be administered and collected by the South Carolina Department of Revenue in the same manner that other sales and use taxes are collected. The Department may prescribe amounts that may be added to the sales price because of the Sales and Use Tax.

(h) The Sales and Use Tax is in addition to all other local sales and use taxes and applies to the gross proceeds of sales in the applicable area that is subject to the tax imposed by Chapter 36 of Title 12 of the Code of Laws of South Carolina, and the enforcement provisions of Chapter 54 of Title 12 of the Code of Laws of South Carolina. The gross proceeds of the sale of items subject to a maximum tax in Chapter 36 of Title 12 of the Code of Laws of South Carolina are exempt from the tax imposed by this Ordinance. The gross proceeds of the sale of food lawfully purchased with United States Department of Agriculture Food Stamps are exempt from the Sales and Use Tax imposed by this Ordinance. The Sales and Use Tax imposed by this Ordinance also applies to tangible property subject to the use tax in Article 13, Chapter 36 of Title 12 of the Code of Laws of South Carolina.

(i) Taxpayers required to remit taxes under Article 13, Chapter 36 of Title 12 of the Code of Laws of South Carolina must identify the county in which the personal property purchased at retail is stored, used, or consumed in this State.

(j) Utilities are required to report sales in the county in which the consumption of the tangible personal property occurs.

(k) A taxpayer subject to the tax imposed by Section 12-36-920 of the Code of Laws of South Carolina 1976, as amended, who owns or manages rental units in more than one county must report separately in his sales tax return the total gross proceeds from business done in each county.

(l) The gross proceeds of sales of tangible personal property delivered after the imposition date of the Sales and Use Tax, either under the terms of a construction contract executed before the imposition date, or written bid submitted before the imposition date, culminating in a construction contract entered into before or after the imposition date, are exempt from the Sales and Use Tax provided in this ordinance if a verified copy of the contract is filed with the Department of Revenue within six months after the imposition date of the Sales and Use Tax provided for in this Ordinance.

(m) Notwithstanding the imposition date of the Sales and Use Tax with respect to services that are billed regularly on a monthly basis, the Sales and Use Tax authorized pursuant to this ordinance is imposed beginning on the first day of the billing period beginning on or after the imposition date.

**Section 3. Remission of Sales and Use Tax; Segregation of Funds; Administration of Funds; Distribution to Counties: Confidentially.**

(a) The revenues of the Sales and Use Tax collected under this Ordinance must be remitted to the State Treasurer and credited to a fund separate and distinct from the general fund of the State. After deducting the amount of any refunds made and costs to the Department of Revenue of administering the Sales and Use Tax, not to exceed one percent of such revenues, the State Treasurer shall distribute the revenues quarterly to the Richland County Treasurer and the revenues must be used only for the purposes stated herein. The State Treasurer may correct misallocations by adjusting

subsequent distributions, but these distributions must be made in the same fiscal year as the misallocation. However, allocations made as a result of city or county code errors must be corrected prospectively.

(b) Any outside agencies, political subdivisions or organizations designated to receive funding from the Sales and Use Tax must annually submit requests for funding in accordance with procedures and schedules established by the County Administrator. The County Administrator shall prepare the proposed budget for the Sales and Use Tax and submit it to the County Council at such time as the County Council determines. At the time of submitting the proposed budget, the County Administrator shall submit to the County Council a statement describing the important features of the proposed budget.

County Council shall adopt annually prior to the beginning of each fiscal year a budget for expenditures of Sales and Use Tax revenues. County Council may make supplemental appropriations for the Sales and Use Tax following the same procedures prescribed for the enactment of other budget ordinances. The provisions of this section shall not be construed to prohibit the transfer of funds appropriated in the annual budget for the Sales and Use Tax for purposes other than as specified in the annual budget when such transfers are approved by County Council. In the preparation of the annual budget, County Council may require any reports, estimates, and statistics from any county agency or department as may be necessary to perform its duties as the responsible fiscal body of the County.

Except as specifically authorized by County Council, any outside agency or organization receiving an appropriation of the Sales and Use Tax must provide to County Council an independent annual audit of such agency or organization financial records and transactions and such other and more frequent financial information as required by County Council, all in form satisfactory to County Council.

(c) The Department of Revenue shall furnish data to the State Treasurer and to the Richland County Treasurer for the purpose of calculating distributions and estimating revenues. The information which must be supplied to the County upon request includes, but is not limited to, gross receipts, net taxable sales, and tax liability by taxpayers. Information about a specific taxpayer is considered confidential and is governed by the provisions of S.C. Code Ann. §12-54-240. Any person violating the provisions of this section shall be subject to the penalties provided in S.C. Code Ann. § 12-54-240.

#### **Section 4. Sales and Use Tax Referendum; Ballot Question.**

(a) The Commission shall conduct a referendum on the question of imposing the Sales and Use Tax in the area of Richland County on Tuesday, November 6, 2012, between the hours of 7 a.m. and 7 p.m. under the election laws of the State of South Carolina, mutatis mutandis. The Commission shall publish in a newspaper of general circulation the question that is to appear on the ballot, with the list of projects and purposes as set forth herein, and the cost of projects, and shall publish such election and other notices as are required by law.

(b) The referendum question to be on the ballot of the referendum to be held in Richland County on November 6, 2012, must read substantially as follows:

RICHLAND COUNTY SPECIAL SALES AND USE TAX

**QUESTION 1**

I approve a special sales and use tax in the amount of one percent (1%) to be imposed in Richland County, South Carolina (the "County") for not more than twenty-two (22) years, or until a total of \$1,070,000,000 in sales tax revenue has been collected, whichever occurs first. The sales tax revenue will be used to pay the costs of administrative expenses and the following projects:

Project 1: Improvements to highways, roads (paved and unpaved), streets, intersections, and bridges including related drainage system improvements.  
Amount: \$656,020,644

Project 2: Continued operation of mass transit services provided by Central Midlands Regional Transit Authority including implementation of near, mid and long-term service improvements.  
Amount: \$300,991,000

Project 3: Improvements to pedestrian sidewalks, bike paths, intersections and greenways.  
Amount: \$80,888,356

YES

NO

Instructions to Voters: All qualified electors desiring to vote in favor of levying the special sales and use tax shall vote YES and

All qualified electors opposed to levying the special sales and use tax shall vote NO

**QUESTION 2**

I approve the issuance of not exceeding \$450,000,000 of general obligation bonds of Richland County, payable from the special sales and use tax described in Question 1 above, maturing over a period not to exceed twenty-two (22) years, to fund projects from among the categories described in Question 1 above.

YES

NO

Instructions to Voters: All qualified electors desiring to vote in favor of the issuance of bonds for the stated purposes shall vote YES and

All qualified electors opposed to the issuance of bonds for the stated purposes shall vote NO



(c) In the referendum on the imposition of the Sales and Use Tax in Richland County, all qualified electors desiring to vote in favor of imposing the tax for the stated purposes shall vote "yes" and all qualified electors opposed to levying the tax shall vote "no." If a majority of the electors voting in the referendum shall vote in favor of imposing the Sales and Use Tax, then the Sales and Use Tax is imposed as provided in the Act and this Ordinance. Expenses of the referendum must be paid by Richland County government.

(d) In the referendum on the issuance of bonds, all qualified electors desiring to vote in favor of the issuance of bonds for the stated purpose shall vote "yes" and all qualified electors opposed to the issuance of bonds shall vote "no." If a majority of the electors voting in the referendum shall vote in favor of the issuance of bonds, then the issuance of bonds shall be authorized in accordance with S.C. Constitution Article X, Section 14, Paragraph (6). Expenses of the referendum must be paid by Richland County government.

**Section 5. Imposition of Tax Subject to Referendum.**

The imposition of the Sales and Use Tax in Richland County is subject in all respects to the favorable vote of a majority of qualified electors casting votes in a referendum on the question of imposing the Sales and Use Tax in the area of Richland County in a referendum to be conducted by the Board of Elections and Voter Registration of Richland County on November 6, 2012, and the favorable vote of a majority of the qualified electors voting in such referendum shall be a condition precedent to the imposition of a sales and use tax pursuant to the provisions of this Ordinance.

**Section 6. Miscellaneous.**

(a) If any one or more of the provisions or portions hereof are determined by a court of competent jurisdiction to be contrary to law, then that provision or portion shall be deemed severable from the remaining terms or portions hereof and the invalidity thereof shall in no way affect the validity of the other provisions of this Ordinance; if any provisions of this Ordinance shall be held or deemed to be or shall, in fact, be inoperative or unenforceable or invalid as applied to any particular case in any jurisdiction or in all cases because it conflicts with any constitution or statute or rule of public policy, or for any other reason, those circumstances shall not have the effect of rendering the provision in question inoperative or unenforceable or invalid in any other case or circumstance, or of rendering any other provision or provisions herein contained inoperative or unenforceable or invalid to any extent whatever; provided, however, that the Sales and Use Tax may not be imposed without the favorable results of the referendum to be held on November 6, 2012.

(b) This Ordinance shall be construed and interpreted in accordance with the laws of the State of South Carolina.

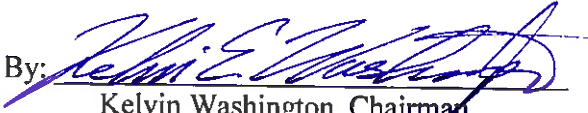
(c) The headings or titles of the several sections hereof shall be solely for convenience of reference and shall not affect the meaning, construction, interpretation, or effect of this ordinance.

(d) This Ordinance shall take effect immediately upon approval at third reading.

(e) All previous ordinances regarding the same subject matter as this ordinance are hereby repealed.

Enacted this 18<sup>th</sup> day of July, 2012.


RICHLAND COUNTY, SOUTH CAROLINA

By:   
Kelvin Washington, Chairman  
Richland County Council


(SEAL)

ATTEST THIS 26<sup>th</sup> DAY OF

July, 2012:

  
Michelle Orley  
Interim Clerk to County Council

RICHLAND COUNTY ATTORNEY'S OFFICE

  
Approved As To LEGAL Form Only  
No Opinion Rendered As To Content

Date of First Reading: June 5, 2012  
Date of Second Reading: June 19, 2012  
Date of Public Hearing: June 19, 2012  
Date of Third Reading: July 18, 2012



# VISION : 2020

## Operations Roadmap

**Vision: 2020** presented by the Central Midlands Regional Transit Authority (CMRTA) proposes a new direction and approach to public transportation in the Midlands that will create a more innovative, connected and accessible system to facilitate a better quality of life for all Richland County citizens.

The conversion of compressed natural gas (CNG) as a new fuel source for the CMRTA’s transit fleet will not only be a major investment in the infrastructure for CMRTA- helping the system save up to 40% of fuel cost while mitigating its impact on the environment, but it will also create much-needed infrastructure for the entire region that allows local businesses and governments to use and develop cleaner, American homegrown energy while boosting the economic development potential for the entire region.

The development of high-frequency service along high-capacity corridors will provide greater connectivity and added convenience for riders during peak hours so that they can get to work, school and retail in a more efficient manner.

The CMRTA will also restructure service to begin serving neighborhoods with lower-density routes with smaller buses to directly connect riders with the higher-capacity transit corridors. This change will enhance efficiency, provide opportunity for increased ridership and better connect neighborhoods to the downtown business corridors.

With new technologies and improved infrastructure the CMRTA will create a more intelligent transit system. Some of these measures include implementing the automated vehicle locator (AVL) and enhanced GPS- tracking to provide real-time arrival and departure information for riders so that they can more efficiently plan their trips using their smart phones or the

redesigned CMRTA website. And the new smartcard fare payment technology will allow riders to quickly and easily recharge their transit passes at terminals to speed rider commutes.

All of these innovations and service enhancements will enable a more robust, accessible service for the citizens of Richland County to live, to work and to play. Increased frequency, more coverage and greater connection will contribute to a higher quality of life for all.

The Central Midlands Regional Transit Authority's ***Vision: 2020*** reflects a new philosophy and approach to service. ***Vision: 2020*** is simply about growing ridership by providing amazing service for our transit riders while constantly attracting new customers and building community-wide support. By focusing on job connectivity, job growth and livable communities, CMRTA services will become a transportation style. ***Vision: 2020's*** operational plan targets improving existing services, creating new services and bringing about innovative technologies/infrastructure to support current and future riders. The changes include:

- **ENHANCED SERVICES: High-Capacity Transit Corridors and Local Routes:**
  - Traditional transit but with high frequency to make riding transit easy and convenient.
  - Ridership rates are well-above other routes with high demand for more services.
  - Enhancements target frequency, expanded evenings and restored Sundays.
  - Local routes will build on existing successful services and connect people with jobs and shopping. These services will see high frequency peak hours, as supported by ridership.
- **NEW SERVICE TYPE: Limited Stop Express (LSE) Routes:**
  - Travels along major metro transit corridors, stopping only at major intersections, transfer points, large employment areas and retail centers.
  - Limited Stop Express routes are designed to operate both directions to serve suburban and metro commuters. Initially, these routes will only operate during peak periods. Service will expand as supported by ridership.
- **NEW TECHNOLOGY: Compressed Natural Gas (CNG):**
  - Compressed Natural Gas (CNG): As part of its environmental commitment and emphasis on supporting American industry, CMRTA will actively pursue CNG as its fuel type for its transit fleet. CMRTA's leadership in this area brings considerable federal funds and investment that can act as a catalyst for alternative fuel use in the Midlands.

- By opening the first permanent natural gas fuel station to the Midlands, it opens to doors to other fleets from Richland County, City of Columbia, State of South Carolina, University of South Carolina and School Bus fleets.
- CMRTA will pursue a strong public-private partnership to bring CNG fuel to the retail market, allowing private citizens to purchase flex fuel, natural gas or hybrid-gas vehicles and fuel for local or regional travel. Emerging green technology—such as bio-gas production—will help establish new industries in the Midlands.
- Natural gas has lower tailpipe emissions, is a US-based fuel product that creates US jobs, costs about 40% less than diesel fuel and permits CMRTA to stretch its dollars even-farther. It is very expensive to build the on-site infrastructure and buy the new transit fleet.
- **NEW SERVICE TYPE: Neighborhood Service & Flex Routes:**
  - Redesigns low-productivity transit routes and uses small buses in neighborhoods to directly connect people with high-capacity transit corridors.
  - Flex routes allow buses to leave neighborhood service routes to pick-up or drop-off customers in low-density areas. Usually operate in peak service only but use dial-a-ride options in mid-day, evening and on weekends.
  - Creates more independence and ridership options for persons with disabilities and the elderly.
  - High ridership and strong fare collection allows the small services to grow into full-service transit routes.
- **NEW SERVICE TYPE: Park & Ride Express Routes:**
  - Dedicated service to parking areas with express service to major employment sites via the region’s interstate highway network but will also circulate through downtown to minimize transfers.
  - Connect people with jobs or events (downtown employers, events/concerts, USC, etc.) over a longer distance.
  - Operates only during peak periods or dedicated event times. All routes will travel into downtown Columbia in the morning and from downtown Columbia in the afternoon with connections to other routes.
  - Allows metro workers to reach suburban retail areas for employment while suburban service increases access to metro job markets.

- Transit Technologies: Compressed Natural Gas (CNG) buses; real time arrival and departure information for transfer points and smart phones; web-based transit trip planning and trip matching services for ride-share and vanpool programs; new shelters and benches to match the service types; and a new downtown transit center to support downtown revitalization.

### **High-Capacity Transit Corridors and Enhanced Local Routes:**

- Corridor #1: N. Main/Columbia College: Enhanced to 30-minute all-day service, later evenings, enhanced weekend and restored Sunday service. Key residential and retail corridor with service to Columbia College and Eau Claire Community Center.
- Corridor #2: Palmetto Health Richland/Farrow Rd: Enhanced to 30-minute peak service, later evenings, enhanced weekend and restored Sunday service. Will use neighborhood and flex services on weekends to connect to other routes. Key access to Palmetto Health, SC Health Department and large state employment sites.
- Corridor #3: Two Notch Rd: 30 minute all-day service with new Limited Stop Express route during peak periods to provide near 15-minute service during peak travel times; restore evenings, enhance weekends and restore Sundays. Will enhance a major retail, residential and employment corridor that will reduce auto traffic and connect with new services to the Village at Sandhill.
- Corridor #4: Forest Dr: Enhanced to 30-minute peak service, later evenings, enhanced weekend and restored Sundays. Possible Limited Stop Express to Ft. Jackson for support workers and families attending Army graduation ceremonies/events. Route supports a growing retail and residential corridor.
- Corridor #5: Assembly/Bluff Rd.: Enhanced to 30-minute peak service and 60-minute midday service. Will use neighborhood and flex services on weekends to connect to other routes. Enhances transportation for University of South Carolina students and workers to campus with increased access to special events at Williams-Brice Stadium and State Fairgrounds. High use by students from the University of South Carolina/Midlands Technical College will allow for 20-minute frequency all day.
- Corridor #6: Devine/Garner's Ferry: Enhanced service for the entire area, expanding to Greenlawn Ave. with 30-minute all-day service. A new Hopkins Limited Stop Express route during peak periods will provide near 15-minute service during peak travel times. Restores evenings and Saturdays with Sunday neighborhood service and flex services. Enhanced service to Midlands Technical College, Benedict College housing, Veterans' Administration Hospital and Shandon community.

- Corridor #7: Broad River/Harbison: Enhanced with 30-minute peak frequencies; enhanced evening and weekend service, including Sundays. Expanded frequency to Dutch Square Mall, state employment centers and Harbison Rd. retail/employment sites. High ridership builds toward a downtown-to-shopping weekend express service.
- Downtown Circulator: This high-frequency service into downtown Columbia creates the opportunity for a downtown circulator at a much lower cost. As buses arrive downtown, they will depart the new transit center and “orbit” downtown to connect the north and south ends to include Bull and Assembly streets. Quick access to downtown high-rises, University of South Carolina campus and The Vista without having to transfer routes to get there.

### **Neighborhood Service Routes & Flex Routes:**

- Eau Claire: Connects Earlewood, Sunset Rd. and Eau Claire neighborhoods with Broad River and N. Main corridors. Fixed route services give customers quick access to shopping or connections into downtown and Palmetto Health Richland.
- Colonial Dr./W. Beltline: Connects the neighborhoods between N. Main St. and Two-Notch Rd. to downtown with connections at Farrow Rd. providing increased opportunity to reach job centers.
- Monticello Rd./Denny Terrace: Flex Route with possible dial-a-ride service to connect Denny Terrace, Eau Claire and N. Main St. communities with evening/weekend service.
- Fairfield Rd./ Wilson Rd.: Flex Route with possible dial-a-ride service to connect the Wilson Rd. and Northeast Richland County with the N. Main St and Farrow Rd. corridors. Allows for evening and weekend transit services.
- Forest Acres: Flex Route with possible dial-a-ride service to connect Forest Acres with Two Notch, Forest Dr. and possibly Devine/Garner’s Ferry. Allows for evening and weekend transit services.
- Millwood/Shandon: Flex Route with possible dial-a-ride service to connect The Millwood and Shandon areas with the Forest Dr. as well as Devine/Garner’s Ferry Corridors. Also provides connections into Five Points and the University of South Carolina campus. Allows for evening and weekend transit services.
- Rosewood Dr.: Connects Hollywood/Rose Hill/Rosewood neighborhoods with the Devine/Garner’s Ferry and the Assembly/Bluff Rd. high frequency corridors with access at Midlands Technical College and Assembly St. Allows for evening and weekend transit services.

- Bush River Rd./St. Andrews: Connects the Bush River Rd. St. Andrews area with the shopping and employment areas of Bower Parkway, Harbison Rd. and Lake Murray Blvd. and the new Palmetto Health Parkridge. Allows for evening and weekend transit services.

### **New Routes Enhanced Local Routes & Neighborhood Service/Flex Routes**

- Two Notch Road Local: Creates a new local service along Two Notch Rd. that operates between Columbia Place Mall and the Village at Sandhill. This route will operate bi-directionally to take commuters to job centers in both the city and suburbs.
- Two Notch Road Limited Stop Express: Creates a Limited Stop Express that operates from downtown Columbia along Two Notch Road to Columbia Place Mall (or beyond). This route will make limited stops only at major points of interest to our customers. This route will operate bi-directionally bringing commuters to job centers in the city and out to the suburbs. Service will operate during peak periods.
- College Special: Connects various off-campus apartments for the University of South Carolina, Allen University and Benedict College students, to the entertainment district of Five Points. This route will operate from Bluff Road to Two Notch Road via Blossom/Harden Streets.
- Hopkins Limited Stop Express: Limited Stop Express between Hopkins and downtown Columbia via Garners Ferry Road. Service during peak periods will operate bi-directionally bringing commuters to job centers into the city and out to the suburbs.
- Gamecock/Event Shuttles: Shuttles to connect downtown Columbia restaurants, hotels and parking garages and The Vista to Williams-Brice Stadium. This enhanced-fare service will provide circulator-style transit in the downtown Columbia/University of South Carolina areas, based on demand.
- Rural Transportation: Key to a successful transportation plan is a service as diverse as its communities. Rural communities have distinct needs, focused mainly on access to employment centers and medical care. Solutions—developed in conjunction with communities—will include dedicated van pool programs, volunteer rideshare programs and CMRTA technical support for private transportation providers. These services will plug outlying communities into the metro transportation network for access to higher education, medical care and employment. As demand builds, new fixed routes and park and rides will follow.
- Expanded DART service for persons with disabilities as service areas grow, as well as access to all fixed routes, and all dial-a-ride/flex services.



### **New Routes Enhanced Park & Ride Express routes**

- **Northwest (I-26) Express:** New service from I-26 Exit 97 (Peak) through Columbiana Mall (Harbison) and then back to I-26 into downtown Columbia. Service will operate during peak periods will take commuters to job centers into the city and out to the suburbs.
- **Northeast (I-77) Express:** New service from Blythewood through Killian Road, Palmetto Health Richland to downtown Columbia. Service will operate during peak periods. This route will operate toward Columbia in the mornings and toward Blythewood in the afternoons.
- **East (I-20) Richland Express:** Creates a service that operates from the Village at Sandhill via Clemson Road, I-20, Columbia Place Mall, Palmetto Health/ Richland Hospital to downtown Columbia. Service will operate during peak periods. This route will operate bi-directionally bringing commuters to job centers into the city and out to the suburbs.
- **Gamecock/Event Shuttles:** New Park & Ride routes from the Northwest, Northeast and East Richland Park & Ride locations for University of South Carolina football games and special events. This premium-fare service will provide round trip express services from key locations to downtown for game day activities based on demand.

### **Innovations for Partnerships & Transit Technologies**

- **Downtown Circulator:** In addition to the emphasis on connecting workers, students and visitors throughout downtown, new partnerships within the Richland/Columbia area will permit the creation of a circulator to connect hotels, convention centers and restaurants.
- **Dedicated Job-Center Routes:** As new industry arrives and existing businesses expand, shift work at major employment sites can become more challenging and can create increased burden on the local infrastructure (traffic, lack of surface parking). New partnerships with large employers allows for specialized transit routes (open to the public) from downtown to industrial parks, warehouses or manufacturing centers.
- **Lexington County Transportation Options:** While focused on Richland County as the primary funding source, Lexington County and its many towns and communities will have access to similar programs and services on a pay-as-you-go basis. Several high-capacity transit and Park & Ride corridors exist in Lexington County the opportunity to add neighborhood service and flex/dial-a-ride programs services in outlying communities.

- University & Commuter Connections: CMRTA's 2013 programs to begin connecting students to transit will begin with new lower-cost fare options for students to encourage more use by high school & college students. Partnerships with universities, school districts and major employer locations will allow us to connect a whole new passenger base with a whole new set of commute options.
- Intelligent Transit Systems (a sample of popular technologies):
  - CMRTA will take the next step in technology by adding automated vehicle location (AVL) to allow real-time arrival and departure information for customers at stops or on smart phones.
  - GPS-tracking on buses can help trigger lights to turn green on major corridors helping push the buses through clogged city traffic and speed up commute times.
  - New technology will text passengers when their buses will arrive (with user-defined settings) and even let them track the closest bus while waiting on the street corner and use web-based trip planning on the new CMRTA web-site.
  - Smartphone apps for visitors can link them to transit and QRT/bar-code technology around town can tell tourists about routes and services on-the-go.
  - Smartcard fare payment technology will allow customers to ride with the tap of their card and can recharge their transit passes at terminals (similar to an ATM). This also provides real-time bus arrival information, general passenger information and advertising revenue for the system.
- Rider Amenities (a sample of popular amenities):
  - An improved downtown Transit Center with off-street bus access and off-street waiting areas. The new downtown transit center will give customers a more secure, convenient and cleaner way to ride transit services. Buses will no longer line up downtown for route transfers therefore downtown sidewalks will be easier to navigate for pedestrians. Customers will be able to catch their buses at the same gate every day to improve reliability and get them home on time.
  - New buses for all routes and services are vital to improving CMRTA services.
    - New buses for major corridors will be state-of-the-art, low-floor buses. New, on-board technologies will announce major stops, digitally display the cross-streets and include on-board security cameras. New ergonomic seating with stainless steel interiors (and on-board Wi-Fi for Park & Ride routes) will create the look and feel of a light-rail train car.

- New neighborhood service and flex route buses will be smaller, less expensive to operate and more neighborhood friendly. In addition to being quieter, they have a lower profile, take up less of the road and support the feeling of community. They are less expensive to purchase and permit service in new areas until ridership grows.
- Larger-capacity bicycle racks to support growing use of transit for bicyclists—in partnership with business and employers—will encourage riders to bike to the route and ride transit to their destination.
- Brand new benches, shelters and signs with enhanced services at Super Stops and neighborhood connection points will feature solar lighting; reflective decals and real time arrival information at enhanced stops will make for safer and more convenient transfers. Trash and recycling bins will make it easier to keep the areas clean and neat. All bus stop signs will be replaced with high visibility signage to include the route and travel information.



# PLAN OF SERVICE

## Fiscal Year 2019-2020

### Introduction

Central Midlands Regional Transit Authority (The COMET) was formed by the City of Columbia, Richland County, Lexington County and City of Forest Acres in 2000 and was given the responsibility for providing local transit service within Richland and Lexington Counties as a regional transportation authority under South Carolina Code of Laws, Chapter 25.

The COMET contracts for operations and maintenance of transit services with Transdev, Enterprise, Bewegen, Uber and Lyft. Staff are directly responsible for planning, capital investments, financial management, and operations oversight.

The COMET is financially supported by Richland County Transportation Penny Funds, Lexington County General Funds, State Mass Transit Act Funds, fares, miscellaneous and advertising revenues and Federal Section 5307, 5310, 5311, 5339 transit funds.

The COMET serves the Cities of Columbia, Forest Acres, Cayce, West Columbia, Towns of Eastover, Springdale and Richland and Lexington Counties. In addition, on a limited basis, the Towns of Cayce, Batesburg-Leesville, Lexington, Newberry and Little Mountain, as well as Newberry County are served.

There are 11 voting board members that consist of representatives from City of Columbia, Richland County, Lexington County and City of Forest Acres, as well as the Richland County Legislative Delegation and six advisory board members from the City of Cayce, City of West Columbia, Town of Springdale and Lexington County Legislative Delegation. The Board of Directors meets on the 2<sup>nd</sup> and 4<sup>th</sup> Wednesday of each month.

This Plan of Service as defined below is consistent with the Central Midlands Council of Governments/Columbia Area Transportation Study 2040 Long Range Transportation Plan, adopted August of 2015. That plan is available here: <http://centralmidlands.org/wp-content/uploads/2040-LONG-RANGE-TRANSPORTATION-PLAN-APPROVED-AUGUST-27-2015.pdf> and details about The COMET is shown on page 82.

**(a) The area to be served.**

The COMET intends to serve the following area:

- Columbia
- Eastover
- Forest Acres
- Richland County
- Lexington County
- Cayce
- West Columbia
- Springdale

The COMET intends to serve these jurisdictions on a limited basis:

- Batesburg/Leesville
- Chapin
- Little Mountain
- Newberry
- Newberry County
- Sumter
- Sumter County

The System Map as of August 2019 is attached as **Exhibit A**.

**(b) The procedures to be used to serve the area.**

The Board of Directors in April 2019 adopted a “Service Equity Policy” which establishes service equity for jurisdictions outside of Richland County that would like to have the Central Midlands Regional Transit Authority (The COMET) provide transit service. The policy defines four approaches for service to jurisdictions within the Columbia Urbanized Area (the “CUA”) that is outside Richland County. The first approach, joining The COMET, provides the preferred option for service; however, jurisdictions may not have the capacity to participate through a dedication of a local sales tax. For those jurisdictions, the remaining approaches provide options for service and would allow The COMET to distribute Federal Transit Administration (FTA) Section 5307 funds to non-member jurisdictions equitably. All participation in The COMET is defined as provided in the Regional Transportation Authority Law, Title 58, Chapter 25, Section 58-25-35, Enabling Act and the current Intergovernmental Agreement, with the consent of 90% of the population within the service area.

The Policy is attached as **Exhibit B**.

The Service Area and Urbanized Area Boundaries is attached as **Exhibit C**.

(c) The estimated capital and operating costs by year for the first five years of operation, and the mechanism to be used to raise the local funds necessary to support the operation.

The total proposed budget for Fiscal Year (FY) 2019-2020 is ~\$29.80 million, increasing \$3.42 million or 13% from \$26.38 million in FY 2018-2019. The table below provides the budgets major categories, percentage change from FY 2018-2019 to FY 2019-2020 and percent of revenue.

	FY2019 Approved Budget	Total Proposed Budget FY 2020	% Change	% of Revenue
<b>Operating Revenue</b>				
Passenger Fares Revenue	2,450,000	2,720,579	11.0%	9.13%
Advertising Revenue	7,200	40,000	455.6%	0.13%
In Kind Revenue: Transit Center	60,000	-	-100.0%	0.00%
Contractual Service Revenue	150,000	155,000	3.3%	0.52%
County of Lexington	211,658	238,771	12.8%	0.80%
Interest Income	30,000	40,000	33.3%	0.13%
Richland County Penny Tax	18,700,000	18,855,298	0.8%	63.27%
SCDOT: SMTF & OPT 5311	750,021	714,455	-4.7%	2.40%
Hospitality/Accommodations	-	6,000	#DIV/0!	0.02%
CDBG - Shelters & Pass Program	-	100,000	#DIV/0!	0.34%
FTA Federal Revenue	4,013,192	6,924,332	72.5%	23.24%
Miscellaneous Income	10,150	6,400	-36.9%	0.02%
<b>Total Revenue</b>	<b>26,382,221</b>	<b>29,800,835</b>	<b>13%</b>	<b>100%</b>

	FY2019 Approved Budget	Total Proposed Budget FY 2020	\$ Variance	% Change	% of Expense	Operating Budget	Capital Budget
<b>Operating Expenses</b>							
Purchased Transportation	15,960,658	15,560,072	(400,586)	-2.5%	52.21%	15,560,072	
Vanpool Operations	-	120,000	120,000	#DIV/0!	0.40%	120,000	
Bike Program	-	250,000	250,000	#DIV/0!	0.84%		250,000
Innovative Mobility & Mobility Programs	523,605	839,465	315,860	60.3%	2.82%	839,465	
Fuel	1,790,000	1,900,000	110,000	6.1%	6.38%	1,900,000	
Salaries and Benefits	1,112,970	1,169,969	56,999	5.1%	3.93%	1,169,969	
Marketing	100,000	250,000	150,000	150.0%	0.84%	250,000	
Utilities	157,000	184,900	27,900	17.8%	0.62%	184,900	
Other Administrative & Operational Expenses (Federal & Non-Federal)	7,795,590	4,877,483	(2,918,107)	-37.4%	16.37%	4,877,483	
Buses	-	2,037,228	2,037,228	#DIV/0!	6.84%		2,037,228
ADP Software/Computer/Website/ITS	225,000	810,558	585,558	260.2%	2.72%		810,558
Passenger Amenities	-	1,801,160	1,801,160	#DIV/0!	6.04%		1,801,160
					0.00%		
<b>Total Expenses</b>	<b>27,664,823</b>	<b>29,800,835</b>	<b>2,136,012</b>	<b>7.7%</b>	<b>100.0%</b>	<b>24,901,889</b>	<b>4,898,946</b>

The anticipated five year fiscal plan is below:

<b>2030 - 1 Quarter Reserve</b>	<b>Year 5</b>	<b>Year 6</b>	<b>Year 7</b>	<b>Year 8</b>	<b>Year 9</b>	<b>Year 10</b>
Through June 30, 2029	2018	2019	2020	2021	2022	2023
	2017-2018 Actual					
<b>Annual Penny collections for available years</b>	\$ 18,019,621	\$ 18,560,210	\$ 19,117,016	\$ 19,690,526	\$ 20,281,242	\$ 20,889,679
Fare Revenue	\$ 2,169,462	\$ 2,450,000	\$ 2,720,579	\$ 2,992,637	\$ 3,082,416	\$ 3,174,888
Local Revenue-Lexington Cty (1% annual increase)	\$ 180,858	\$ 211,658	\$ 238,771	\$ 245,934	\$ 253,312	\$ 260,912
State Revenue (Fuel)	\$ -	\$ 603,000	\$ 567,919	\$ 500,000	\$ 500,000	\$ 500,000
Other Revenue (Advert/Interest/Gain on Sale/Other)	\$ 143,882	\$ 190,886	\$ 337,936	\$ 348,074	\$ 358,516	\$ 369,272
Contracts	\$ 90,073	\$ 150,000	\$ 91,000	\$ 91,000	\$ 91,000	\$ 91,000
<b>Non-Penny Recurring Revenues</b>	\$ 2,584,275	\$ 3,605,544	\$ 3,956,205	\$ 4,177,645	\$ 4,285,244	\$ 4,396,072
<b>Total Available Non-Federal Annual Revenue</b>	\$ 20,603,896	\$ 22,165,754	\$ 23,073,221	\$ 23,868,172	\$ 24,566,487	\$ 25,285,751
<b>Federal Revenue - Non Classified</b>	\$ 10,191,458	\$ -				
<b>Federal Capital</b>		\$ 6,194,722	\$ 4,326,342	\$ 2,785,000	\$ 3,285,000	\$ 1,689,400
<b>Federal Operating</b>		\$ 3,575,572	\$ 715,000	\$ 2,215,000	\$ 2,215,000	\$ 2,215,000
<b>Federal PM</b>		\$ 800,000	\$ 800,000	\$ 1,024,220	\$ 797,800	\$ 797,800
<b>Total Federal Revenue</b>	\$ 10,191,458	\$ 10,570,294	\$ 5,841,342	\$ 6,024,220	\$ 6,297,800	\$ 4,702,200
<b>Non-Direct Service Expenses</b>	\$ 5,735,764	\$ 2,536,164	\$ 2,583,466	\$ 2,696,711	\$ 2,731,990	\$ 2,768,252
<b>Non-Fixed-Route Direct Service Expenses</b>						
Paratransit Service Expense	\$ 2,018,732	\$ 2,079,294	\$ 2,141,673	\$ 2,205,923	\$ 2,272,101	\$ 2,340,264
Propane Fuel (63% of total)	\$ 415,633	\$ 394,864	\$ 406,710	\$ 418,911	\$ 431,478	\$ 444,423
Federal Expense - PM (15% of total)	\$ 69,168	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 38,625
<b>Sub total</b>	\$ 2,503,533	\$ 2,511,658	\$ 2,585,883	\$ 2,662,334	\$ 2,741,079	\$ 2,823,311
<b>Direct Fixed Route Expenses</b>						
Fixed Route Service Expense (Contractor)	\$ 11,917,875	\$ 12,275,411	\$ 12,643,674	\$ 13,022,984	\$ 13,413,673	\$ 13,816,084
Fixed route propane (37% of total)	\$ 244,102	\$ 231,904	\$ 238,861	\$ 246,027	\$ 253,408	\$ 261,010
Diesel Fuel	\$ 900,592	\$ 808,572	\$ 832,829	\$ 857,814	\$ 883,548	\$ 910,055
Fare Collection	\$ 60,054	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 72,100
Tickets & Transfers	\$ 30,211	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 61,800
Federal Expense - PM (85% of total)	\$ 391,950	\$ 212,500	\$ 212,500	\$ 212,500	\$ 212,500	\$ 218,875
<b>Subtotal</b>	\$ 13,544,784	\$ 13,658,387	\$ 14,057,864	\$ 14,469,325	\$ 14,893,130	\$ 15,339,924
<b>Payment to Operating Reserve Fund</b>		427,629	427,629	427,629	427,629	427,629
<b>Total Non-Federal Annual Expenses</b>	\$ 21,784,081	\$ 18,706,209	\$ 19,227,213	\$ 19,828,370	\$ 20,366,199	\$ 20,931,487
<b>Capital Expenditures</b>		\$ 7,433,666	\$ 5,191,610	\$ 3,342,000	\$ 3,942,000	\$ 2,027,280
<b>Net Income (Loss)</b>	\$ 9,011,273	\$ 6,596,172	\$ 4,495,739	\$ 6,722,021	\$ 6,556,087	\$ 7,029,184
<b>Cumulative Net</b>	\$ 9,011,273	\$ 15,607,445	\$ 13,507,012	\$ 15,733,294	\$ 15,567,360	\$ 16,040,457
Annual Hours of Service - Fixed Route	201,429	187,650	187,650	187,650	187,650	187,650
Cost per hour fixed route service	\$ 69.63	\$ 72.79	\$ 74.92	\$ 77.11	\$ 79.37	\$ 81.75
Calculated Fixed route service expense	\$ 14,025,501	\$ 13,658,387	\$ 14,057,864	\$ 14,469,325	\$ 14,893,130	\$ 15,339,924
Revenue Neutral Expenses (Reserve until Negative)	\$ 8,530,556	\$ 6,168,543	\$ 4,068,110	\$ 6,294,392	\$ 6,128,458	\$ 6,601,555
Annual Hours of Service - Paratransit		34,713	34,713	34,713	34,713	34,713
Cost per hour paratransit service		72	74	77	79	81
Net Cash Available						

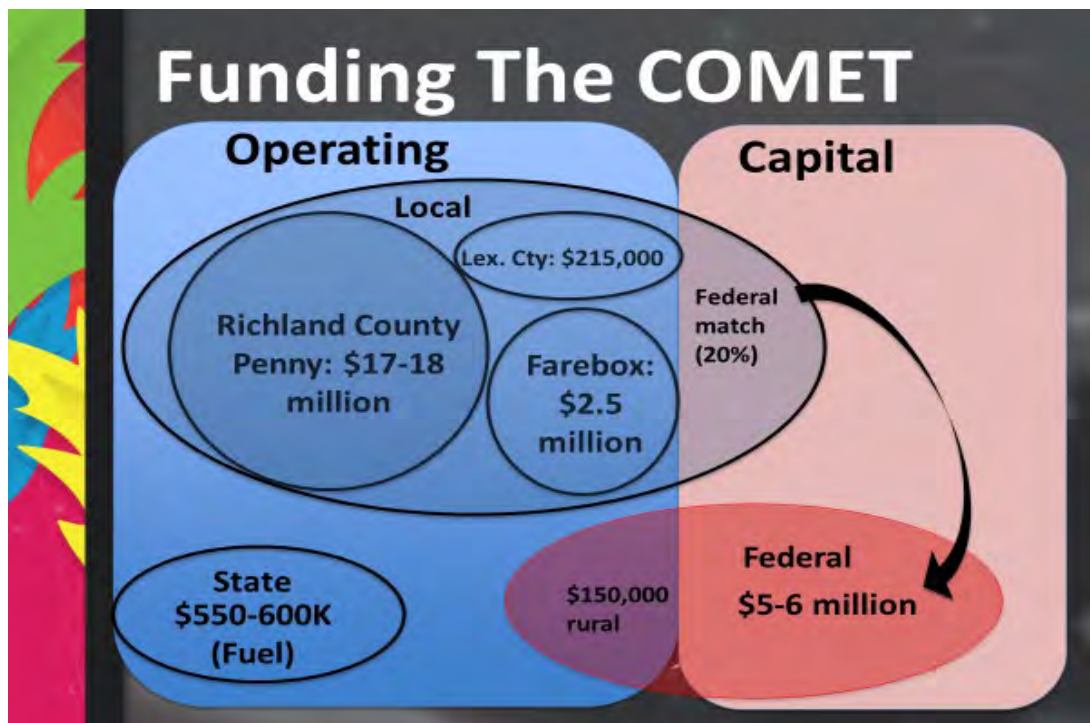
The COMET's expected capital projects for FY 2019-2020 are:

- Two diesel powered trolleys
- Two low-floor gasoline powered cutaways
- Continued renovation of Laurel & Sumter Street Transit Center
- New Intelligent Transportation System (ITS)
- Bikeshare stations in Downtown Columbia, Cayce and West Columbia
- Passenger amenities, including bus shelters, benches and bike racks
- Website redesign
- Mobility management
- Training and development of staff
- Computer hardware and software

The COMET's expected operations projects for FY 2019-2020 are:

- Transit operations, marketing and administration in Richland and Lexington Counties
- Security on buses, transit center and bus stops
- Vanpool program
- Preventative maintenance of transit buses and facilities
- Lyft/Uber subsidy, Blue Bike, Volunteer transportation and subsidized taxi scrip program.

Funding for The COMET's operation and capital cost are generated from several funding sources. The COMET's main sources are: Passenger fares @ 9.13%, Federal Transit Administration (FTA) grants @ 23.24%, Richland County Penny tax revenue @ 63.27% and miscellaneous revenues (Lexington County, State, advertising, etc.) are 4.36% of the total proposed budgeted revenue anticipated to be received in FY 2019-2020.





(d) The source and amount of funds expected to be available to finance the first year's capital and operating costs.

Local Contributions			
Agency	Annual Funding	Source of Funds	%
Richland County	\$ 18,855,298	1 Cent Sales & Use Tax	98.80%
Columbia	\$ -	None	0.00%
Forest Acres	\$ -	None	0.00%
Eastover	\$ -	None	#DIV/0!
Batesburg/Leesville	\$ -	None	#DIV/0!
Chapin	\$ -	None	0.00%
Little Mountain	\$ -	None	0.00%
Newberry	\$ -	None	#DIV/0!
Newberry County	\$ -	None	#DIV/0!
West Columbia	\$ 50,200	General Fund	0.26%
Cayce	\$ 30,150	General Fund	0.16%
Springdale	\$ 10,050	General Fund	0.05%
Lexington County	\$ 138,371	General Fund	0.73%
<b>TOTAL</b>	<b>\$ 19,084,069</b>		<b>100.00%</b>

Regional Allocations					
County	Population (2010 Census)	Percent of Population	Federal Funds	State Mass Transit Funds	Service Hours Projected based off Transdev's Rate
Richland County Urban Population	326,828	85.00%	\$ 1,005,369	\$ 308,578	
Richland County Rural Population	57,676	15.00%	\$ 68,560	\$ 22,851	1,362.24
<b>Total Richland County Population</b>	<b>384,504</b>	<b>100.00%</b>	<b>\$ 1,073,929</b>	<b>\$ 331,429</b>	
Lexington County Urban Population	196,793	75.00%	\$ 605,363	\$ 185,804	
Lexington County Rural Population	65,598	25.00%	\$ 77,976	\$ 25,990	1,549.36
<b>Total Lexington County Population</b>	<b>262,391</b>	<b>100.00%</b>	<b>\$ 683,339</b>	<b>\$ 211,794</b>	

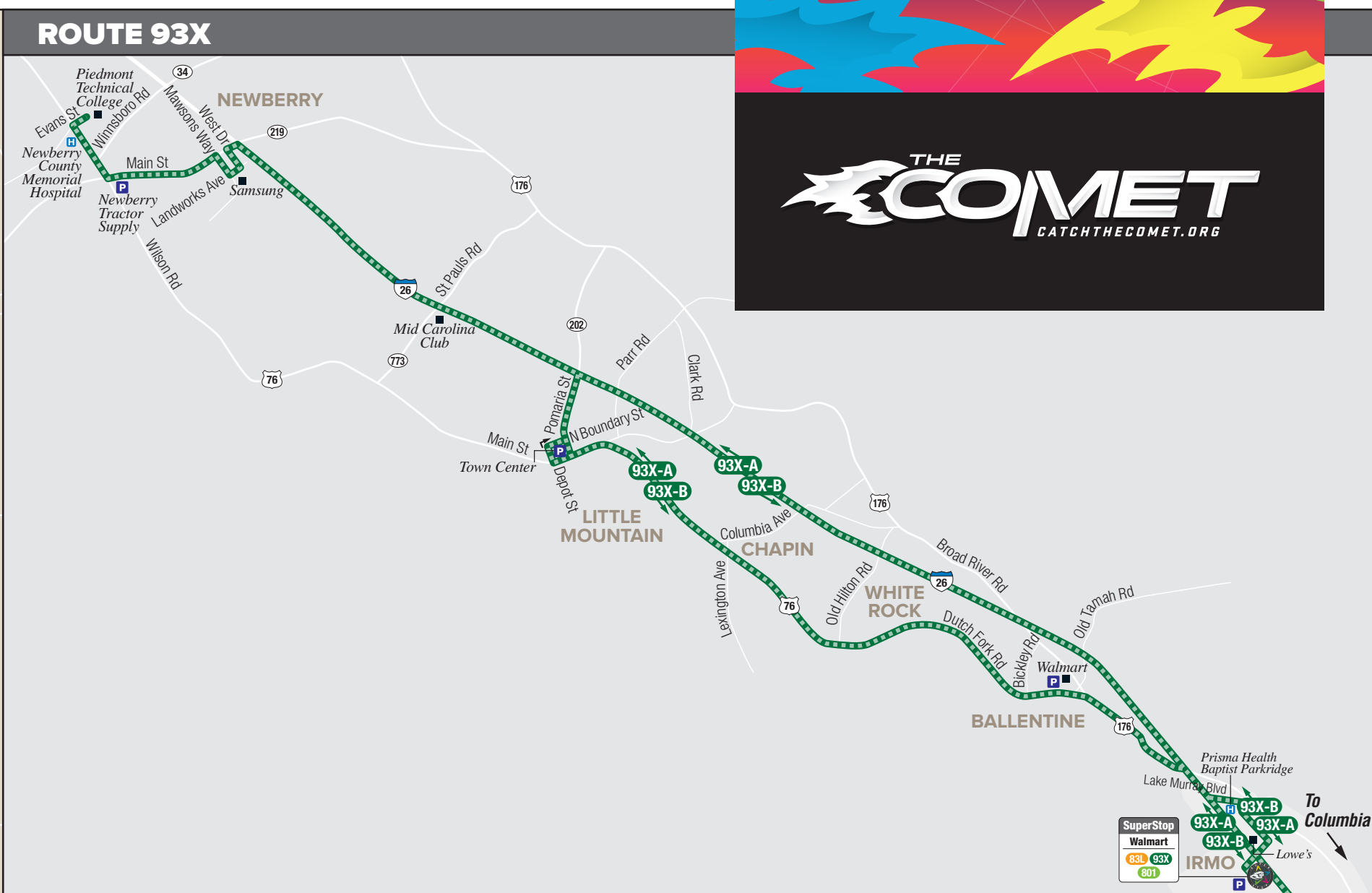
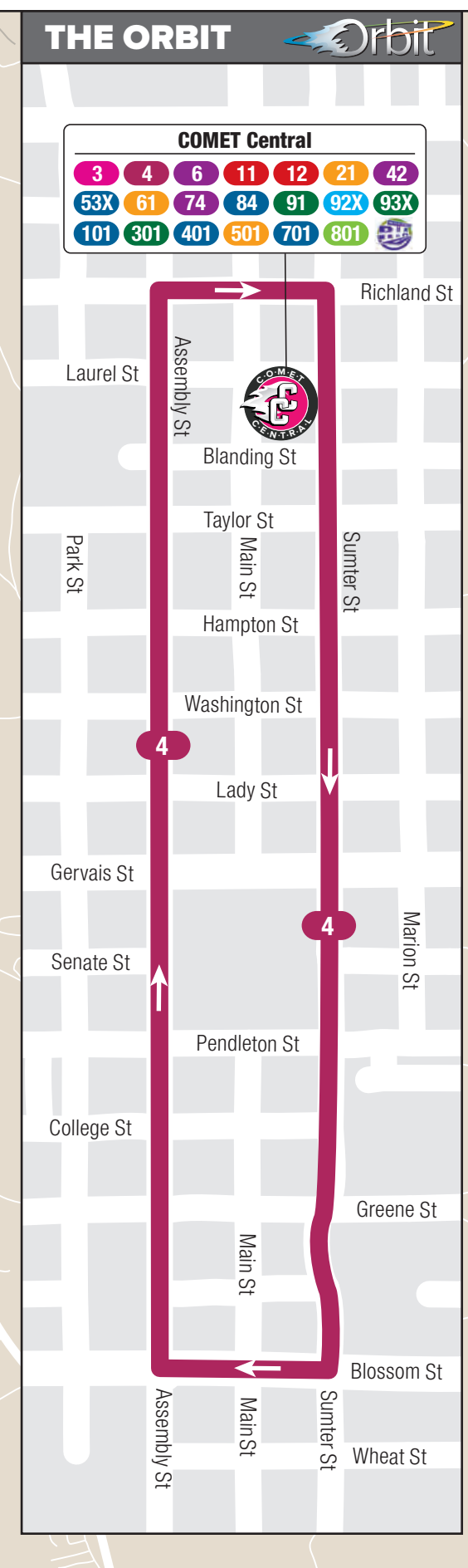
(2) Upon adoption of the plan of service, set forth in (1) above, by a majority of the governing bodies of general purpose local governments within the service area, an agreement to create an authority in conformity with the terms of this chapter may be executed within the proposed service area of the authority. The area to be served by the proposed authority must contain at least fifty thousand population.

An agreement was established on July 2, 2013 and amended in July 1, 2018. The population of The COMET Service Area is 646,895 based off the 2010 census.

Agency	Population
Richland County (Less Forest Acres, Eastover & Columbia)	244,058
Forest Acres	10,361
Columbia	129,272
Eastover	813
Lexington County (Less Cayce, West Columbia and Springdale)	232,239
Cayce	12,528
West Columbia	14,988
Springdale	2,636
<b>TOTAL</b>	<b>646,895</b>

(3) Upon the execution of the agreement by the governing bodies of the municipalities and the counties which include at least ninety percent of the population of the proposed service area within their jurisdictions, and only if the agreement provides for imposition of a new source of revenue such as a new tax, the question of creating such an authority under the terms of the executed agreement must be submitted for ratification to the qualified electors within the proposed service area at a general election or at a special election called for that purpose as set forth in the agreement. If an existing source or sources of revenue are utilized to fund the authority, an election is not required. If an election is required, the agreement shall become operational upon the approval of the majority of the voters within the service area voting on the question and the authority must be created not less than sixty days after the results of the election are certified. If an election is not required, the agreement becomes operational upon the execution of the agreement by the governing bodies of the municipalities and counties which include at least ninety percent of the population of the proposed service area, and the authority must be created not less than sixty days after the agreement is executed.

The Agreement creating The COMET occurred on May 22, 2002 and a re-creation occurred on September 26, 2011. An Intergovernmental Agreement for a new source of revenue was approved on July 2, 2013 and amended on July 1, 2018.



**Route List**

- 6 Eau Claire
- 11 Fairfield
- 12 Edgewood
- 21 Rosewood
- 22 Harden
- 23 Denny Terrace Reflex
- 24 North Main/HardScrabble
- 42 Millwood
- 45 Leesburg-Hazelwood
- 46 Lower Richland Reflex
- 47 Eastover/Gadsden Reflex
- 53X Killian Road Express
- 53S Sandhills
- 53L Killian/Olemiss Local
- 61 Shop
- 62 Hopkins Reflex
- 74 Harrison/Trenholm
- 75 Decker/Parklane
- 76 Fort Jackson
- 82 Pab
- 83 St. Andrews Local
- 84 Bush River/St. Andrews
- 85 Bellline Crosstown
- 91 Springdale/Cayce
- 92X 12th Street Extension Express
- 93X I-26 Express
- 93S West Columbia/Cayce
- 101 North Main
- 301 Farrow
- 401 Devine
- 501 Two Notch
- 601 Forest
- 701 Broad River
- 801 St. Andrews Express
- 901 Gamecock Express
- 902 Soda Cap Connector 1
- 903 Soda Cap Connector 2
- 904 Soda Cap Connector 3
- 905 DART (Dial-A-Ride Transit)

Routes are Subject to Change

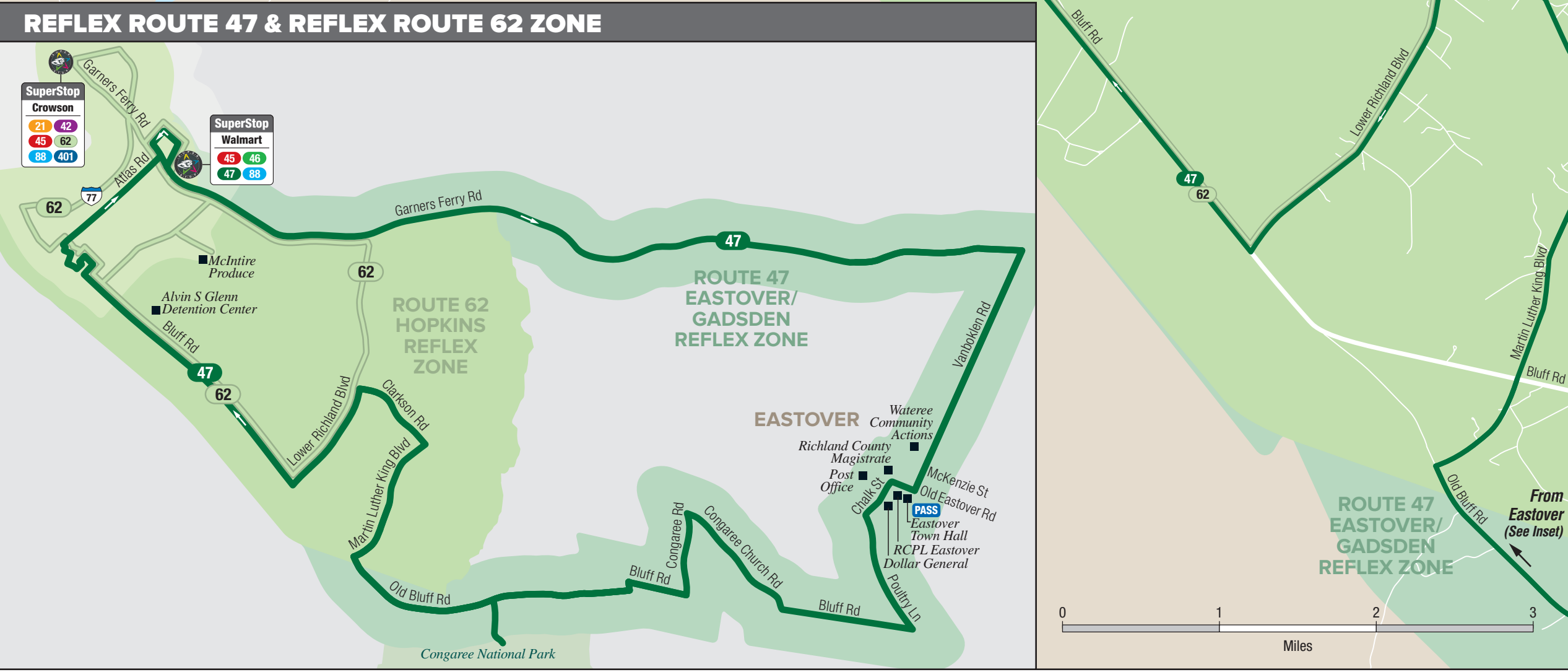
**Legend**

- 0 Frequent Service (30 min. or less)
- 1 Infrequent Service (More than 30 min.)
- 2 Express/Peak-only Service
- 3 SuperStop
- 4 Landmark
- 5 Hospital
- 6 Park & Ride
- 7 COMET Central
- 8 Blue Bike Station
- 9 Pass Outlet
- 10 Piggy Wiggly Pass Outlet

**Metro Points of Interests**

Here are a few of our most popular destinations and attractions:

Category	Destination	Route(s)
RECREATION & LEISURE	Benedict College Stadium	74, 501
	Carolina Coliseum	91
	Cayce Riverwalk	1, 91
	Colonial Life Arena	1, 91, 93X
	Columbia Metropolitan Convention Center	1, 93X
	Columbia Museum of Art	1, 2, 4
	Carolina Softball Stadium at Beckham Field	22, 2001
	Carolina Tennis Center	22, 2001
	Echelon & Library	22
	Eugene E. Stone III Stadium	12, 21, 42, 61, 91
SHOPPING	Founders Park	91
	Granby Park	91
	Koger Center for the Arts	1, 4, 61, 91, 2001
	Lexington County Public Library	97
	Batesburg-Leesville	96
	Cayce West Columbia	93X
	Chapin	83L
	Irmo	97
	Leavington Main	96L
	South Congaree-Pine Ridge	42
HOSPITALS	Owens Field Park and Skate Park	74, 701
	Richland County Public Library	74, 701
	Cooper	47
	Eastover	7
	EdVenture	1
	Main	1, 2, 4, 21, 42, 61, 91
	North Main	101
	Northeast	75
	Sandhills R212	55, 57L
	Southeast	46, 47
GOVERNMENT & COMMUNITY	St. Andrews	31, 32, 301
	Wheatley	12, 22
	Riverbanks Zoo and Garden	84
	Riverfront Park	1, 2
	Saluda Shoals Park	83L, 1870
	SC State Museum & EdVenture	1, 96L
	Segra Park	3, 22
	South East Park	401
	State Fairgrounds	61
	Trinity Presbyterian Church	31, 32, 301
HIGHER EDUCATION	The Township Auditorium	2, 12, 701, 1870
	West Columbia Riverwalk	1, 96L
	Williams-Brice Stadium	61, 2001
	Allen University	2, 12, 42, 74, 501, 701
	Benedict College	2, 12, 42, 74, 501, 701
	Columbia College	11, 101
	Lutheran Seminary	6, 101
	Midlands Technical College - Airport	1, 2
	Midlands Technical College - Bellline	21, 42
	Midlands Technical College - Harbison	83L
TRANSPORTATION	Midlands Technical College - Northeast	75, 32
	Remington College	84
	University of South Carolina	2, 4, 21, 61, 93X
	UofSC School of Medicine	21, 88
	Columbia Center	83L, 801
	Columbia Place Mall	53X, 55, 75, 501
	Devine Street	401
	Dutch Square Center	83L, 84, 88, 93X, 801
	Five Points	1, 21, 22, 401
	Main Street	1, 2, 3
North Columbia	101	
Parklane Plaza	91	
Richland Mall	74, 88, 701	
Rosewood Center	21	
Shoppes at Woodhill	21, 88	
Trenholm Plaza	701	
Villages at Sandhill	55, 57L	
The Vista	1, 2, 4, 42, 61, 91, 93X	
HOSPITALS	Crafts Farrow State Hospital	32
	Fort Jackson Moncrief Army Hospital	76
	G. Werber Bryan Psychiatric Hospital	32
	Lexington Medical Center	96
	Prisma Health Baptist	1, 2, 3, 4, 21, 61, 101, 301, 401, 701
	Prisma Health Baptist Parkridge	83L, 93X
	Prisma Health Richland	11, 22, 88, 93X, 301
	Providence Hospital	701
	Providence Hospital Northeast	32
	Veterans Hospital	45, 62, 88
GOVERNMENT & COMMUNITY	City Hall	87
	Batesburg-Leesville	97
	Cayce	91, 92X
	Columbia	3, 4, 6, 11, 12, 21, 42, 53X, 61, 74, 84, 91, 92X, 93X, 101, 301, 401, 501, 701, 801
	Eastover	47
	Forest Acres	74, 701
	Hopkins Reflex	91
	Springdale	47
	West Columbia	96L
	Chapin	93X
Columbia Visitor Center	61	
Harvest Hope Food Bank	61	
Hope Plaza MHA	84, 1870, 801	
Richland County Administration Building	2, 22, 42	
Health Department, Tax Office, Election Commission)	61	
SC DMV	75	
Decker Blvd	84	
Dutch Square	84	
O'Neil Court	53X, 55, 75	
Shop Road	61	
Strom Thurmond Federal Building	1, 2, 4 (walk from Assembly Street)	
US Post Office	4, 42, 61, 91, 101, 301, 401, 501, 701	
Veterans Administration	12, 21, 401, 701	
TRANSPORTATION	Airtrak Station	1
	Columbia Metropolitan Airport	91
	COMET Central (1745 Sumter St)	3, 4, 6, 11, 12, 21, 42, 53X, 61, 74, 84, 92X, 93X, 101, 301, 401, 501, 701, 801
	Greyhound & Southeastern Stages	31
	Jim Hamilton Field, L.B. Owens Airport	61
	Lowell C. Spires, Jr. Regional Transit Facility	6, 88
	Megabus	6, 88





SERVICE EQUITY POLICY

Issued: February 2019

Revised:

Approved by: Board of Directors

PURPOSE

This policy establishes service equity for jurisdictions outside of Richland County that would like to have the Central Midlands Regional Transit Authority (The COMET) provide transit service. The policy defines four approaches for service to jurisdictions within the Columbia Urbanized Area (the "CUA") that is outside Richland County. The first approach, joining The COMET, provides the preferred option for service; however, jurisdictions may not have the capacity to participate through a dedication of a local sales tax. For those jurisdictions, the remaining approaches provide options for service and would allow The COMET to distribute Federal Transit Administration (FTA) Section 5307 funds to non-member jurisdictions equitably. All participation in The COMET is defined as provided in the Regional Transportation Authority Law, Title 58, Chapter 25, Section 58-25-35, Enabling Act and the current Intergovernmental Agreement, with the consent of Richland County and the City of Columbia which represent 90% of the population within the service area.

POLICY

Except for Charter and Special Events services as authorized by separate policy and other services as described in this policy, The COMET transit service will not extend beyond the boundaries of The COMET Service Area. The COMET service equity policy for jurisdictions within the CUA, but outside the service area (Richland County) includes the following four options, in accordance with the Regional Transportation Authority Law, Title 58, Chapter 25, Section 58-25-20 and 35:

1. **Join The COMET:** A municipality, county or part of a county for which the governing body has approved joining The COMET and dedicated a local sales tax for transit as defined in Title 4, Chapter 37 of the South Carolina Code of Laws, Optional Methods for Financing Transportation Facilities can join The COMET. This action will require the consent of Richland County and the City of Columbia which represent 90% of the population within the service area, per the terms of the Intergovernmental Agreement. Subject to the terms of the Intergovernmental Agreement, a voting seat would be provided on the Board of Directors.
2. **Contract for Service:** A jurisdiction could enter into an intergovernmental agreement with The COMET for transit services. The jurisdiction pays the variable cost of service, with a credit given to the jurisdiction for FTA and State Mass Transit Fund eligible expenses. Jurisdictions that contract for service are eligible to receive The COMET service based on the ability to match the FTA funds that are allocated to the jurisdiction based on population, population density, low income population and vehicle revenue miles. For a voting seat on the Board of Directors, consent of Richland County and the City of Columbia which represents 90% of the population within the service area, per the terms of the Intergovernmental Agreement would be required.
3. **Become a FTA Sub-Recipient:** Sub-recipients contract directly with a transit service provider and seek reimbursement for the federal portion of FTA eligible expenses through The COMET. The COMET maintains responsibility for federal compliance, certifications and related coordination with FTA. Sub-recipients are eligible to receive service through the most appropriate contract service provider at their discretion. Central Midlands Council of Governments (CMCOG) would sub-allocate funding to FTA sub-recipients through a planning process defined by CMCOG based on population, population density, low income population and vehicle revenue miles.
4. **Become a Direct Recipient:** Direct recipients receive FTA funds directly from FTA for eligible expenses. The recipient is responsible for the management of funds and assumes all responsibility for federal compliance, certifications and local match. CMCOG would sub-allocate funding to FTA direct recipients through a planning process defined by CMCOG based on population, population density, low income population and vehicle revenue miles. The jurisdiction would determine the best approach to operate transit, either directly, contract with The COMET or contract with an alternate provider.

All agreements for service under this policy must be approved by The COMET Board of Directors and meet the minimum requirements established in the appendix. Additionally, any transit services provided by The COMET must comply with the Regional Transportation Authority Law, Title 58, Chapter 25, Section 58-25-20 definition regarding "Regional transportation area" which means that area pursuant to the groupings of counties as set forth in Article 3 of Chapter 7 of Title 6. In the case of The COMET, the county grouping includes Richland, Lexington, Newberry and Fairfield Counties.

The COMET may provide transit service outside Richland County as defined in Regional Transportation Authority Law, Title 58, Chapter 25, Section 58-25-50 (r) "To provide transportation services for residents of the service area to destinations outside the service area;" if The COMET Board of Directors find that providing service for residents of the service area could benefit Richland County residents.

## Appendix A: Guidelines for Service Equity

To ensure that the service equity policy is implemented in a manner that achieves regional goals, a process has been developed to provide guidelines to distribute FTA and State Mass Transit funds that would be allocated to The COMET. The COMET is responsible for receiving these funds for Richland and Lexington Counties and the regional funds are allocated as defined below:

1. Overall funding:
  - a. Federal (population, population density, low income population and vehicle revenue miles)
  - b. Local (sales tax, hospitality tax, miscellaneous funding)
  - c. State (Mass Transit Program fund)
2. The factors above should correlate with the level of services operating in each jurisdiction:
  - a. Route miles operated
  - b. Route hours operated

Once these factors have been determined, an operating cost per hour rate should be developed to charge for services to each jurisdiction within The COMET's service area. This charge for services should take into consideration:

1. **Fixed Route Operating Cost Per Hour**, increases each year times the number of hours operated in each jurisdiction. Routes should be allocated based on the percentage of vehicle miles operated in each jurisdiction.
2. **Paratransit Operating Cost Per Hour**, increases each year times the number of hours operated based on the passenger's originating point. For example, if a passenger originates a trip in Columbia and travels to West Columbia, that trip would be assigned to the jurisdiction of the originating trip.

The cost factors below should be the total amount divided by the total % of service provided by each jurisdiction, which would be the basis of the below:

3. **Administrative Overhead** (The COMET Administration)
4. **Capital Depreciation** (vehicle, facility use)
5. **Operating Overhead** (fuel, operating supplies)

The final formula should include each of the five cost factors above to provide one operating cost per hour rate. Such rate should be calculated each fiscal year.

Any route operating in The COMET transit system shall be proportionally allocated to the jurisdiction that it serves.

A service agreement with a jurisdiction must be approved by The COMET Board of Directors, shall not adversely impact or delay any transit service that is included in the then-current Plan of Service and Financial Plan and shall not be inconsistent with any The COMET policy.

### Allocation of Funds

Each year, The COMET, in conjunction with CMCOG will determine the amount of FTA funds allocated to the region by FTA. As with the FTA apportionment method, The COMET will use population, population density, low income population and vehicle revenue miles to determine the amount of funds designated to The COMET service area and to the CUA outside of the service area. Once the calculation and resulting figures are approved by CMCOG Board of Directors, The COMET's portion will be subtracted, and jurisdictions will be informed of the amount available to the non-member jurisdictions in the Columbia UZA by CMCOG.

### Request For New Service

Jurisdictions that are not currently participating in an agreement for service, but wish to begin service shall provide The COMET with assurances and data that demonstrate there is sufficient support and need for public transit services. A formal request shall include the following:

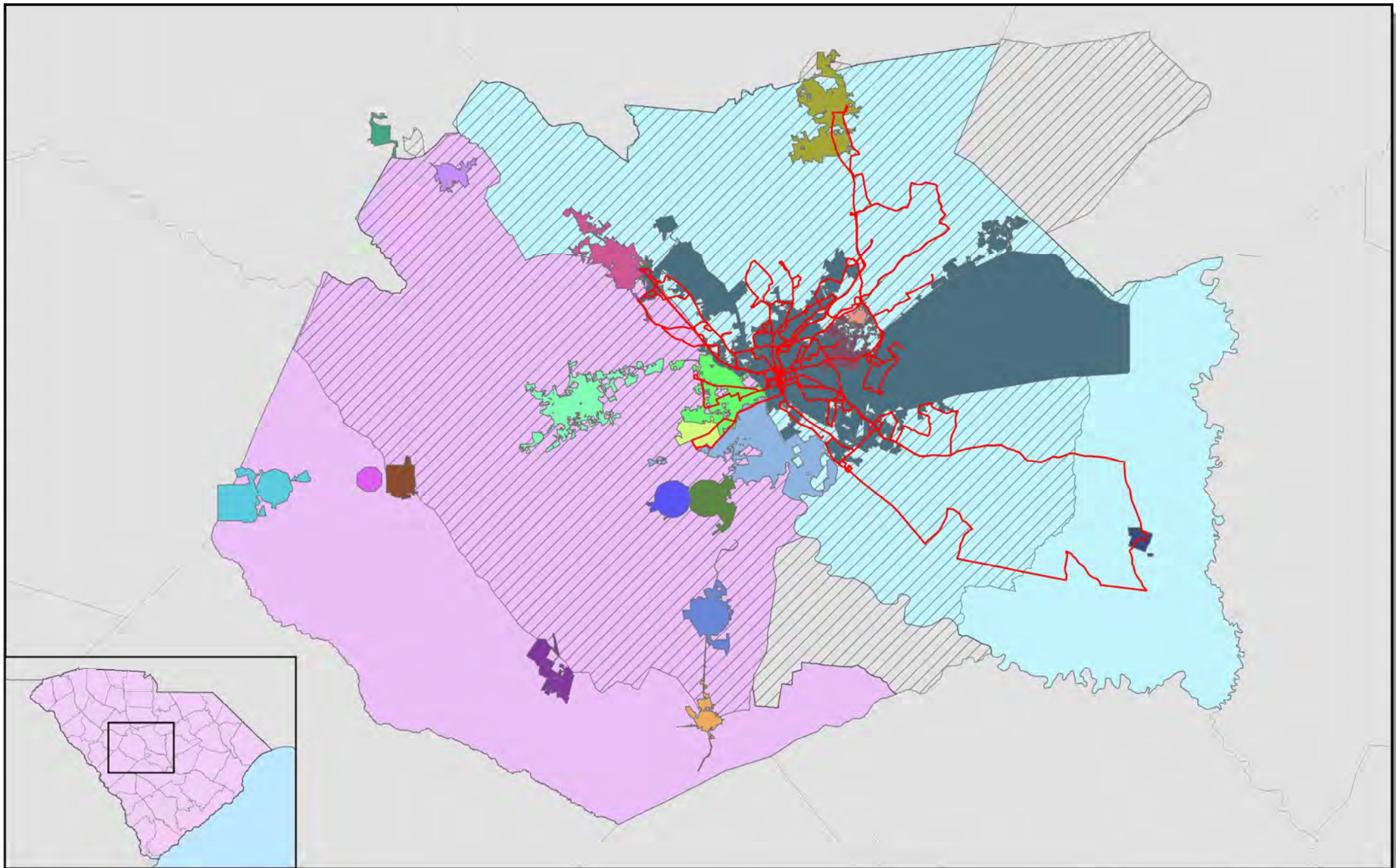
1. A resolution demonstrating intent of commitment through City Council, County Council, Town Council or equivalent policy-making body formal action. The resolution will provide assurances of the following:
  - **Funding Commitment:** The jurisdiction must provide proof of local match for no less than

- one year of the program, which will include payment of the operating cost per hour.
- **Community Support:** This formal commitment will ensure that there is sufficient community and stakeholder support for the service.
  - **Acknowledgement of ADA Complementary Paratransit Service Needs:** For local fixed-route service, the resolution shall also address the requirement to provide ADA complementary paratransit service. Service providers are required to fulfill any ADA complementary paratransit request from an ADA-qualified passenger for an ADA-eligible trip. For service provided by The COMET's paratransit service (DART), jurisdictions will be required to reimburse The COMET for the variable cost per vehicle hour related to DART service.
  - **Method of Participation in The COMET:** The approach of participation with The COMET, based on the policy.
2. Applicants may be asked to provide additional information pursuant to FTA and SCDOT requirements.
  3. Upon completion of each the requirements, an Intergovernmental Agreement between The COMET and participating jurisdiction would be executed governing funding, service and other requirements as negotiated and as approved by The COMET Board of Directors.

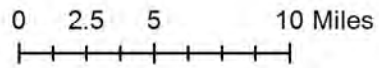
### **Requests for Continuing Service:**

Jurisdictions that are currently participating in an agreement for service with The COMET and wish to continue providing the service, or adjust the service can request an extension of the service agreement on an annual basis. Such extension would require an affirmation of the financial support by the jurisdiction, an update of the operating cost per hour rate and any requested changes to the service that is impacting the jurisdiction. Upon approval by The COMET Board of Directors, an extension amendment to the service agreement would be prepared and executed by the jurisdiction and The COMET.





# Bus Routes in Columbia Urbanized Area



Prepared: May 29, 2018

Urban Area	Arcadia Lakes	Forest Acres	Pine Ridge
Richland County	Batesburg-Leesville	Gaston	South Congaree
Lexington County	Blythewood	Gilbert	Springdale
Routes	Cayce	Irmo	Summit
	Chapin	Lexington	Swansea
	Columbia	Little Mountain	West Columbia
	Eastover	Pelion	



**First Supplemental Agreement to the Intergovernmental Agreement between Richland County, South Carolina; City of Columbia, South Carolina; City of Forest Acres, South Carolina; Lexington County, South Carolina; and the Central Midlands Regional Transit Authority**

THIS FIRST SUPPLEMENTAL AGREEMENT is made this \_\_\_1st\_\_\_ day of July, 2018, by and between Richland County (the "County") and the Central Midlands Regional \_\_\_\_\_ Transit Authority ("CMRTA").

WITNESSETH that:

WHEREAS, on July 2, 2013, the County, City of Columbia, South Carolina; City of Forest Acres, South Carolina; Lexington County, South Carolina; and the CMRTA entered into an Intergovernmental Agreement ("IGA") to establish the terms and conditions upon which the CMRTA shall receive and utilize its funding to provide a highly effective public transit system within Richland County and portions of Lexington County; and

WHEREAS, the April 12, 2018, Circuit Court Order requires Richland County to be subject to the South Carolina Department of Revenue's Guidelines for Use of Transportation Tax Revenue ("Guidelines"), incorporated herein and attached as Exhibit A; and

WHEREAS, the Guidelines apply to all outside agencies, political subdivisions or organizations designated to receive funding from the Transportation Tax funds; and

WHEREAS, the County and the CMRTA memorialize the distribution of Transportation Tax Revenue as defined in Section 5.01 of the Intergovernmental Agreement Related To The Central Midlands Regional Transit Authority.

NOW, THEREFORE, the County and the CMRTA agree to the following regarding the distribution of Transportation Penny funding.

1. Pursuant to the terms of Section 5.01 of the IGA, Richland County shall provide to the CMRTA the appropriate percentage (28.13%) of the actual Transportation Tax Revenue received from the State Treasurer, even if such amounts exceed or are less than budgeted amounts.
2. The CMRTA will be responsible for the strategic planning of these funds, should the CMRTA receive Transportation Tax Revenue more quickly than anticipated in the original planning of the Transportation Penny.
3. The County shall pay to the CMRTA the difference between the actual Transportation Tax Revenue received by the County and the amounts previously paid to the CMRTA from July 1, 2013 to April 12, 2018, which totals \$5,060,039.96.
4. The payment referenced in number 1 above shall become effective with the payment for the first quarter of fiscal year 2018-2019. The payment referenced in number 3

above shall be made by the County from the distribution it receives from the penny tax collected without interest from the State Treasurer for the first quarter of fiscal year 2018-2019. The amounts to be paid pursuant to number 3 above shall be adjusted upwards as necessary to reflect amounts becoming due between April 12, 2018, and the actual date of the payment.

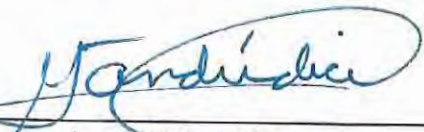
5. The CMRTA shall comply with the SC Department of Revenue's Guidelines for Use of Transportation Tax Revenue included as Exhibit A and the Transportation Act.

Except as otherwise provided in this First Supplemental Agreement, the Intergovernmental Agreement of July 2, 2013 shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representative the day and year first above written.

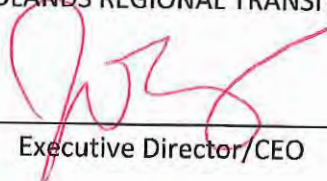
SIGNED, SEALED AND DELIVERED  
IN THE PRESENCE OF:

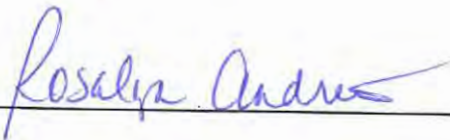
RICHLAND COUNTY


By:   
Sandra E. Yúdice, Ph.D.  
Assistant County Administrator

Attest: 

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY

By:   
Executive Director/CEO

Attest: 

Richland County Attorney's Office  
  
Approved As To LEGAL Form Only.  
No Opinion Rendered As To Content.

STATE OF SOUTH CAROLINA ) IN THE COURT OF COMMON PLEAS  
COUNTY OF RICHLAND ) CIVIL ACTION NO.: 2016-CP-40-3102

Richland County, South Carolina, )

Plaintiff, )

v. )

The South Carolina Department of Revenue, and Rick Reames, III in his Official capacity as its Director, )

Defendants/Third Party Plaintiff, )

v. )

Richland PDT, a joint venture consisting of M.B. Kahn Construction Co., Inc., ICA Engineering, Inc., and Brownstone Construction Group, LLC, as a unit and individually, )

Third Party Defendants, )

And )

Columbia Metro Rapid Transportation Authority (CMRTA), )

Intervenor. )

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**ORDER GRANTING DEFENDANTS/THIRD PARTY PLAINTIFFS’  
TEMPORARY INJUNCTION**

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THIS MATTER came before this Court on remand from the South Carolina Supreme Court, Opinion No. 27775, filed March 7, 2018, wherein the Supreme Court enjoined Plaintiff Richland County, South Carolina (“Richland County” or the “County”) from violating the

Transportation Act and held that the Department is entitled to an injunction requiring Richland County to expend the funds generated by the Penny Tax solely on transportation-related projects in accordance with the law. *See Richland Cty. v. S.C. Dep't of Revenue*, Op. No. 27775 (S.C. Sup. Ct. filed Mar. 7, 2018) (Davis Adv. Sh. No. 10 at 42–43) (the “Supreme Court Opinion”).<sup>1</sup> The Supreme Court ordered that the injunction is effective as of March 7, 2018, and further directed this Court, no later than 30 days following remand, to issue a standalone injunction consistent with the Supreme Court’s opinion. *Id.* at 43.<sup>2</sup>

Accordingly, I hereby grant Defendant/Third Plaintiff South Carolina Department of Revenue’s (the “Department”) Motion for Injunctive Relief and enter an injunction in accordance with the Supreme Court Opinion and for the reasons set forth below:

#### **PROCEDURAL BACKGROUND**

This matter arises from a dispute between Richland County and the Department regarding the County’s use of funds appropriated pursuant to the Transportation Act. On July 18, 2012, Richland County enacted Ordinance No. 039-12HR scheduling a referendum on November 6, 2012 to seek approval from Richland County voters to implement a sales and use tax (the “Penny Tax”) pursuant to the Transportation Act. The referendum passed, and the Penny Tax went into

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<sup>1</sup> The Optional Methods for Financing Transportation Facilities Act (the “Transportation Act”) authorizes the governing body of a county to impose a sales and use tax (“Transportation Tax”) in an amount not to exceed one percent within its jurisdiction for a single project or for multiple projects for a specific period of time to collect a limited amount of money. S.C. Code Ann. § 4-37-30(A) (Supp. 2017). Throughout this litigation, the parties and Court have typically referred to Richland County’s Transportation Tax by its common nomenclature: the Penny Tax. The Supreme Court Opinion likewise used the term “Penny Tax.” For sake of ease and consistency, this Order will refer to Richland County’s Transportation Tax as simply the Penny Tax.

<sup>2</sup> By Order dated March 21, 2018, the Supreme Court extended the time for serving and filing a Petition for Rehearing in this matter to April 6, 2018. Thus, because the remittitur cannot be sent prior to the expiration of the time period for filing a Petition for Rehearing, this case was not remanded to this Court and the thirty (30) day period for this Court to issue a standalone injunction did not begin until April 7, 2018. *See* Rule 221, SCACR.

effect on May 1, 2013. The Penny Tax is authorized to run through April 30, 2035, and is slated to raise over \$1 billion for transportation-related projects in Richland County.

In April 2015, the Department initiated an audit review of Richland County's Penny Tax program. Following the audit review, the Department informed Richland County that it had uncovered evidence of a variety of improper or unlawful expenditures and had determined that Richland County had used Penny Tax funds for purposes beyond the scope of allowable costs under the Transportation Act.

As a further result of the Department's audit review, the Department requested that Richland County adopt and implement a uniform standard to determine whether certain costs would be eligible to be paid out of Penny Tax funds and that all future expenditures be in strict conformity with the laws of this State.

The County objected to the Department's suggested standard. After the Department indicated it would withhold allocations of Penny Tax funds to the County, the County filed suit against the Department seeking a Writ of Mandamus, or, in the alternative, a preliminary injunction, to require the Department to remit the County's Penny Tax allocations to the State Treasurer's Office for subsequent payment to the County. Because the mass transit bus system operated by CMRTA is the largest recipient of Penny Tax funds, the CMRTA moved to intervene in this action. This Court granted the motion to intervene.

The Department answered Richland County's pleadings and filed counterclaims against the County alleging that the ordinance approved by the voters was void as exceeding the scope of the enabling statute, S.C. Code Ann. § 4-37-30, and that the County's expenditures of Penny Tax funds were inconsistent with § 4-37-30. The Department further filed counterclaims against the County (and third party claims against the Richland PDT and its individual members) alleging

civil conspiracy, fraud and constructive fraud with regard to the improper procurement of Penny Tax contracts, and the improper expenditure of Penny Tax funds. The Department also filed motions seeking an injunction and the appointment of a receiver.

On August 3, 2016 this Court entered an Amended Order issuing a Writ of Mandamus requiring the Department to remit to Richland County all Penny Tax allocations due the County (both in the past and in the future); denying both the County's and the Department's Motion(s) for Injunction; and denying the Department's Motion for the Appointment of a Receiver. The Court further found that the Department had standing to pursue its counterclaims against the County, including its declaratory judgment, civil conspiracy, fraud and constructive fraud causes of action. Both Richland County and the Department subsequently appealed the Amended Order.

On August 16, 2016, the Court issued its Order Granting Third-Party Defendant's Motions to Dismiss the Third-Party Complaint (which was not the subject of the subsequent appeal by the County or the Department).

On March 7, 2018, the South Carolina Supreme Court issued Op. No. 27775, in which the Supreme Court affirmed in all respects except that it reversed this Court's denial of the Department's request for injunctive relief and held that the Department is entitled to an injunction requiring Richland County to expend the funds generated by the Penny Tax solely on transportation-related projects in accordance with the law.

## **LEGAL ANALYSIS**

### **a. Injunctive Relief Standard**

"Actions for injunctive relief are equitable in nature." Denman v. City of Columbia, 387 S.C. 131, 140, 691 S.E.2d 465, 470 (2010). An injunction is appropriate where a party

demonstrates irreparable harm, a likelihood of success on the merits, and the absence of an adequate remedy at law. Id.

Here, the Department has demonstrated all three elements and is therefore entitled to injunctive relief in this matter as set forth in the Supreme Court Opinion.

First, without an injunction in place, Richland County could continue to spend Penny Tax funds for purposes not directly related to the planning, acquiring, constructing, or improving transportation-related projects as specified in S.C. Code Ann. § 4-37-30. The probable irreparable economic harm to the State in general, and Richland County taxpayers in general, constitutes sufficient irreparable harm.

Second, the Department has presented a compelling prima facie case that some of the County's expenditures of Penny Tax funds are in violation of the Transportation Act. Peek v. Spartanburg Regional Healthcare System, 367 S.C. 450, 456, 626 S.E.2d 34, 37 (Ct. App. 2005) (quoting Hensel v. City of North Myrtle Beach, 307 S.C. 29, 32, 413 S.E.2d 824, 826 (1992) ("Once a prima facie showing has been made entitling the plaintiff to injunctive relief, a temporary injunction will be granted without regard to the ultimate termination of the case on the merits.")). In particular, the Supreme Court highlighted several problematic expenditures of Penny Tax funds by Richland County, including:

- (1) the use of more than \$554,000 in Penny Tax funds to organize and staff the County's Small Local Business Enterprise (SLBE) Program, which was established as a county-wide program intended to support all facets of County operations—not just Penny Tax projects;
- (2) paying two public relations firms monthly payments of \$25,000 each for the provision of "public information services" despite the fact that a fully operational public information office already existed within Richland County and no documentation existed to detail the specific services these two firms were providing; and
- (3) the more than \$38,000 that Richland County spent under a vague and duplicative "mentor-mentee" arrangement, whereby Richland County contracted with certain

inexperienced individuals to perform more than \$400,000 in real-estate and legal services, then paid each of those individuals and an experienced contractor/vendor to “mentor” and “be mentored” and learn how to provide the very services they were contracted to provide.

Although this may not be an exhaustive list of Richland County’s problematic expenditures of Penny Tax funds, the Court finds these expenditures are sufficient to establish a compelling prima facie case that Richland County has or is spending Penny Tax funds in violation of the Transportation Act. *See Richland Cty., Op. No. 27775* (S.C. Sup. Ct. filed Mar. 7, 2018) (Davis Adv. Sh. No. 10 at 47 n.7).

Finally, the Department has alleged sufficient facts to show that it has no adequate and complete remedy at law. *Knohl v. Duke Power Co.*, 260, S.C. 374, 376, 196 S.E.2d 115, 116 (1973) (citing *S.C. Pub. Service Authority v. Carolina Power and Light Co.*, 244 S.C. 466, 137 S.E.2d 507 (1964)). In particular, Richland County’s Penny Tax program will last for approximately 22 years, during which time over one billion dollars (\$1,000,000,000.00) is expected to be spent. But for this injunction, the State and the taxpayers of Richland County lack an adequate remedy at law to be compensated in damages or to prevent Richland County from spending Penny Tax Funds in violation of the Transportation Act.

**b. Guidelines Governing Richland County’s Expenditure of Penny Tax Funds**

The Transportation Act provides that the types of projects permitted to be funded with Penny Tax funds are highways, roads, streets, bridges, mass transit systems, greenbelts, and other transportation-related projects facilities. S.C. Code Ann. § 4-37-30(A)(1)(a); *see also Richland Cty., Op. No. 27775* (S.C. Sup. Ct. filed Mar. 7, 2018) (Davis Adv. Sh. No. 10 at 29). A proper expenditure of Penny Tax funds must be tethered to a specific transportation-related capital project or the administration of a specific transportation project. *Id.*



As directed by the Supreme Court, I find that it is necessary for guidelines or standards to be established to serve as objective criteria for determining whether expenses are proper under the Transportation Act. Accordingly, I find that Richland County's expenditures of Penny Tax funds shall be subject to the "Guidelines for Use of Transportation Tax Revenue" (the "Guidelines"), which is attached hereto and incorporated fully herein as Exhibit A. These guidelines shall serve as the standard for determining whether Richland County's Penny Tax expenditures are properly allocable to a specific transportation-related capital project or the direct administration of a specific transportation project

NOW THEREFORE, based on the foregoing, **IT IS HEREBY ORDERED, ADJUDGED, AND DECREED** that:

- (1) The Department's Motion for Temporary Injunction is hereby **GRANTED**;
- (2) Richland County is hereby enjoined from making any further payments, expenditures, contracts, or other obligations of Penny Tax Funds in violation of the Transportation Act;
- (3) Richland County shall be subject to the Guidelines that are attached hereto as Exhibit A, and these Guidelines shall be used to determine whether all of Richland County's Penny Tax expenditures are proper under the Transportation Act;
- (4) The Department is authorized to audit Richland County's Penny Tax Program to ensure that all of the County's expenditures of Penny Tax funds comply with South Carolina law as set forth in the Guidelines; and
- (5) The temporary injunction is to remain in effect until further order of this Court or dismissal of this action.

**AND IT IS SO ORDERED.**

---

G. THOMAS COOPER, Jr.  
Presiding Circuit Judge, Fifth Judicial Circuit

Columbia, South Carolina

April \_\_, 2018

# EXHIBIT A



STATE OF SOUTH CAROLINA  
DEPARTMENT OF REVENUE

300A Outlet Pointe Blvd., Columbia, South Carolina 29210  
P.O. Box 12265, Columbia, South Carolina 29211

**GUIDELINES FOR USE OF TRANSPORTATION  
TAX REVENUE**

WHEREAS, the Optional Methods for Financing Transportation Facilities Act (the "Transportation Act"), codified at Title 4, Chapter 37 of the Code of Laws of South Carolina 1976, as amended, authorizes the governing body of a county to impose a sales and use tax in an amount not to exceed one percent (the "Transportation Tax," sometimes commonly referred to as the Penny Tax) within its jurisdiction for a single project or for multiple projects for a specific period of time to collect a limited amount of money, *see* S.C. Code Ann. § 4-37-30(A) (Supp. 2017); and

WHEREAS, the Transportation Act provides that the types of projects permitted to be funded with Transportation Tax revenues are highways, roads, streets, bridges, mass transit systems, greenbelts, and other transportation-related projects facilities, *see* S.C. Code Ann. § 4-37-30(A)(1)(a); and

WHEREAS, the South Carolina Department of Revenue (the "Department") administers and collects the Transportation Tax and the revenues are periodically remitted to the county by the State Treasurer in accordance with the provisions of the Transportation Act. S.C. Code Ann. § 4-37-30(A)(15) (Supp. 2017); and

WHEREAS, the South Carolina Supreme Court in *Richland County and the Central Midlands Regional Transit Authority v. S.C. Department of Revenue*, -- S.E.2d --, 2018 WL 1177700 (March 7, 2018) held that the Department has extensive administrative, oversight, and enforcement responsibilities in the Transportation Act and throughout Title 12 of the South Carolina Code, which confers upon the Department a duty to ensure that a county's expenditures of Transportation Tax revenues comply with the revenue laws the Department is charged with enforcing; and

WHEREAS, the Department is the agency statutorily tasked with administering a Transportation Tax program, and the expenditure of millions of dollars of Transportation Tax revenues is an issue of wide concern both to the Department and to the residents and taxpayers of the county implementing the Transportation Tax; and

WHEREAS, Transportation Tax revenues must be used in accordance with statutory restrictions imposed by the General Assembly, namely, proceeds must be used for the types of transportation-related projects identified in the Transportation Act; and

WHEREAS, the Supreme Court determined that a proper expenditure of Transportation Tax funds must be tethered to a specific transportation-related capital project or the administration of a specific transportation project; and

WHEREAS, the Supreme Court has determined that objective criteria are necessary to establish compliance with the Transportation Act, and has ordered that a county that has implemented a Transportation Tax program shall be subject to guidelines for determining whether expenses are properly allocable to a specific transportation project, or the direct administration of a specific transportation project; and

WHEREAS, the Department is authorized to conduct audits involving the taxes it administers and collects, including the Transportation Tax; and

WHEREAS, upon a determination that a county has expended Transportation Tax funds contrary to the Transportation Act, the county shall repay the improper expenditures from other legally available sources; and

NOW THEREFORE, a county shall be subject to the following guidelines and standards for determining whether expenditures of Transportation Tax revenues are proper:

### **GENERAL GUIDELINES**

The revenues generated from the Transportation Tax must be used in accordance with statutory restrictions imposed by the General Assembly – namely, proceeds must be used for “capital costs” of the types of transportation projects identified in the Transportation Act or the administration of a specific transportation project.

“Capital Costs” means expenditures that are treated as “capital” expenditures under generally accepted accounting principles. In general, costs are treated as Capital Costs if they are incurred for the planning, acquisition, construction, or improvement of property having a useful life of more than one year and include, without limitation, costs related to the planning, acquisition, construction, or improvement of land, buildings, vehicles, equipment, infrastructure improvements, and intangible assets (*e.g.*, software and intellectual property with a useful life of more than one year). Capital Costs also include costs and expenditures that increase the value of existing property with a useful life of more than one year or that extend the useful life of existing property for a period of more than one year. “Capital Costs” consist of both Direct Costs and Indirect Costs (as each term is described below).

### **ELIGIBLE COSTS**

For purposes of these guidelines, “Eligible Costs” are Capital Costs, whether Direct Costs or Indirect Costs, and costs for Mass Transit Systems as further described in (C) below.

All Eligible Costs must be “reasonable.” A cost is reasonable if, in its nature and amount, it does not exceed that amount which would be incurred by a prudent person under the circumstances then and there prevailing in the conduct of government business; duplicative costs are not reasonable. The reasonableness standard for Eligible Costs includes, but is not limited to, a consideration of:

- Whether the cost is generally recognized as ordinary and necessary for the project;
- Whether the cost is in compliance with generally accepted sound business practices;

- Whether the cost is the result of arms-length bargaining;
- Federal and state laws and regulations, as applicable;
- Market prices for comparable goods or services;
- The county's fiduciary responsibilities to the public; and
- Whether the cost constitutes a significant deviation from the county's established practices.

#### **A. Direct Costs**

"Direct Costs" are expenditures for material, labor, and financing for transportation-related projects that would be properly chargeable to a capital asset account as distinguished from current expenditures and ordinary maintenance expenses.

"Project(s)" means those transportation-related projects described in the imposition ordinance and ratified in the referendum question in accordance with the provisions of the Transportation Act, specifically: highways, roads, streets and adjacent sidewalks, bridges, mass transit systems, greenbelts, and other transportation-related projects facilities including, but not limited to, drainage facilities relating to the highways, roads, streets and adjacent sidewalks, bridges, and other transportation-related projects.

Examples: The following, to the extent directly related to the planning, acquiring, constructing, or improving a Project or any portion thereof, are examples of eligible Direct Costs:

- The purchase price of the property (*e.g.*, land and interests in land, existing buildings and structures).
- The amounts paid a construction company for the construction of a Project (*e.g.* highways, roads, streets and adjacent sidewalks, bridges, bus terminals, train terminals, greenbelts, and other transportation-related facilities).
- Direct labor costs.
- Construction material costs (*e.g.*, asphalt, concrete, steel, electrical wiring, and piping including related shipping, freight, and insurance charges).
- Equipment costs directly used in the construction or improvement of a Project, including lease payments and depreciation.
- Site preparation costs (*e.g.*, demolition, environmental remediation, and utility relocation).
- Engineering, architectural, and design costs.

- Cost of permits, licenses, performance bonds, surety bonds, easements, and rights-of-way.
- Legal, accounting, and other professional service fees incurred in connection with the planning, acquisition, construction, and improvement of a specific transportation related project (e.g. right of way acquisition and condemnation).
- Inspection costs.
- Interest accrued on debt incurred to finance a Project, up to the time it (or the portion thereof that is financed) is placed in service. A Project (or portion thereof) shall be treated as “placed in service” at the time at which, based on all the facts and circumstances, (i) the Project (or portion thereof) has reached a degree of completion which would permit its operation at substantially its design level and (ii) the Project (or portion thereof) is in fact in operation at such level.
- Debt service on bonds or other obligations issued to finance a Project or Projects, including the costs of issuance of such bonds or obligations.

## **B. Indirect Costs**

“Indirect Costs” are costs that benefit (i) the construction and improvement of authorized Projects or (ii) the construction and improvement of authorized Projects and other county operations. Only the portion of the Indirect Costs related to Projects are Eligible Indirect Costs.

“Eligible Indirect Costs” are costs that directly benefit or are incurred by reason of the planning, acquisition, construction or improvement of a Project.

The determination of whether an expense is an Eligible Indirect Cost must be based on a reasonable and appropriate allocation method (e.g., a burden rate or similar allocation method based on labor hours, salary costs, or material costs that are relevant to the function of the mixed service department). Eligible Indirect Costs do not include costs that are otherwise listed as Ineligible Costs (as defined and described herein below).

### Examples:

The following are examples of Eligible Indirect Costs:

- Portion of an employee’s salary and benefits whose time is allocable to administering the planning, acquisition, construction and improvement of Projects.
- Portion of reasonable and necessary costs of office equipment and supplies, telephone, transportation, fuel, and similar daily costs for employees devoted to administering the planning, acquisition, construction and improvement of Projects.
- Where a county department provides services to employees directly engaged in the transportation program, including the provision of public information to affected citizens or communities impacted by one or more Projects, and other county departments (*i.e.* a

mixed service department), a portion of the county department's costs may be allocated as Eligible Indirect Costs based on either labor cost or labor hours.

### C. Mass Transit Systems Costs

"Mass Transit System" as used herein refers only to a mass transit system.

Eligible Costs include costs incurred for the acquisition, design, construction, equipping, and operation of Mass Transit Systems, provided that such costs are consistent with the public purpose of the Transportation Act, the county's imposition ordinance and the referendum approved by voters.

Eligible Costs for Mass Transit Systems must be tethered to the administration of the Mass Transit System and must be reasonable and not excessive. Eligible Costs include purchases of capital assets. Eligible Costs also include costs and expenses paid or incurred in connection with the day to day operation of the Mass Transit System.

Additionally, the Mass Transit System must comply with certain Federal and State requirements in the operation of the Mass Transit System. The expenditures necessary to fulfill these Federal and State requirements are also Eligible Costs, provided the expenditures are reasonable and not excessive.

### INELIGIBLE COSTS

"Ineligible Costs" are all costs that are not tethered to a Project or the direct administration of a Project. Furthermore, costs that are excessive or unreasonable or that do not directly benefit or are not incurred by reason of the planning, acquisition, construction or improvement of a Project are Ineligible Costs.

#### Examples:

The following are examples of Ineligible Costs:

- Excessive amounts not based on a competitive bidding arrangement or amounts paid in transactions involving conflicts of interest.
- County wide programs intended to support all facets of county operations.
- County costs for the routine maintenance or upkeep of roads, streets, thoroughfares, bridges and highways.
- Expenditure for training, establishment or support of programs to benefit constituents or persons.
- Any costs associated with a mentor/mentee program.
- Legal fees and other professional costs incurred in prosecuting or defending a lawsuit or claim related to an alleged improper expenditure of Transportation Tax revenues.



- County overhead costs (e.g. utilities, office supplies, telephone, office facilities, salaries).
- Costs associated with a county's normal cost of doing business (e.g., finance and accounting, procurement, executive management, human resources, budget and grants management, etc.).
- County support costs (e.g. support for the small local business enterprise program of the office of small businesses opportunities, procurement, human resources, budget and grants management, and finance-related functions).
- Professional fees (e.g. legal, accounting, and engineering) not directly related to a Project.
- Costs that are not reasonable or are duplicative.

### **COMPLIANCE WITH GUIDELINES**

These guidelines apply to all counties and political subdivisions that receive Transportation Tax funds, including through intergovernmental agreements, contracts, or agreements with firms or a consortium of firms. Nothing herein shall be construed so as to permit a county to apply funds from the Transportation Tax revenue for other county purposes.

Based on the Department's extensive administrative, oversight, and enforcement responsibilities in the Transportation Act and throughout Title 12 of the South Carolina Code, the Department is authorized to conduct audits to ensure a county's expenditures of Transportation Tax revenues comply with the provisions of the Transportation Act and the South Carolina Code. All improper expenditures of Transportation Tax revenue shall be reimbursed from other legally available sources within the current fiscal year.

In addition, a county or political subdivision that receives any Transportation Tax funds shall conduct an independent annual audit of the financial records and transactions and expenditures of Transportation Tax funds. The results of the annual audit will be made available to the public on the county's website.



Richland Common Pleas

**Case Caption:** Richland County South Carolina , plaintiff, et al vs South Carolina  
Department Of Revenue , defendant, et al  
**Case Number:** 2016CP4003102  
**Type:** Order/Temporary Injunction

So Ordered

s/ Honorable G. Thomas Cooper, Jr. Circuit  
Judge 2126

Electronically signed on 2018-04-12 11:25:24 page 16 of 16

ELECTRONICALLY FILED - 2018 Apr 12 11:35 AM - RICHLAND - COMMON PLEAS - CASE#2016CP4003102

# Ridership Report

January		2018		2019			Difference from Previous Year		
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
<b>Systemwide totals</b>	<b>All Boardings Total</b>	<b>221,109</b>		<b>234,224</b>				13,115	
	<b>Fixed-Route Total</b>	215,747	10.6	225,604	13.3	\$ 4.39	17.4%	9,857	2.7
	Weekday Service	184,809	12.1	183,606	13.9	\$ 4.17	18.1%	-1,203	1.8
	Saturday Service	18,702	12.3	20,132	12.3	\$ 4.82	16.1%	1,430	0.0
	Sunday Service	12,236	7.3	21,866	10.4	\$ 5.84	13.7%	9,630	3.2
	<b>Flex Route</b>	347	1.1	1,496	4.6	\$ 14.57	6.0%	1,149	3.5
	<b>DART</b>	5,362	2.1	6,574	2.2	\$ 35.66	16.9%	1,212	0.1
<b>Special Services</b>	Proterra Electric Vehicle			441					
	Gamecock Express		-	0	#DIV/0!				
	COMET @ Night Uber			54	N/A	N/A	#DIV/0!		
	COMET @ Night Lyft			71	N/A	N/A	#DIV/0!		
	COMET To The Market Uber			1,210	N/A	N/A	#DIV/0!		
	COMET To The Market Lyft			270	N/A	N/A	#DIV/0!		
	COMET Vanpool			0	N/A	\$ -	#DIV/0!		
	BikeShare from COMET Stations			0	N/A	\$ -	#DIV/0!		
<b>Weather</b>		☽ Ave high 55°; Ave low 30°; Ave temp 43°. ♦ 7 days of rain (2.42 inches)		☽ Ave high 69°; Ave low 35°; Ave temp 47°. ♦ 10 days of rain (3.01 inches)					
<b>Events and Occurances</b>		New Year Day, MLK Holiday, Service Change (01/15), Detour on Route 6 (01/10), Snow (01/16-01/17)		New Year Day (Sunday service), MLK Holiday (01/21, Sunday service), new route (01/28, 92X), fare change (01/28)					
Service weekdays		23		21					
Service Saturdays		4		4					
Service Sundays		4		6					
Average weekday boardings		8,035		8,743				▲ 708	
Average Saturday		4,676		5,033				▲ 358	
Average Sunday boardings		3,059		3,644				▲ 585	
<b>KEY</b>	<b>No Data (Not in service)</b>	<b>Not to standard</b>	<b>&lt;66% of Standard</b>	<b>&gt;133% of Standard</b>					
<b>Monday through Friday</b>									
<b>Corridor</b>				<b>≥18</b>	<b>≤\$3</b>	<b>≥20%</b>	<b>Boardings</b>	<b>Efficiency</b>	
101 North Main		18,787	22.8	19,456	23.9	\$2.04	31.3%	▲ 669	▲ 1.1
201 Rosewood		7,345	8.8	6,311	12.7	\$4.64	16.6%	▼ -1,034	▲ 3.9
301 Farrow		10,800	13.4	12,364	19.6	\$2.68	25.7%	▲ 1,564	▲ 6.2
401 Devine		15,558	18.6	14,433	20.8	\$2.47	27.3%	▼ -1,125	▲ 2.2
501 Two Notch		17,409	21.3	16,828	26.3	\$1.76	34.4%	▼ -581	▲ 5.0
601 Shop Road		9,741	11.6	9,852	17.0	\$3.24	22.2%	▲ 111	▲ 5.4
701 Forest Drive		8,351	19.8	16,011	23.0	\$2.14	30.1%	▲ 7,660	▲ 3.2
15 Forest Drive		8,518	15.8						
801 Broad River				18,428	24.9	\$1.91	32.6%	▲ 18,428	▲ 24.9
34 Broad River		15,485	18.3						
<b>Local</b>				<b>≥12</b>	<b>≤\$5</b>	<b>≥15%</b>	<b>Boardings</b>	<b>Efficiency</b>	
Rt. 6 Eau Claire		4,710	13.5	5,203	17.1	\$3.21	22.4%	▲ 493	▲ 3.6
Rt. 11 Fairfield		6,076	15.4	4,266	8.9	\$6.98	11.7%	▼ -1,810	▼ -6.5
Rt. 12 Edgewood		6,983	20.9	6,222	21.5	\$2.37	28.1%	▼ -761	▲ 0.6
Rt. 26 West Columbia		2,326	27.3	2,193	12.6	\$4.68	16.5%	▼ -133	▼ -14.7
Rt. 28 Airport		1,743	12.4	4,563	23.0	\$2.15	30.1%	▲ 2,820	▲ 10.6
Rt. 42 Millwood Ave		5,224	14.9	4,927	16.4	\$3.39	21.5%	▼ -297	▲ 1.5
Rt. 45 Leesburg-Hazelwood		8,959	20.7	8,258	15.7	\$3.56	20.6%	▼ -701	▼ -5.0
Rt. 55 Sandhills		3,344	8.7	4,147	12.0	\$4.96	15.7%	▲ 803	▲ 3.3
Rt. 75 Decker-Parklane		2,921	9.4	5,171	10.7	\$5.67	14.0%	▲ 2,250	▲ 1.3

January		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
Rt. 84	Bush River/St. Andrews			5,117	15.9	\$3.52	20.8%	▲ 5,117	▲ 15.9
Rt. 34b	St. Andrews	7,895	19.4						
Rt. 88	Beltline Crosstown	2,388	7.9	2,607	7.5	\$8.46	9.9%	▲ 219	▼ -0.4
<b>Connector/Shuttle</b>				≥8	≤\$8	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	1,309	4.5	1,006	3.2	\$21.14	4.2%	▼ -303	▼ -1.3
Rt. 2	Soda Cap 2	662	2.3	800	2.5	\$26.83	3.3%	▲ 138	▲ 0.2
Rt. 3	Soda Cap 3								
Rt. 5	Fort Jackson Special	320	4.3						
Rt. 22	Harden	1,225	3.6	1,146	4.5	\$14.89	5.8%	▼ -79	▲ 0.9
Rt. 32	North Main - Hard Scrabble	4,063	11.3	2,780	9.2	\$6.75	12.1%	▼ -1,283	▼ -2.1
Rt. 57L	Killian-Clemson Local			639	2.5	\$27.79	3.2%	▲ 639	▲ 2.5
Rt. 63	Bluff	2,282	3.9	92	1.7	\$41.00	2.2%	▼ -2,190	▼ -2.2
Rt. 74 (frm.)	Harrison-Trenholm	1,962	13.5	1,328	7.4	\$8.68	9.6%	▼ -634	▼ -6.1
Rt. 76	Fort Jackson	353	3.4	591	3.9	\$17.15	5.1%	▲ 238	▲ 0.5
Rt. 77	Polo Road	486	4.6	1,128	5.3	\$12.52	6.9%	▲ 642	▲ 0.7
Rt. 83L	St. Andrews Local			1,518	5.4	\$12.17	7.1%	▲ 1,518	▲ 5.4
<b>Rural</b>				≥5	≤\$12	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 46	Lower Richland Blvd	1,891	5.8	1,812	6.3	\$10.37	8.2%	▼ -79	▲ 0.5
Rt. 47	Eastover	2,434	6.2	2,637	7.6	\$8.39	9.9%	▲ 203	▲ 1.4
Rt. 97									
<b>Express</b>				≥10/trip	≤\$5	≥15%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 44X									
Rt. 52X	Blythewood Express	357	2.5	231	1.2	\$56.43	1.6%	▼ -126	▼ -1.3
Rt. 53X	Killian Road Express			613	2.2	\$30.66	2.9%	▲ 613	▲ 2.2
Rt. 82X	Harbison Express			928	3.4	\$19.62	4.5%	▲ 928	▲ 3.4
Rt. 92X	12th Street Ext. Express			0	0.0		0.0%	0	0.0
Rt. 93X								0	0.0
<b>Demand Response/Flex</b>				≥3	≤\$30	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Route 13	Northeast Flex	-	0.0					0	0.0
Rt. 31	Denny Terrace	2,555	12.1	1,019	8.7			▼ -1,536	▼ -3.4
Rt. 62	Hopkins	347	1.1	304	2.1			▼ -43	▲ 1.0
DART	ADA Paratransit	5,004	2.1	5,840	2.2	\$32.03	6.5%	▲ 836	▲ 0.2
<b>Saturday</b>									
<b>Corridor</b>				≥18	≤\$3	≥20%		<b>Boardings</b>	<b>Efficiency</b>
101	North Main	1,872	29.4	2,262	20.8	\$2.48	27.2%	▲ 390	▼ -8.7
201	Rosewood	576	9.5	565	10.6	\$5.72	13.9%	▼ -11	▲ 1.2
301	Farrow	785	13.7	958	17.5	\$3.12	22.9%	▲ 173	▲ 3.7
401	Devine	1,368	22.5	1,211	19.8	\$2.64	26.0%	▼ -157	▼ -2.7
501	Two Notch	1,610	26.5	2,107	34.4	\$1.13	45.1%	▲ 497	▲ 7.9
601	Shop Road	939	9.2	752	8.9	\$6.98	11.7%	▼ -187	▼ -0.3
701	Forest Drive	975	32.1	2,176	34.1	\$1.15	44.7%	▲ 1,201	▲ 2.0
15		1,069	11.3						
801	Broad River			2,299	17.8	\$3.03	23.4%	▲ 2,299	▲ 17.8
34		2,134	17.4						
<b>Local</b>				≥12	≤\$5	≥15%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 6	Eau Claire	242	5.82	474	9.5	\$6.54	12.4%	▲ 232	▲ 3.6
Rt. 11	Fairfield	609	10.0	661	8.2	\$7.74	10.7%	▲ 52	▼ -1.9
Rt. 12	Edgewood	1,000	19.2	1,119	19.0	\$2.79	24.9%	▲ 119	▼ -0.2
Rt. 26	West Columbia			65	3.4	\$19.64	4.5%	▲ 65	▲ 3.4
Rt. 28	Airport			78	3.3	\$20.20	4.4%	▲ 78	▲ 3.3
Rt. 42	Millwood Ave	723	13.7	787	14.8	\$3.86	19.3%	▲ 64	▲ 1.1
Rt. 45	Leesburg-Hazelwood	1,159	19.6	1,099	18.9	\$2.80	24.8%	▼ -60	▼ -0.6
Rt. 55	Sandhills	722	13.3	662	11.5	\$5.24	15.0%	▼ -60	▼ -1.8
Rt. 75	Decker-Parklane	56	1.9	508	9.0	\$6.93	11.8%	▲ 452	▲ 7.1
Rt. 84	Bush River/St. Andrews			591	11.3	\$5.32	14.8%	▲ 591	▲ 11.3
Rt. 34b	Bush River	821	14.9						
Rt. 88	Beltline Crosstown	283	5.2	127	3.8	\$17.48	5.0%	▼ -156	▼ -1.4
<b>Connector/Shuttle</b>				≥8	≤\$8	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	283	4.4	222	3.2	\$21.30	4.2%	▼ -61	▼ -1.2
Rt. 2	Soda Cap 2	179	2.8	202	2.9	\$23.50	3.8%	▲ 23	▲ 0.1
Rt. 3	Soda Cap 3								
Rt. 5	Fort Jackson Special	205	6.9						
Rt. 22	Harden	191	3.2	78	2.4	\$28.85	3.1%	▼ -113	▼ -0.8
Rt. 32	North Main - Hard Scrabble	498	7.9	467	8.1	\$7.78	10.6%	▼ -31	▲ 0.2
Rt. 57L	Killian-Clemson Local			92	1.8	\$38.02	2.4%	▲ 92	▲ 1.8
Rt. 76	Fort Jackson	71	5.0	97	3.5	\$19.18	4.6%	▲ 26	▼ -1.5

January		2018		2019		Difference from Previous Year			
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
Rt. 77	Polo Road	27	1.9	102	3.9	\$17.36	5.1%	75	2.0
Rt. 83L	St. Andrews Local			192	4.2	\$15.85	5.5%	192	4.2
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings Efficiency</b>	
Rt. 82X	Harbison Express			179	3.5	\$19.36	4.6%	179	3.5
Rt. 92X									
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings Efficiency</b>	
Rt. 31	Denny Terrace	305	8.3	81	2.6			-224	-5.7
DART	ADA Paratransit	223	2.6	317	2.3	\$30.83	7.5%	94	-0.3
<b>Sunday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%	<b>Boardings Efficiency</b>	
101	North Main	1,332	16.8	2,783	17.0	\$3.22	22.3%	1,451	0.3
201	Rosewood	374	4.9	432	5.4	\$12.11	7.1%	58	0.5
301	Farrow	497	7.0	984	12.7	\$4.64	16.6%	487	5.7
401	Devine	880	11.6	1,427	15.6	\$3.61	20.4%	547	4.0
501	Two Notch	1,028	13.5	2,201	24.0	\$2.02	31.4%	1,173	10.4
601	Shop Road	643	5.0	1,092	8.7	\$7.24	11.3%	449	3.6
701	Forest Drive	667	21.9	2,448	25.6	\$1.84	33.5%	1,781	3.6
15		721	6.1						
801	Broad River			2,787	14.4	\$3.97	18.9%	2,787	14.4
34	Broad River	1,393	9.1						
<b>Local</b>					≥12	≤\$5	≥15%	<b>Boardings Efficiency</b>	
Rt. 6	Eau Claire	186	3.6	530	7.1	\$9.09	9.2%	344	3.5
Rt. 11	Fairfield	379	5.0	756	6.2	\$10.43	8.1%	377	1.2
Rt. 12	Edgewood	471	7.2	1,055	11.4	\$5.29	14.9%	584	4.1
Rt. 42	Millwood Ave	492	7.5	812	10.2	\$6.03	13.3%	320	2.7
Rt. 45	Leesburg-Hazelwood	689	9.3	1,149	13.2	\$4.42	17.3%	460	3.9
Rt. 55	Sandhills	401	5.9	683	7.9	\$8.04	10.3%	282	2.0
Rt. 75	Decker-Parklane	28	0.9	388	4.6	\$14.51	6.0%	360	3.6
Rt. 84	Bush River/St. Andrews			702	9.0	\$6.96	11.7%	702	9.0
Rt. 34b	Bush River	616	8.9						
Rt. 88	Beltline Crosstown	185	2.7	178	3.6	\$18.77	4.7%	-7	0.8
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings Efficiency</b>	
Rt. 1	Soda Cap 1								
Rt. 2	Soda Cap 2								
Rt. 3	Soda Cap 3								
Rt. 5	Fort Jackson Special	181	4.9						
Rt. 22	Harden	140	1.9	122	2.5	\$27.63	3.2%	-18	0.6
Rt. 32	North Main - Hard Scrabble	655	8.3	578	6.7	\$9.62	8.8%	-77	-1.6
Rt. 76	Fort Jackson	64	4.5	202	4.9	\$13.55	6.4%	138	0.4
Rt. 77	Polo Road	14	1.0	12	0.3	\$232.21	0.4%	-2	-0.7
Rt. 83L	St. Andrews Local			280	4.1	\$16.33	5.4%	280	4.1
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings Efficiency</b>	
Rt. 82X	Harbison Express			265	3.4	\$19.63	4.5%	265	3.4
Rt. 92X									
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Efficiency</b>	
Rt. 31	Denny Terrace	200	4.3	92	2.6			-108	-1.7
DART	ADA Paratransit	135	1.6	417	1.8	\$39.23	5.5%	282	0.2

# Ridership Report

February		2018		2019			Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings	Farebox	Boardings	Efficiency
					Per hour or Trip (Efficiency)	Recovery Ratio		
<b>Systemwide totals</b>		<b>226,960</b>		<b>211,844</b>			<b>-15,116</b>	
<b>Fixed-Route Total</b>		221,540	#DIV/0!	203,214	19.6	\$ 4.74 13.1%	-18,326	#DIV/0!
Weekday Service		188,842	13.9	164,423	19.3	\$ 4.81 12.9%	-24,419	5.4
Saturday Service		19,664	13.4	19,157	23.0	\$ 3.93 15.4%	-507	9.6
Sunday Service		13,034	#DIV/0!	19,619	18.7	\$ 4.98 12.5%	6,585	#DIV/0!
<b>Flex Route</b>		294	0.7	1,614	3.7	\$ 28.25 2.5%	1,320	3.0
<b>DART</b>		5,420	1.9	6,235	2.0	\$ 35.74 11.9%	815	0.1
<b>Special Services</b>								
Trolley				15				
Gamecock Express				0	#DIV/0!			
COMET @ Night Uber				0	N/A	N/A #DIV/0!		
COMET @ Night Lyft				47	N/A	N/A #DIV/0!		
COMET To The Market Uber				0	N/A	N/A #DIV/0!		
COMET To The Market Lyft				505	N/A	N/A #DIV/0!		
COMET Vanpool				0	N/A	\$ - #DIV/0!		
BikeShare from COMET Stations				0	N/A	\$ - #DIV/0!		
Other Ridership				214				
<b>Weather</b>		⚡ Ave high 70°; Ave low 50°; Ave temp 63°. ☔ 11 days of rain (1.62 inches)		⚡ Ave high 69°; Ave low 42°; Ave temp 53°. ☔ 14 days of rain (0.88 inches)				
<b>Events and Occurances</b>		Presidents' Day (02/19)		Winter 2019 Service Change (02/11), Presidents' Day (02/18, Sunday service)				
Service weekdays		20		19				
Service Saturdays		4		4				
Service Sundays		4		5				
Average weekday boardings		9,442		8,654			▼ -788	
Average Saturday boardings		4,916		4,789			▼ -127	
Average Sunday boardings		3,259		3,924			▲ 665	
<b>KEY</b>		No Data (Not in service)	Not to standard	<66% of Standard	>133% of Standard			
<b>Monday through Friday</b>								
<b>Corridor</b>				≥18	≤\$3	≥20%	<b>Boardings Efficiency</b>	
101	North Main	17,867	25.0	17,759	24.0	\$3.74 16.0%	▼ -108	▼ -1.0
201	Rosewood	8,129	11.2	1,758	12.4	\$7.91 8.3%	▼ -6,371	▲ 1.2
301	Farrow	11,060	15.8	9,835	17.2	\$5.48 11.5%	▼ -1,225	▲ 1.4
401	Devine	15,179	20.9	13,563	21.2	\$4.33 14.2%	▼ -1,616	▲ 0.3
501	Two Notch	18,688	26.2	17,203	29.4	\$2.91 19.7%	▼ -1,485	▲ 3.2
601	Shop Road	9,692	13.3	3,320	20.0	\$4.62 13.4%	▼ -6,372	▲ 6.7
701	Forest Drive	15,038	23.2	14,078	22.6	\$4.01 15.1%	▼ -960	▼ -0.6
801	Broad River			17,449	19.2	\$4.84 12.8%	▲ 17,449	▲ 19.2
34	Broad River	15,645	21.3					
<b>Local</b>				≥12	≤\$5	≥15%	<b>Boardings Efficiency</b>	
Rt. 6	Eau Claire	5,552	18.3	4,395	16.0	\$5.96 10.7%	▼ -1,157	▼ -2.3
Rt. 11	Fairfield	6,236	18.1	4,594	10.2	\$9.78 6.8%	▼ -1,642	▼ -7.9
Rt. 12	Edgewood	7,055	24.3	6,184	23.7	\$3.80 15.8%	▼ -871	▼ -0.6
Rt. 21	Rosewood			3669	16.3	\$5.84 10.9%		
Rt. 26	West Columbia	1,033	14.0	1,909	8.6	\$11.77 5.7%	▲ 876	▼ -5.4
Rt. 28	Airport	2,085	17.1	2,931	10.2	\$9.74 6.8%	▲ 846	▼ -6.9
Rt. 42	Millwood Ave	4,857	16.0	4,850	17.8	\$5.27 11.9%	▼ -7	▲ 1.8
Rt. 45	Leesburg-Hazelwood	9,551	19.0	6,192	13.3	\$7.33 8.9%	▼ -3,359	▼ -5.7
Rt. 55	Sandhills	3,912	11.7	2,905	9.4	\$10.63 6.3%	▼ -1,007	▼ -2.3
Rt. 61	Shop Road			4486	13.2	\$7.38 8.8%		
Rt. 75	Decker-Parklane	5,527	11.6	5,073	11.7	\$8.40 7.8%	▼ -454	▲ 0.1
Rt. 84	Bush River/St. Andrews			4,348	14.9	\$6.43 10.0%	▲ 4,348	▲ 14.9
Rt. 34b	St. Andrews	7,976	22.5					
Rt. 88	Beltline Crosstown	2,440	17.1	3,037	9.7	\$10.26 6.5%	▲ 597	▼ -7.4

February		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
<b>Connector/Shuttle</b>									
				≥8	≤\$8	≥10%	Boardings Efficiency		
Rt. 1	Soda Cap 1	1,159	4.0	655	2.3	\$44.84	1.6%	-504	-1.7
Rt. 2	Soda Cap 2	937	3.3	553	2.0	\$53.24	1.3%	-384	-1.3
Rt. 3	Soda Cap 3								
Rt. 22	Harden	1,462	4.9	1,075	4.6	\$22.35	3.1%	-387	-0.3
Rt. 32	North Main - Hard Scrabble	3,934	12.4	2,476	9.1	\$11.05	6.1%	-1,458	-3.3
Rt. 57L	Killian-Clemson Local			485	1.8	\$59.49	1.2%	485	1.8
Rt. 63	Bluff	3,158	6.3	43	1.0	\$111.33	0.6%	-3,115	-5.3
Rt. 74 (frm. 1)	Harrison-Trenholm	2,187	17.4	1,428	8.9	\$11.31	5.9%	-759	-8.5
Rt. 76	Fort Jackson	457	2.8	378	2.5	\$41.50	1.7%	-79	-0.3
Rt. 77	Polo Road	868	5.4	1,292	7.0	\$14.46	4.7%	424	1.6
Rt. 83L	St. Andrews Local			1,462	5.7	\$17.89	3.8%	1,462	5.7
<b>Rural</b>									
				≥5	≤\$12	≥10%	Boardings Efficiency		
Rt. 46	Lower Richland Blvd	1,722	6.1	1,145	4.5	\$23.23	3.0%	-577	-1.6
Rt. 47	Eastover	2,332	6.9	2,042	6.5	\$15.71	4.3%	-290	-0.4
Rt. 97									
<b>Express</b>									
				≥10/trip	≤\$5	≥15%	Boardings Efficiency		
Rt. 44X									
Rt. 52X	Blythewood Express	211	1.7	186	1.4	\$77.83	0.9%	-25	-0.3
Rt. 53X	Killian Road Express			767	3.2	\$32.36	2.2%	767	3.2
Rt. 82X	Harbison Express			847	3.5	\$30.07	2.3%	847	3.5
Rt. 92X	12th Street Ext. Express			51	1.7	\$61.78	1.1%	51	1.7
Rt. 93X								0	0.0
<b>Demand Response/Flex</b>									
				≥3	≤\$30	≥10%	Boardings Efficiency		
Route 13	Northeast Flex	-	0.0					0	0.0
Rt. 31	Denny Terrace	2,599	14.1	1,125	7.5			-1,474	-6.6
Rt. 62	Hopkins	294	1.1	317	1.4			23	0.3
DART	ADA Paratransit	5,026	1.9	5,529	2.0	\$32.67	9.0%	503	0.1
<b>Saturday</b>									
<b>Corridor</b>									
				≥18	≤\$3	≥20%	Boardings Efficiency		
101	North Main	1,907	30.0	2,387	21.6	\$4.23	14.4%	480	-8.4
201	Rosewood	724	11.9	247	9.3	\$10.78	6.2%	-477	-2.6
301	Farrow	847	14.8	827	15.1	\$6.38	10.1%	-20	0.3
401	Devine	1,226	20.2	1,363	21.9	\$4.17	14.6%	137	1.7
501	Two Notch	1,809	29.8	2,064	33.2	\$2.50	22.2%	255	3.5
601	Shop Road	945	9.3	325	7.7	\$13.11	5.2%	-620	-1.5
701	Forest Drive	2,104	34.6	2,154	34.1	\$2.41	22.8%	50	-0.5
801	Broad River			2,176	17.0	\$5.56	11.4%	2,176	17.0
34	Broad River	2,145	17.5						
<b>Local</b>									
				≥12	≤\$5	≥15%	Boardings Efficiency		
Rt. 6	Eau Claire	330	7.9	538	10.8	\$9.19	7.2%	208	2.8
Rt. 11	Fairfield	518	8.5	709	8.5	\$11.86	5.7%	191	0.0
Rt. 12	Edgewood	771	14.8	1,016	17.3	\$5.45	11.6%	245	2.5
Rt. 21	Rosewood			236	8.9	\$11.34	5.9%		
Rt. 26	West Columbia			119	4.9	\$20.88	3.3%	119	4.9
Rt. 28	Airport			119	3.6	\$28.60	2.4%	119	3.6
Rt. 42	Millwood Ave	705	13.4	824	15.5	\$6.19	10.3%	119	2.1
Rt. 45	Leesburg-Hazelwood	1,287	21.7	643	11.3	\$8.72	7.6%	-644	-10.4
Rt. 55	Sandhills	550	10.1	414	7.3	\$13.92	4.9%	-136	-2.8
Rt. 61	Shop Road			308	7.8	\$13.05	5.2%		
Rt. 75	Decker-Parklane	300	5.1	527	9.3	\$10.76	6.2%	227	4.2
Rt. 84	Bush River/St. Andrews			579	11.1	\$8.92	7.4%	579	11.1
Rt. 34b	Bush River	1,616	29.3						
Rt. 88	Beltline Crosstown	249	4.6	162	4.9	\$21.09	3.3%	-87	0.3
<b>Connector/Shuttle</b>									
				≥8	≤\$8	≥10%	Boardings Efficiency		
Rt. 1	Soda Cap 1	310	4.8	281	4.0	\$25.83	2.7%	-29	-0.8
Rt. 2	Soda Cap 2	258	4.0	128	1.8	\$57.56	1.2%	-130	-2.2
Rt. 3	Soda Cap 3								
Rt. 22	Harden	137	2.3	59	1.8	\$58.81	1.2%	-78	-0.5
Rt. 32	North Main - Hard Scrabble	451	7.2	339	5.9	\$17.39	3.9%	-112	-1.3
Rt. 57L	Killian-Clemson Local			86	1.7	\$62.27	1.1%	86	1.7
Rt. 76	Fort Jackson	132	4.6	46	1.6	\$66.29	1.1%	-86	-3.1
Rt. 77	Polo Road	37	1.3	83	3.3	\$31.46	2.2%	46	2.0
Rt. 83L	St. Andrews Local			248	5.4	\$18.92	3.6%	248	5.4
<b>Express</b>									
				≥10/trip	≤\$5	≥15%	Boardings Efficiency		
Rt. 82X	Harbison Express			145	2.8	\$37.15	1.9%	145	2.8
Rt. 92X	12th Street Ext. Express			5	0.3	\$317.99	0.2%		
<b>Demand Response/Flex</b>									
				≥3	≤\$30	≥10%	Boardings Efficiency		
Rt. 31	Denny Terrace	306	8.3	95	3.0			-211	-5.3
DART	ADA Paratransit	217	2.5	313	2.2	\$28.94	10.4%	96	-0.3

February		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
<b>Sunday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%	<b>Boardings</b>	<b>Efficiency</b>
101	North Main	1,389	21.8	2,271	16.4	\$5.80	11.0%	882	-5.4
201	Rosewood	550	9.0	220	8.3	\$12.19	5.5%	-330	-0.8
301	Farrow	617	10.8	932	14.4	\$6.69	9.6%	315	3.6
401	Devine	900	14.8	1,487	19.0	\$4.90	12.7%	587	4.2
501	Two Notch	1,030	16.9	1,935	24.9	\$3.58	16.6%	905	7.9
601	Shop Road	703	6.9	252	6.0	\$17.12	4.0%	-451	-0.9
701	Forest Drive	1,434	23.6	1,927	24.5	\$3.65	16.4%	493	0.9
801	Broad River			2,551	16.0	\$5.96	10.7%	2,551	16.0
34	Broad River	1,335	10.9						
<b>Local</b>					≥12	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 6	Eau Claire	246	5.9	495	7.9	\$12.73	5.3%	249	2.0
Rt. 11	Fairfield	284	4.7	593	5.7	\$18.18	3.8%	309	1.0
Rt. 12	Edgewood	387	7.4	1,072	13.9	\$6.98	9.3%	685	6.4
Rt. 21	Rosewood			343	8.6	\$11.73	5.7%		
Rt. 42	Millwood Ave	476	9.0	778	11.7	\$8.42	7.8%	302	2.7
Rt. 45	Leesburg-Hazelwood	676	11.4	541	7.7	\$13.24	5.1%	-135	-3.8
Rt. 55	Sandhills	455	8.4	649	9.2	\$10.91	6.1%	194	0.8
Rt. 61	Shop Road			699	11.7	\$8.38	7.9%		
Rt. 75	Decker-Parklane	113	1.9	611	8.6	\$11.66	5.8%	498	6.7
Rt. 84	Bush River/St. Andrews			651	10.0	\$10.00	6.7%	651	10.0
Rt. 34b	Bush River	1,257	22.8						
Rt. 88	Beltline Crosstown	193	3.6	166	4.0	\$25.89	2.7%	-27	0.4
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	-	#DIV/0!	199	9.5	\$10.56	6.3%	199	#DIV/0!
Rt. 2	Soda Cap 2	-	#DIV/0!	52	3.5	\$30.09	2.3%	52	#DIV/0!
Rt. 3	Soda Cap 3								
Rt. 22	Harden	127	2.1	116	2.8	\$37.13	1.9%	-11	0.7
Rt. 32	North Main - Hard Scrabble	543	8.6	437	6.1	\$16.84	4.1%	-106	-2.6
Rt. 76	Fort Jackson	115	4.0	176	4.8	\$21.37	3.2%	61	0.8
Rt. 77	Polo Road	29	1.0	44	1.4	\$74.29	1.0%	15	0.4
Rt. 83L	St. Andrews Local			247	4.3	\$23.93	2.9%	247	4.3
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 82X	Harbison Express			125	1.9	\$54.18	1.3%	125	1.9
Rt. 92X	12th Street Ext. Express			50	2.7	\$39.12	1.8%		
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 31	Denny Terrace	175	4.8	77	2.6			-98	-2.1
DART	ADA Paratransit	177	1.7	393	1.8	\$34.47	10.1%	216	0.2





# Ridership Report

March		2018		2019			Difference from Previous Year		
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
<b>Systemwide totals</b>	<b>All Boardings Total</b>	<b>229,727</b>		<b>222,043</b>				▼ -7,684	
	<b>Fixed-Route Total</b>	256,785	11.5	213,560	13.0	\$ 4.94	15.3%	▼ -43,225	▲ 1.5
	Weekday Service	221,047	12.1	172,214	13.5	\$ 4.71	15.9%	▼ -48,833	▲ 1.4
	Saturday Service	24,405	16.0	25,397	13.0	\$ 4.94	15.3%	▲ 992	▼ -3.0
	Sunday Service	11,333	6.4	15,949	9.1	\$ 7.42	10.7%	▲ 4,616	▲ 2.7
	<b>Flex Route</b>	419	1.0	1,417	3.5	\$ 20.83	4.1%	▲ 998	▲ 2.5
	<b>DART</b>	6,162	2.4	6,109	1.6	\$ 39.88	15.2%	▼ -53	▼ -0.7
<b>Special Services</b>									
	Protterra Electric Vehicle								
	Gamecock Express 2001	-	#DIV/0!						
	Inclement Weather Shuttle 7			0	0.0	\$ -	0.0%		
	COMET @ Night Uber			80	N/A	N/A	0.0%		
	COMET @ Night Lyft			22	N/A	N/A	0.0%		
	COMET To The Market Uber			134	N/A	N/A	0.0%		
	COMET To The Market Lyft			721	N/A	N/A	0.0%		
	COMET Vanpool			0	N/A	\$ -	0.0%		
	COMET Bikeshare Usage			0	N/A	\$ -	0.0%		
	BikeShare from COMET Stations			76	N/A	\$ -	0.0%		
<b>Weather</b>		⚡ Ave high 87°; Ave low 43°; Ave temp 68°. ⬆️ 19 days of rain (4.15 inches)		⚡ Ave high 71°; Ave low 47°; Ave temp 59°. ⬆️ 10 days of rain (4.21 inches)					
<b>Events and Occurances</b>		St. Patrick' Weekend		St. Patrick's Weekend March Madness					
	Service weekdays		22		21				
	Service Saturdays		5		5				
	Service Sundays		4		5				
	Average weekday boardings		10,048		8,201			▼ -1,847	
	Average Saturday boardings		4,881		5,079			▲ 198	
	Average Sunday boardings		2,833		3,190			▲ 357	
<b>KEY</b>	<b>No Data (Not in service)</b>	<b>Not to standard</b>	<b>&lt;66% of Standard</b>	<b>&gt;133% of Standard</b>					
<b>Monday through Friday</b>									
<b>Corridor</b>				<b>≥18</b>	<b>≤\$3</b>	<b>≥20%</b>	<b>Boardings</b>	<b>Efficiency</b>	
101	North Main	17,082	22.8	18,758	23.8	\$2.30	27.9%	▲ 1,676	▲ 1.0
201	Rosewood	7,792	8.8						
301	Farrow	10,739	13.4	10,388	16.8	\$3.62	19.7%	▼ -351	▲ 3.4
401	Devine	15,906	18.6	15,649	23.0	\$2.41	26.9%	▼ -257	▲ 4.4
16/501	Two Notch	17,274	21.3	17,349	27.6	\$1.86	32.4%	▲ 75	▲ 6.3
601	Shop Road	9,222	11.6						
701	Forest Drive	14,721	19.8	16,253	23.9	\$2.28	28.0%	▲ 1,532	▲ 4.1
15	Forest Drive	8,518	15.8						
801	Broad River			19,112	16.9	\$3.58	19.9%	▲ 19,112	▲ 16.9
34	Broad River	13,851	18.3						
<b>Local</b>				<b>≥12</b>	<b>≤\$5</b>	<b>≥15%</b>	<b>Boardings</b>	<b>Efficiency</b>	
Rt. 6	Eau Claire	3,888	13.5	4,862	15.9	\$3.86	18.7%	▲ 974	▲ 2.4
Rt. 11	Fairfield	5,880	15.4	5,032	10.7	\$6.19	12.6%	▼ -848	▼ -4.7
Rt. 12	Edgewood	6,247	20.9	5,673	20.0	\$2.91	23.4%	▼ -574	▼ -0.9
Rt. 21	Rosewood			5,029	14.1	\$4.48	16.6%	▲ 5,029	▲ 14.1
Rt. 26	West Columbia	784	27.3	2,005	7.4	\$9.41	8.6%	▲ 1,221	▼ -19.9
Rt. 28/91	Airport	1,858	12.4	2,553	7.0	\$9.97	8.2%	▲ 695	▼ -5.4
Rt. 42	Millwood Ave	42,874	14.9	5,656	19.3	\$3.04	22.7%	▼ -37,218	▲ 4.4
Rt. 45	Leesburg-Hazelwood	6,798	20.7	4,635	9.4	\$7.16	11.1%	▼ -2,163	▼ -11.3
Rt. 55	Sandhills	4,874	8.7	2,751	8.2	\$8.32	9.7%	▼ -2,123	▼ -0.5
Rt. 61	Shop Road			8,137	14.4	\$4.38	16.9%	▲ 8,137	▲ 14.4
Rt. 75	Decker-Parklane	5,283	9.4	3,961	9.3	\$7.26	10.9%	▼ -1,322	▼ -0.1

March		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
Rt. 84	Bush River/St. Andrews			4,843	15.4	\$4.03	18.1%	4,843	15.4
Rt. 34b	St. Andrews	7,061	19.4						
Rt. 88	Beltline Crosstown	2,195	7.9	2,651	7.9	\$8.65	9.3%	456	0.0
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	1,597	5.5	744	2.6	\$28.01	3.1%	-853	-2.9
Rt. 2	Soda Cap 2	706	2.5	509	2.5	\$29.28	3.0%	-197	0.1
Rt. 3	Soda Cap 3			54	13.5	\$4.73	15.9%	54	13.5
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 5	Fort Jackson Special	320	4.3						
Rt. 22	Harden	1,224	3.6	903	3.6	\$20.18	4.2%	-321	0.0
Rt. 32	North Main - Hard Scrabble	2,844	11.3	2,481	8.5	\$8.06	9.9%	-363	-2.8
Rt. 57L	Killian-Clemson Local			663	2.1	\$35.02	2.5%	663	2.1
Rt. 63	Bluff	2,883	3.9	161	6.1	\$11.64	7.1%	-2,722	2.2
Rt. 74 (frm. 17)	Harrison-Trenholm	707	13.5	1,512	9.2	\$7.40	10.7%	805	-4.3
Rt. 76	Fort Jackson	431	3.4	257	1.7	\$43.73	2.0%	-174	-1.7
Rt. 77	Polo Road	1,011	4.6	1,378	6.8	\$10.22	8.0%	367	2.2
Rt. 83L	St. Andrews Local			1,689	6.3	\$11.24	7.3%	1,689	6.3
<b>Rural</b>					≥5	≤\$12	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 46	Lower Richland Blvd	1,784	5.8	1,187	4.2	\$17.22	4.9%	-597	-1.6
Rt. 47	Eastover	2,063	6.2	1,960	5.9	\$12.07	6.9%	-103	-0.3
Rt. 97	Batesburg-Leesburg			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 44X	Lower Richland Express			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 52X	Blythewood Express	186	2.5	123	1.1	\$63.41	1.4%	-63	-1.4
Rt. 53X	Killian Road Express			1,005	4.2	\$16.46	5.1%	1,005	4.2
Rt. 82X	Harbison Express			908	3.6	\$16.21	5.2%	908	3.6
Rt. 92X	12th Street Ext. Express			90	1.1	\$52.19	1.7%	90	1.1
Rt. 93X	I-26 Express			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 13	Northeast Flex	-	0.0					0	0.0
Rt. 31	Denny Terrace	2,025	12.1	1,019	7.6	\$9.10	0.0%	-1,006	-4.5
Rt. 62	Hopkins	419	1.1	304	1.5	\$49.65	0.0%	-115	0.4
DART	ADA Paratransit	5,868	2.4	5,840	1.8	\$34.42	7.2%	-28	-0.7
<b>Saturday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%	<b>Boardings</b>	<b>Efficiency</b>
101	North Main	2,077	32.7	3,107	22.7	\$2.46	26.6%	1,030	-10.0
201	Rosewood	922	15.2						
301	Farrow	1,087	19.0	1,132	16.8	\$3.61	19.8%	45	-2.2
401	Devine	1,754	28.8	1,663	22.3	\$2.51	26.2%	-91	-6.5
16/501	Two Notch	1,870	30.8	2,493	33.4	\$1.38	39.2%	623	2.6
601	Shop Road	1,173	11.5	0	#DIV/0!	#DIV/0!	#DIV/0!	-1,173	#DIV/0!
701	Forest Drive	2,308	75.9	2,508	32.8	\$1.42	38.5%	200	-43.1
15		1,069	11.3						
801	Broad River			3,409	21.3	\$2.67	25.0%	3,409	21.3
34		2,709	22.1						
<b>Local</b>					≥12	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 6	Eau Claire	359	8.63	603	9.6	\$6.98	11.3%	244	1.0
Rt. 11	Fairfield	534	8.8	977	10.0	\$6.69	11.7%	443	1.2
Rt. 12	Edgewood	1,222	23.5	1,000	14.2	\$4.47	16.6%	-222	-9.3
Rt. 21	Rosewood			257	4.0	\$18.22	4.7%	257	4.0
Rt. 26	West Columbia			126	3.6	\$20.07	4.2%	126	3.6
Rt. 28/91	Airport			227	4.3	\$16.65	5.1%	227	4.3
Rt. 42	Millwood Ave	799	15.1	1,021	15.7	\$3.94	18.4%	222	0.6
Rt. 45	Leesburg-Hazelwood	1,336	22.6	413	5.9	\$11.87	7.0%	-923	-16.6
Rt. 55	Sandhills	928	17.1	294	4.2	\$17.06	5.0%	-634	-12.8
Rt. 61	Shop Road			943	9.1	\$7.42	10.7%	943	9.1
Rt. 75	Decker-Parklane	411	13.9	853	12.6	\$5.13	14.8%	442	-1.3
Rt. 84	Bush River/St. Andrews			813	12.7	\$5.07	14.9%	813	12.7
Rt. 34b	Bush River	1,381	25.0						
Rt. 88	Beltline Crosstown	322	6.0	206	5.2	\$13.83	6.0%	-116	-0.8
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	310	4.8	305	3.5	\$20.87	4.1%	-5	-1.4
Rt. 2	Soda Cap 2	258	4.0	1,281	20.5	\$2.81	24.1%	1,023	16.5
Rt. 3	Soda Cap 3			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 5	Fort Jackson Special	205	6.9						
Rt. 22	Harden	152	2.6	117	2.9	\$24.87	3.5%	-35	0.4
Rt. 32	North Main - Hard Scrabble	720	11.5	333	4.8	\$14.99	5.6%	-387	-6.7

March		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
Rt. 57L	Killian-Clemson Local			129	2.2	\$34.23	2.5%	▲ 129	▲ 2.2
Rt. 76	Fort Jackson	124	8.7	152	4.8	\$14.83	5.7%	▲ 28	▼ -3.9
Rt. 77	Polo Road	69	4.9	136	4.1	\$17.51	4.8%	▲ 67	▼ -0.7
Rt. 83L	St. Andrews Local			302	5.6	\$12.75	6.5%	▲ 302	▲ 5.6
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings Efficiency</b>	
Rt. 82X	Harbison Express			426	7.1	\$7.79	10.3%	▲ 426	▲ 7.1
Rt. 92X	12th Street Ext. Express			85	4.3	\$12.49	6.7%	▲ 85	▲ 4.3
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings Efficiency</b>	
Rt. 31	Denny Terrace	306	8.3	81	2.1	\$36.09	2.4%	▼ -225	▼ -6.3
DART	ADA Paratransit	217	2.6	317	1.3	\$47.55	5.3%	▲ 100	▼ -1.3
<b>Rural</b>					≥5	≤\$12	≥10%	<b>Boardings Efficiency</b>	
Rt. 47	Eastover			0	#DIV/0!	#DIV/0!	#DIV/0!	▲ 0	#DIV/0!
<b>Sunday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%	<b>Boardings Efficiency</b>	
101	North Main	1,385	17.4	2,028	14.8	\$4.24	17.4%	▲ 643	▼ -2.6
201	Rosewood	615	8.1						
301	Farrow	469	6.6	668	10.6	\$6.26	12.4%	▲ 199	▲ 4.0
401	Devine	751	9.9	1,368	18.4	\$3.24	21.6%	▲ 617	▲ 8.5
16/501	Two Notch	801	10.5	1,659	22.2	\$2.52	26.1%	▲ 858	▲ 11.7
601	Shop Road	503	3.9						
701	Forest Drive	989	32.5	1,551	20.3	\$2.85	23.8%	▲ 562	▼ -12.2
15		721	6.1						
801	Broad River			2,243	14.0	\$4.52	16.5%	▲ 2,243	▲ 14.0
34	Broad River	1,161	7.6						
<b>Local</b>					≥12	≤\$5	≥15%	<b>Boardings Efficiency</b>	
Rt. 6	Eau Claire	154	3.0	405	6.5	\$10.83	7.6%	▲ 251	▲ 3.5
Rt. 11	Fairfield	229	3.0	738	7.6	\$9.15	8.9%	▲ 509	▲ 4.5
Rt. 12	Edgewood	524	8.1	755	9.8	\$6.84	11.5%	▲ 231	▲ 1.8
Rt. 21	Rosewood			322	5.0	\$14.36	5.8%	▲ 322	▲ 5.0
Rt. 42	Millwood Ave	343	5.2	549	8.4	\$8.09	9.9%	▲ 206	▲ 3.2
Rt. 45	Leesburg-Hazelwood	572	7.7	228	3.3	\$22.23	3.9%	▼ -344	▼ -4.4
Rt. 55	Sandhills	398	5.9	224	3.2	\$22.67	3.8%	▼ -174	▼ -2.6
Rt. 61	Shop Road			563	5.4	\$13.03	6.4%	▲ 563	▲ 5.4
Rt. 75	Decker-Parklane	176	5.9	668	9.9	\$6.79	11.6%	▲ 492	▲ 3.9
Rt. 84	Bush River/St. Andrews			509	8.0	\$8.63	9.4%	▲ 509	▲ 8.0
Rt. 34b	Bush River	592	8.6						
Rt. 88	Beltline Crosstown	138	2.0	122	3.1	\$23.97	3.6%	▼ -16	▲ 1.0
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings Efficiency</b>	
Rt. 1	Soda Cap 1			128	2.4	\$30.21	2.9%	▲ 128	▲ 2.4
Rt. 2	Soda Cap 2			48	1.3	\$58.36	1.5%	▲ 48	▲ 1.3
Rt. 3	Soda Cap 3			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 5	Fort Jackson Special	181	4.9						
Rt. 22	Harden	65	0.9	111	2.8	\$26.27	3.3%	▲ 46	▲ 1.9
Rt. 32	North Main - Hard Scrabble	308	3.9	376	5.4	\$13.18	6.3%	▲ 68	▲ 1.5
Rt. 76	Fort Jackson	53	3.7	122	3.9	\$18.69	4.5%	▲ 69	▲ 0.1
Rt. 77	Polo Road	30	2.1	88	2.7	\$27.55	3.1%	▲ 58	▲ 0.6
Rt. 83L	St. Andrews Local			246	4.5	\$15.86	5.3%	▲ 246	▲ 4.5
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings Efficiency</b>	
Rt. 82X	Harbison Express			216	3.6	\$16.23	5.2%	▲ 216	▲ 3.6
Rt. 92X	12th Street Ext. Express			14	0.7	\$80.36	1.1%	▲ 14	▲ 0.7
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings Efficiency</b>	
Rt. 31	Denny Terrace	175	3.8	92	3.1	\$23.43	3.7%	▼ -83	▼ -0.7
DART	ADA Paratransit	177	2.1	417	2.7	\$22.66	8.0%	▲ 240	▲ 0.6

# Ridership Report

April		2018		2019			Difference from Previous Year				
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency		
<b>Systemwide totals</b>	<b>All Boardings Total</b>	<b>226,049</b>		<b>222,298</b>				▼ -3,751			
	<b>Fixed-Route Total</b>	219,787	11.5	208,990	12.8	\$ 4.76	16.9%	▼ -10,797	▲ 1.3		
	Weekday Service	184,094	12.1	176,634	13.3	\$ 4.57	17.4%	▼ -7,460	▲ 1.1		
	Saturday Service	24,360	15.9	19,548	12.4	\$ 4.93	16.4%	▼ -4,812	▼ -3.5		
	Sunday Service	11,333	6.4	12,808	9.1	\$ 7.07	12.0%	▲ 1,475	▲ 2.7		
	<b>Flex Route</b>	419	1.1	5,382	13.7	\$ 4.38	18.0%	▲ 4,963	▲ 12.7		
	<b>DART</b>	6,262	2.4	6,574	1.8	\$ 38.85	27.2%	▲ 312	▼ -0.6		
<b>Special Services</b>											
<b>Protterra Electric Vehicle</b>											
	Gamecock Express 2001	-	#DIV/0!		#DIV/0!						
	Inclement Weather Shuttle 7			0	#DIV/0!	\$ -	0.0%				
	COMET @ Night Uber			33	N/A	N/A	0.0%				
	COMET @ Night Lyft			139	N/A	N/A	0.0%				
	COMET To The Market Uber			163	N/A	N/A	0.0%				
	COMET To The Market Lyft			763	N/A	N/A	0.0%				
	COMET Vanpool			254	N/A	\$ 3.94	0.0%				
	COMET Bikeshare Usage			1	N/A	N/A	0.0%				
	BikeShare from COMET Stations			88	N/A	N/A	0.0%				
<b>Weather</b> 		⚡ Ave high 75°; Ave low 50°; Ave temp 63°. ♦ 10 days of rain (3.10 inches)		⚡ Ave high 80°; Ave low 54°; Ave temp 67°. ♦ 9 days of rain (2.66 inches)							
<b>Events and Occurances</b> 		Spring Break Richland School I & II (4/02 - 04/06), End of Semesters for Universities		Good Friday / Easter, Spring Break Richland School District I, II, Lexington II and Richland Lexington V, End of Semesters for Universities							
Service weekdays		21		22							
Service Saturdays		4		4							
Service Sundays		5		4							
Average weekday boardings		8,766		8,029							
Average Saturday		6,090		4,887		▼ -738					
Average Sunday boardings		2,267		3,202		▼ -1,203					
						▲ 935					
<b>KEY</b>		No Data (Not in service)		Not to standard		<66% of Standard		>133% of Standard			
<b>Monday through Friday</b>											
<b>Corridor</b>				≥18		≤\$3		≥20%		<b>Boardings Efficiency</b>	
101	North Main	17,082	22.8	20,480	24.8	\$2.00	32.5%	▲	3,398	▲	2.0
201	Rosewood	7,792	8.8								
301	Farrow	10,739	13.4	11,341	17.5	\$3.22	23.0%	▲	602	▲	4.1
401	Devine	15,906	18.6	15,863	22.2	\$2.34	29.2%	▼	-43	▲	3.6
16/501	Two Notch	17,274	21.3	17,523	26.6	\$1.79	34.9%	▲	249	▲	5.3
601	Shop Road	9,222	11.6								
701	Forest Drive	14,721	19.8	14,278	20.0	\$2.70	26.3%	▼	-443	▲	0.2
15	Forest Drive - Decker	8,518	15.8								
801	Broad River			20,255	17.1	\$3.31	22.5%	▲	20,255	▲	17.1
34	Broad River	15,485	18.3								
<b>Local</b>				≥12		≤\$5		≥15%		<b>Boardings Efficiency</b>	
Rt. 6	Eau Claire	3,888	13.5	4,793	15.0	\$3.92	19.7%	▲	905	▲	1.5
Rt. 11	Fairfield	5,880	15.4	5,417	11.0	\$5.70	14.5%	▼	-463	▼	-4.4
Rt. 12	Edgewood	6,247	20.9	6,081	20.4	\$2.63	26.8%	▼	-166	▼	-0.5
Rt. 21	Rosewood			5,526	14.8	\$3.99	19.5%	▲	5,526	▲	14.8
Rt. 26	West Columbia	784	27.3	2,103	7.4	\$8.99	9.7%	▲	1,319	▼	-19.9
Rt. 28/91	Airport	1,858	12.4	2,822	7.4	\$9.00	9.7%	▲	964	▼	-5.0
Rt. 42	Millwood Ave	4,287	14.9	5,752	18.7	\$2.95	24.6%	▲	1,465	▲	3.8
Rt. 45	Leesburg-Hazelwood	6,798	20.7	5,205	10.1	\$6.30	13.3%	▼	-1,593	▼	-10.6
Rt. 55	Sandhills	4,874	8.7	3,508	10.0	\$6.36	13.2%	▼	-1,366	▲	1.3

April		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings	Subsidy per	Farebox	Boardings	Efficiency
					Per hour or Trip (Efficiency)	passenger	Recovery Ratio		
Rt. 61	Shop Road			8,566	14.5	\$4.11	19.0%	8,566	14.5
Rt. 75	Decker-Parklane	5,283	9.4	6,379	14.3	\$4.17	18.8%	1,096	4.9
Rt. 84	Bush River/St. Andrews			5,133	15.6	\$3.74	20.5%	5,133	15.6
Rt. 34b	St. Andrews	7,061	19.4						
Rt. 88	Beltline Crosstown	2,195	7.9	2,705	8.1	\$8.08	10.7%	510	0.2
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Connector/Shuttle</b>				≥8	≤\$8	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	1,597	5.5	774	2.7	\$26.24	3.5%	-823	-2.8
Rt. 2	Soda Cap 2	706	2.5	1,038	5.1	\$13.52	6.7%	332	2.6
Rt. 3	Soda Cap 3			13	0.4	\$179.60	0.5%	13	0.4
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 5	Fort Jackson Special	320	4.3						
Rt. 22	Harden	1,224	3.6	718	2.7	\$25.89	3.6%	-506	-0.9
Rt. 32	North Main - Hard Scrabble	2,844	11.3	2,496	8.1	\$8.06	10.7%	-348	-3.2
Rt. 57L	Killian-Clemson Local			726	2.2	\$32.27	2.9%	726	2.2
Rt. 63	Bluff	2,883	3.9	83	3.0	\$32.66	3.9%	-2,800	-0.9
Rt. 74 (frm. 17)	Harrison-Trenholm	707	13.5	1,086	6.3	\$10.73	8.2%	379	-7.2
Rt. 76	Fort Jackson	431	3.4	398	2.5	\$28.23	3.3%	-33	-0.9
Rt. 77	Polo Road	1,011	4.6	1,262	6.0	\$11.33	7.8%	251	1.4
Rt. 83L	St. Andrews Local			1,736	6.1	\$11.00	8.1%	1,736	6.1
<b>Rural</b>				≥5	≤\$12	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 46	Lower Richland Blvd	1,784	5.8	1,397	4.7	\$14.63	6.2%	-387	-1.1
Rt. 47	Eastover	2,063	6.2	2,489	7.1	\$9.38	9.3%	426	0.9
Rt. 97	Batesburg-Leesburg			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Express</b>				≥10/trip	≤\$5	≥15%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 44X	Lower Richland Express			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 52X	Blythewood Express	186	2.5	116	1.0	\$68.13	1.4%	-70	-1.5
Rt. 53X	Killian Road Express			1,415	5.6	\$11.52	7.7%	1,415	5.6
Rt. 82X	Harbison Express			966	3.7	\$15.32	5.9%	966	3.7
Rt. 92X	12th Street Ext. Express			77	0.9	\$61.91	1.5%	77	0.9
Rt. 93X	I-26 Express			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Demand Response/Flex</b>				≥3	≤\$30	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 13	Northeast Flex	-	0.0						
Rt. 31	Denny Terrace	2,025	12.1	1,019	7.6	\$0.65	0.0%	-1,006	-4.5
Rt. 62	Hopkins	419	1.1	304	1.5	\$17.69	0.0%	-115	0.4
DART	ADA Paratransit	5,868	2.4	5,840	1.8	\$36.78	3.9%	-28	-0.6
<b>Saturday</b>									
<b>Corridor</b>				≥18	≤\$3	≥20%		<b>Boardings</b>	<b>Efficiency</b>
101	North Main	2,077	32.7	2,115	19.3	\$2.84	25.3%	38	-13.4
201	Rosewood	922	15.2	0	#DIV/0!	#DIV/0!	#DIV/0!	-922	#DIV/0!
301	Farrow	1,087	19.0	837	15.6	\$3.75	20.4%	-250	-3.4
401	Devine	1,754	28.8	1,379	23.1	\$2.21	30.4%	-375	-5.7
16/501	Two Notch	1,870	30.8	1,834	30.7	\$1.43	40.3%	-36	-0.1
601	Shop Road	1,173	11.5						
701	Forest Drive	2,308	75.9	1,835	30.0	\$1.48	39.4%	-473	-45.9
15	Forest Drive - Decker	1,069	11.3						
801	Broad River			2,685	21.0	\$2.53	27.6%	2,685	21.0
34	Broad River	2,709	22.1						
<b>Local</b>				≥12	≤\$5	≥15%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 6	Eau Claire	359	8.63	483	9.6	\$6.64	12.7%	124	1.0
Rt. 11	Fairfield	534	8.8	766	9.8	\$6.52	12.9%	232	1.0
Rt. 12	Edgewood	1,222	23.5	869	15.4	\$3.81	20.2%	-353	-8.1
Rt. 21	Rosewood			317	6.1	\$11.02	8.0%	317	6.1
Rt. 26	West Columbia			131	4.7	\$14.64	6.2%	131	4.7
Rt. 28/91	Airport			199	4.7	\$14.52	6.2%	199	4.7
Rt. 42	Millwood Ave	799	15.1	768	14.8	\$4.00	19.4%	-31	-0.4
Rt. 45	Leesburg-Hazelwood	1,336	22.6	376	6.8	\$9.88	8.9%	-960	-15.8
Rt. 55	Sandhills	928	17.1	169	3.0	\$23.20	4.0%	-759	-14.0
Rt. 61	Shop Road			796	9.6	\$6.65	12.7%	796	9.6
Rt. 75	Decker-Parklane	411	13.9	693	12.8	\$4.77	16.8%	282	-1.1
Rt. 84	Bush River/St. Andrews			486	9.5	\$6.75	12.5%	486	9.5
Rt. 34b	Bush River	1,336	24.2						
Rt. 88	Beltline Crosstown	322	6.0	153	4.8	\$14.38	6.3%	-169	-1.2
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Connector/Shuttle</b>				≥8	≤\$8	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	310	4.8	230	3.3	\$21.36	4.3%	-80	-1.6
Rt. 2	Soda Cap 2	258	4.0	202	4.0	\$17.19	5.3%	-56	0.0
Rt. 3	Soda Cap 3			22	2.8	\$25.71	3.6%	22	2.8
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!

April		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
Rt. 5	Fort Jackson Special	205	6.9						
Rt. 22	Harden	152	2.6	77	2.4	\$29.33	3.2%	-75	-0.1
Rt. 32	North Main - Hard Scrabble	720	11.5	276	4.9	\$13.87	6.5%	-444	-6.5
Rt. 57L	Killian-Clemson Local			92	1.9	\$37.15	2.5%	92	1.9
Rt. 76	Fort Jackson	124	8.7	101	4.0	\$17.34	5.3%	-23	-4.7
Rt. 77	Polo Road	69	4.9	302	11.4	\$5.45	15.0%	233	6.6
Rt. 83L	St. Andrews Local			250	5.8	\$11.79	7.6%	250	5.8
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 82X	Harbison Express			304	6.3	\$8.45	10.2%	304	6.3
Rt. 92X	12th Street Ext. Express			5	0.3	\$175.08	0.5%	5	0.3
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 31	Denny Terrace	306	8.3	81	2.6	\$19.24	7.1%	-225	-5.8
DART	ADA Paratransit	217	2.6	317	1.7	\$39.06	4.8%	100	-0.9
<b>Rural</b>					≥5	≤\$12	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 47	Eastover			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Sunday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%	<b>Boardings</b>	<b>Efficiency</b>
101	North Main	1,385	17.4	1,516	13.8	\$4.34	18.2%	131	-3.6
201	Rosewood	615	8.1	0	#DIV/0!	#DIV/0!	#DIV/0!	-615	#DIV/0!
301	Farrow	469	6.6	598	11.9	\$5.22	15.6%	129	5.3
401	Devine	751	9.9	1,067	17.9	\$3.13	23.5%	316	8.0
16/501	Two Notch	801	10.5	1,203	20.1	\$2.68	26.5%	402	9.6
601	Shop Road	503	3.9						
701	Forest Drive	989	32.5	943	15.4	\$3.79	20.3%	-46	-17.1
15	Forest Drive - Decker	721	6.1						
801	Broad River			1,755	13.7	\$4.39	18.0%	1,755	13.7
34	Broad River	1,161	7.6						
<b>Local</b>					≥12	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 6	Eau Claire	154	3.0	307	6.1	\$11.00	8.1%	153	3.2
Rt. 11	Fairfield	229	3.0	685	8.8	\$7.40	11.5%	456	5.8
Rt. 12	Edgewood	524	8.1	639	10.4	\$6.10	13.6%	115	2.3
Rt. 21	Rosewood			273	5.3	\$12.95	6.9%	273	5.3
Rt. 42	Millwood Ave	343	5.2	451	8.7	\$7.49	11.4%	108	3.5
Rt. 45	Leesburg-Hazelwood	572	7.7	127	2.3	\$31.15	3.0%	-445	-5.4
Rt. 55	Sandhills	398	5.9	199	3.6	\$19.56	4.7%	-199	-2.3
Rt. 61	Shop Road			332	4.0	\$17.30	5.3%	332	4.0
Rt. 75	Decker-Parklane	176	5.9	708	13.1	\$4.64	17.2%	532	7.1
Rt. 84	Bush River/St. Andrews			528	10.3	\$6.14	13.6%	528	10.3
Rt. 34b	Bush River	592	8.6						
Rt. 88	Beltline Crosstown	138	2.0	102	3.2	\$22.05	4.2%	-36	1.1
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1			58	1.4	\$52.15	1.8%	58	1.4
Rt. 2	Soda Cap 2			116	3.9	\$18.01	5.1%	116	3.9
Rt. 3	Soda Cap 3			9	2.3	\$31.64	3.0%	9	2.3
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 5	Fort Jackson Special	181	4.9						
Rt. 22	Harden	65	0.9	84	2.6	\$26.81	3.5%	19	1.8
Rt. 32	North Main - Hard Scrabble	308	3.9	276	4.9	\$13.87	6.5%	-32	-1.0
Rt. 76	Fort Jackson	53	3.7	84	3.3	\$21.04	4.4%	31	-0.4
Rt. 77	Polo Road	30	2.1	66	2.5	\$28.38	3.3%	36	0.4
Rt. 83L	St. Andrews Local			161	3.7	\$18.84	4.9%	161	3.7
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 82X	Harbison Express			102	2.1	\$27.08	3.4%	102	2.1
Rt. 92X	12th Street Ext. Express			87	5.4	\$9.15	9.5%	87	5.4
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 31	Denny Terrace	175	3.8	92	3.9	\$11.95	0.7%	-83	0.1
DART	ADA Paratransit	177	2.1	417	3.0	\$21.72	5.5%	240	0.9

# Ridership Report

May		2018		2019			Difference from Previous Year		
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
<b>Systemwide totals</b>	<b>All Boardings Total</b>	<b>218,658</b>		<b>234,131</b>				▲ 15,473	
	<b>Fixed-Route Total</b>	212,473	10.6	219,087	13.0	\$ 4.40	15.4%	▲ 6,614	▲ 2.5
	Weekday Service	178,395	11.1	188,386	14.0	\$ 4.05	16.5%	▲ 9,991	▲ 2.9
	Saturday Service	21,442	14.7	18,179	11.6	\$ 5.05	13.7%	▼ -3,263	▼ -3.1
	Sunday Service	12,636	5.9	12,522	7.1	\$ 8.69	8.4%	▼ -114	▲ 1.2
	<b>Flex Route</b>	344	0.8	6,141	14.0	\$ 4.02	16.6%	▲ 5,797	▲ 13.2
	<b>DART</b>	6,185	2.4	6,574	2.2	\$ 37.79	13.9%	▲ 389	▼ -0.1
<b>Special Services</b>	Congree National Park			491					
	Gamecock Express 2001	-	#DIV/0!	0	#DIV/0!				
	Inclement Weather Shuttle 7			0	#DIV/0!	\$ -	0.0%		
	COMET @ Night Uber			55	N/A	N/A	0.0%		
	COMET @ Night Lyft			139	N/A	N/A	0.0%		
	COMET To The Market Uber			973	N/A	N/A	0.0%		
	COMET To The Market Lyft			201	N/A	N/A	0.0%		
	COMET Vanpool			470	N/A	\$ 2.13	0.0%		
	COMET Bikeshare Usage BikeShare from COMET Stations			11 79	N/A N/A	\$ - \$ -	0.0% 0.0%		
<b>Weather</b> 🌀	⚡ Ave high 87°; Ave low 66°; Ave temp 77°. ⬆️ 15 days of rain (2.76 inches)		⚡ Ave high 87°; Ave low 63°; Ave temp 75°. ⬆️ 5 days of rain (3.00 inches)						
<b>Events and Occurances</b> ⓘ	Memorial Day (extra weekend day)		Memorial Day (extra day)						
Service weekdays		22		22					
Service Saturdays		4		4					
Service Sundays		5		5					
Average weekday boardings		8,109		8,563				▲ 454	
Average Saturday		5,361		4,545				▼ -816	
Average Sunday boardings		2,527		2,504				▼ -23	

KEY **No Data (Not in service)** Not to standard <66% of Standard >133% of Standard

## Monday through Friday

Corridor		Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
101	North Main	18,165	22.8	19,692	23.8	\$2.04	28.1%	▲ 1,527	▲ 1.0
201	Rosewood	6,976	8.8						
301	Farrow	11,274	13.4	11,458	17.7	\$3.02	20.9%	▲ 184	▲ 4.3
401	Devine	15,556	18.6	15,587	21.8	\$2.30	25.8%	▲ 31	▲ 3.2
501	Two Notch	18,699	21.3	18,442	28.0	\$1.62	33.1%	▼ -257	▲ 6.7
601	Shop Road	8,951	11.6						
701	Forest Drive	15,627	19.8	16,965	23.8	\$2.04	28.1%	▲ 1,338	▲ 4.0
15	Forest Drive - Decker								
801	Broad River	13,232	18.0	21,142	17.9	\$2.98	21.1%	▲ 7,910	▼ -0.1
34	Broad River	3,062	18.3						
Local		Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
Rt. 6	Eau Claire	4,100	13.5	4,801	15.0	\$3.70	17.8%	▲ 701	▲ 1.5
Rt. 11	Fairfield	6,200	15.4	6,334	12.9	\$4.46	15.2%	▲ 134	▼ -2.5
Rt. 12	Edgewood	7,186	20.9	6,931	23.3	\$2.11	27.5%	▼ -255	▲ 2.4
Rt. 21	Rosewood			5,216	14.0	\$4.04	16.5%	▲ 5,216	▲ 14.0
Rt. 26	West Columbia	835	27.3	2,781	9.7	\$6.14	11.5%	▲ 1,946	▼ -17.6
Rt. 28/91	Airport	1,073	12.4	2,622	6.8	\$9.09	8.1%	▲ 1,549	▼ -5.6
Rt. 42	Millwood Ave	4,576	14.9	5,957	19.4	\$2.69	22.9%	▲ 1,381	▲ 4.5

May		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings	Subsidy per	Farebox	Boardings	Efficiency
					Per hour or Trip (Efficiency)	passenger	Recovery Ratio		
Rt. 45	Leesburg-Hazelwood	2,886	20.7	5,480	10.6	\$5.57	12.6%	2,594	-10.1
Rt. 55	Sandhills	4,457	8.7	2,714	7.8	\$7.93	9.2%	-1,743	-0.9
Rt. 61	Shop Road			7,507	12.7	\$4.54	15.0%	7,507	12.7
Rt. 75	Decker-Parklane	6,115	9.4	4,309	9.7	\$6.21	11.4%	-1,806	0.3
Rt. 84	Bush River/St. Andrews	3,688	14.0	4,966	15.1	\$3.68	17.8%	1,278	1.1
Rt. 34b	St. Andrews	1,871	19.4						
Rt. 88	Beltline Crosstown	3,197	7.9	3,390	9.7	\$6.18	11.5%	193	1.8
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	1,501	5.2	1,277	4.2	\$15.15	5.0%	-224	-1.0
Rt. 2	Soda Cap 2	1,072	3.7	1,061	4.9	\$12.91	5.8%	-11	1.2
Rt. 3	Soda Cap 3			49	1.1	\$59.96	1.3%	49	1.1
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 5	Fort Jackson Special								
Rt. 22	Harden	346	1.0	1,100	4.2	\$15.37	4.9%	754	3.2
Rt. 32	North Main - Hard Scrabble	3,275	11.3	2,507	8.2	\$7.48	9.6%	-768	-3.1
Rt. 57L	Killian-Clemson Local	297	2.0	664	2.0	\$32.72	2.4%	367	0.0
Rt. 63	Bluff	1,560	3.9	205	7.4	\$8.40	8.7%	-1,355	3.5
Rt. 74 (frm. 17)	Harrison-Trenholm	967	13.5	1,311	7.6	\$8.13	8.9%	344	-5.9
Rt. 76	Fort Jackson	437	3.4	129	0.8	\$82.29	1.0%	-308	-2.6
Rt. 77	Polo Road	1,162	4.6	1,516	7.2	\$8.64	8.5%	354	2.6
Rt. 83L	St. Andrews Local	1,168	5.0	2,100	7.4	\$8.32	8.8%	932	2.4
<b>Rural</b>					≥5	≤\$12	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 46	Lower Richland Blvd	2,225	5.8	1,120	3.8	\$17.14	4.5%	-1,105	-2.0
Rt. 47	Eastover	2,517	6.2	3,525	10.0	\$5.94	11.9%	1,008	3.8
Rt. 97	Batesburg-Leesburg			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 44X	Lower Richland Express			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 52X	Blythewood Express	166	2.5	325	2.7	\$21.95	3.5%	159	0.2
Rt. 53X	Killian Road Express	670	3.0	995	3.9	\$15.58	4.9%	325	0.9
Rt. 82X	Harbison Express	533	2.0	1,004	3.8	\$13.66	5.5%	471	1.8
Rt. 92X	12th Street Ext. Express			320	3.6	\$13.16	5.7%	320	3.6
Rt. 93X	I-26 Express			22	1.4	\$361.90	0.2%	22	1.4
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 13	Northeast Flex	-	0.0					0	0.0
Rt. 31	Denny Terrace	2,429	12.1	1,019	6.8	-\$4.91	0.0%	-1,410	-5.3
Rt. 62	Hopkins	344	1.1	304	1.3	\$4.47	0.0%	-40	0.2
DART	ADA Paratransit	5,791	2.4	5,840	2.2	\$34.23	8.1%	49	-0.1
<b>Saturday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%	<b>Boardings</b>	<b>Efficiency</b>
101	North Main	2,784	43.8	2,064	18.8	\$2.80	22.2%	-720	-25.0
201	Rosewood	578	9.5						
301	Farrow	1,968	34.4	865	16.1	\$3.41	19.0%	-1,103	-18.3
401	Devine	2,431	40.0	1,258	21.1	\$2.41	24.9%	-1,173	-18.9
501	Two Notch	1,779	29.3	1,878	31.4	\$1.35	37.1%	99	2.2
601	Shop Road	764	7.5						
701	Forest Drive	2,911	95.8	2,116	34.6	\$1.16	40.9%	-795	-61.1
15	Forest Drive - Decker								
801	Broad River			2,461	19.2	\$2.72	22.7%	2,461	19.2
34	Broad River	494	4.0						
<b>Local</b>					≥12	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 6	Eau Claire	328	7.88	520	10.4	\$5.72	12.3%	192	2.5
Rt. 11	Fairfield	590	9.7	846	10.8	\$5.45	12.8%	256	1.1
Rt. 12	Edgewood	940	18.1	754	13.3	\$4.27	15.8%	-186	-4.7
Rt. 21	Rosewood			401	7.7	\$7.94	9.1%	401	7.7
Rt. 26	West Columbia			100	3.6	\$18.06	4.2%	100	3.6
Rt. 28/91	Airport			249	5.9	\$10.61	7.0%	249	5.9
Rt. 42	Millwood Ave	747	14.1	757	14.6	\$3.85	17.2%	10	0.4
Rt. 45	Leesburg-Hazelwood	1,552	26.2	441	7.9	\$7.73	9.4%	-1,111	-18.3
Rt. 55	Sandhills	567	10.4	7	0.1	\$537.32	0.1%	-560	-10.3
Rt. 61	Shop Road			583	7.1	\$8.80	8.3%	583	7.1
Rt. 75	Decker-Parklane	695	23.5	608	11.2	\$5.23	13.3%	-87	-12.2
Rt. 84	Bush River/St. Andrews	399	14.0	543	10.6	\$5.57	12.5%	144	-3.4
Rt. 34b	Bush River	399	7.2						
Rt. 88	Beltline Crosstown	58	1.1	171	5.3	\$11.86	6.3%	113	4.3
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	282	4.4	95	1.4	\$49.06	1.6%	-187	-3.0
Rt. 2	Soda Cap 2	106	1.7	329	6.6	\$9.48	7.8%	223	4.9



May		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
Rt. 3	Soda Cap 3			19	2.4	\$27.69	2.8%	▲	19 ▲ 2.4
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	■	0 #DIV/0!
Rt. 5	Fort Jackson Special								
Rt. 22	Harden	36	0.6	80	2.5	\$26.10	3.0%	▲	44 ▲ 1.9
Rt. 32	North Main - Hard Scrabble	314	5.0	260	4.7	\$13.72	5.5%	▼	-54 ▼ -0.3
Rt. 57L	Killian-Clemson Local	43	1.0	154	3.2	\$20.20	3.8%	▲	111 ▲ 2.2
Rt. 76	Fort Jackson	94	6.6	98	3.9	\$16.60	4.6%	▲	4 ▼ -2.7
Rt. 77	Polo Road	44	3.1	95	3.6	\$18.01	4.3%	▲	51 ▲ 0.5
Rt. 83L	St. Andrews Local	103	5.0	267	6.1	\$10.22	7.3%	▲	164 ▲ 1.1
<b>Express</b>					≥10/trip	≤\$5	≥15%		<b>Boardings Efficiency</b>
Rt. 82X	Harbison Express	64	2	155	3.2	\$16.23	4.7%	▲	91 ▲ 1.2
Rt. 92X	12th Street Ext. Express			5	0.3	\$161.60	0.5%	▲	5 ▲ 0.3
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%		<b>Boardings Efficiency</b>
Rt. 31	Denny Terrace	372	10.1	81	2.6	\$20.29	17.2%	▼	-291 ▼ -7.5
DART	ADA Paratransit	217	2.6	317	1.8	\$43.50	6.7%	▲	100 ▼ -0.8
<b>Rural</b>					≥5	≤\$12	≥10%		<b>Boardings Efficiency</b>
Rt. 47	Eastover			0	#DIV/0!	#DIV/0!	#DIV/0!	▲	0 #DIV/0!
<b>Sunday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%		<b>Boardings Efficiency</b>
101	North Main	1,519	19.1	1,620	11.8	\$4.93	14.0%	▲	101 ▼ -7.3
201	Rosewood	433	5.7	0	#DIV/0!	#DIV/0!	#DIV/0!	▼	-433 #DIV/0!
301	Farrow	641	9.0	544	8.6	\$7.04	10.2%	▼	-97 ▼ -0.3
401	Devine	904	11.9	901	12.1	\$4.80	14.3%	▼	-3 ▲ 0.2
501	Two Notch	1,249	16.4	1,168	15.6	\$3.53	18.5%	▼	-81 ▼ -0.8
601	Shop Road	559	4.4						
701	Forest Drive	1,085	35.7	1,109	14.5	\$3.86	17.1%	▲	24 ▼ -21.2
15	Forest Drive - Decker								
801	Broad River	723	6.2	1,703	10.6	\$5.56	12.6%	▲	980 ▲ 4.4
34	Broad River	893	5.8						
<b>Local</b>					≥12	≤\$5	≥15%		<b>Boardings Efficiency</b>
Rt. 6	Eau Claire	219	4.2	320	5.1	\$12.43	6.0%	▲	101 ▲ 0.9
Rt. 11	Fairfield	560	7.4	588	6.0	\$10.44	7.1%	▲	28 ▼ -1.3
Rt. 12	Edgewood	582	9.0	566	7.4	\$8.40	8.7%	▼	-16 ▼ -1.6
Rt. 21	Rosewood		0.0	306	4.7	\$13.52	5.6%	▲	306 ▲ 4.7
Rt. 42	Millwood Ave	451	6.8	489	7.5	\$8.20	8.9%	▲	38 ▲ 0.7
Rt. 45	Leesburg-Hazelwood	689	9.3	287	4.1	\$15.59	4.9%	▼	-402 ▼ -5.2
Rt. 55	Sandhills	401	5.9	260	3.7	\$17.31	4.4%	▼	-141 ▼ -2.2
Rt. 61	Shop Road			435	4.2	\$15.28	5.0%	▲	435 ▲ 4.2
Rt. 75	Decker-Parklane	28	0.9	600	8.9	\$6.83	10.5%	▲	572 ▲ 7.9
Rt. 84	Bush River/St. Andrews			422	6.6	\$9.45	7.8%	▲	422 ▲ 6.6
Rt. 34b	Bush River	616	8.9						
Rt. 88	Beltline Crosstown	185	2.7	119	3.0	\$21.95	3.5%	▼	-66 ▲ 0.2
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%		<b>Boardings Efficiency</b>
Rt. 1	Soda Cap 1			70	1.3	\$49.95	1.6%	▲	70 ▲ 1.3
Rt. 2	Soda Cap 2			36	1.0	\$69.69	1.1%	▲	36 ▲ 1.0
Rt. 3	Soda Cap 3			3	0.4	\$179.65	0.4%	▲	3 ▲ 0.4
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	■	0 #DIV/0!
Rt. 5	Fort Jackson Special								
Rt. 22	Harden	17	0.2	88	2.2	\$29.77	2.6%	▲	71 ▲ 2.0
Rt. 32	North Main - Hard Scrabble	389	5.0	286	4.1	\$15.70	4.8%	▼	-103 ▼ -0.9
Rt. 76	Fort Jackson	36	2.5	165	5.2	\$12.12	6.2%	▲	129 ▲ 2.7
Rt. 77	Polo Road	77	5.4	148	4.5	\$14.29	5.3%	▲	71 ▼ -0.9
Rt. 83L	St. Andrews Local	89	1.2	180	3.3	\$19.63	3.9%	▲	91 ▲ 2.1
<b>Express</b>					≥10/trip	≤\$5	≥15%		<b>Boardings Efficiency</b>
Rt. 82X	Harbison Express	70	1	105	2.2	\$30.62	2.5%	▲	35 ▲ 1.2
Rt. 92X	12th Street Ext. Express			4	0.3	\$252.96	0.3%	▲	4 ▲ 0.3
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%		<b>Boardings Efficiency</b>
Rt. 31	Denny Terrace	221	4.8	92	3.1	\$18.84	1.0%	▼	-129 ▼ -1.7
DART	ADA Paratransit	177	2.1	417	2.8	\$28.01	5.8%	▲	240 ▲ 0.7

# Ridership Report

June		2018		2019			Difference from Previous Year				
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency		
<b>Systemwide totals</b>	<b>All Boardings Total</b>	<b>217,061</b>		<b>206,838</b>				▼ -10,223			
	<b>Fixed-Route Total</b>	211,641	12.0	194,092	11.8	\$ 5.27	13.1%	▼ -17,549	▼ -0.2		
	Weekday Service	173,752	10.7	154,396	12.1	\$ 5.13	13.4%	▼ -19,356	▲ 1.4		
	Saturday Service	24,368	17.3	23,883	12.1	\$ 5.11	13.5%	▼ -485	▼ -5.1		
	Sunday Service	13,521	8.0	15,813	9.4	\$ 6.85	10.4%	▲ 2,292	▲ 1.3		
	<b>Flex Route</b>	482	1.2	4,276	10.5	\$ 6.01	11.7%	▲ 3,794	▲ 9.3		
	<b>DART</b>	5,420	2.1	6,574	2.1	\$ 34.63	15.4%	▲ 1,154	▲ 0.0		
<b>Special Services</b>											
Protterra Electric Vehicle											
Gamecock Express 2001		-	#DIV/0!		#DIV/0!						
Inclement Weather Shuttle 7				0	#DIV/0!	\$ -	0.0%				
COMET @ Night Uber				109	N/A	N/A	0.0%				
COMET @ Night Lyft				137	N/A	N/A	0.0%				
COMET To The Market Uber				226	N/A	N/A	0.0%				
COMET To The Market Lyft				1,027	N/A	N/A	0.0%				
COMET Vanpool				397	N/A	\$ -	0.0%				
COMET Bikeshare Usage				1	N/A	\$ -	0.0%				
BikeShare from COMET Stations				86	N/A	\$ -	0.0%				
<b>Weather</b> 🌧️		⚡ Ave high 89°; Ave low 75°; Ave temp 83°. ⬆️ 6 days of rain (3.29 inches)		⚡ Ave high 92°; Ave low 70°; Ave temp 81°. ⬆️ 2 days of rain (3.01 inches)							
<b>Events and Occurances</b> ⓘ		No Events		No Events							
Service weekdays		22		20							
Service Saturdays		4		5							
Service Sundays		4		5							
Average weekday boardings		7,898		7,720			▼ -178				
Average Saturday		6,092		4,777			▼ -1,315				
Average Sunday boardings		3,380		3,163			▼ -218				
<b>KEY</b>		No Data (Not in service)		Not to standard		<66% of Standard		>133% of Standard			
<b>Monday through Friday</b>											
<b>Corridor</b>				≥18		≤\$3		≥20%		<b>Boardings Efficiency</b>	
101	North Main	17,106	22.8	16,623	21.1	\$2.61	23.3%	▼ -483	▼ -1.7		
201	Rosewood	6,625	8.8								
301	Farrow	11,598	13.4	10,317	16.7	\$3.50	18.5%	▼ -1,281	▲ 3.3		
401	Devine	15,142	18.6	13,217	19.4	\$2.90	21.5%	▼ -1,925	▲ 0.8		
501	Two Notch	17,089	21.3	15,567	24.8	\$2.10	27.4%	▼ -1,522	▲ 3.5		
601	Shop Road	7,516	11.6								
701	Forest Drive	16,022	19.8	13,255	19.5	\$2.89	21.6%	▼ -2,767	▼ -0.3		
801	Broad River	16,213	18.0	17,931	15.9	\$3.72	17.6%	▲ 1,718	▼ -2.1		
<b>Local</b>				≥12		≤\$5		≥15%		<b>Boardings Efficiency</b>	
Rt. 6	Eau Claire	4,754	13.5	3,805	12.5	\$4.95	13.8%	▼ -949	▼ -1.0		
Rt. 11	Fairfield	5,672	15.4	5,405	11.5	\$5.44	12.8%	▼ -267	▼ -3.9		
Rt. 12	Edgewood	6,935	20.9	5,434	19.1	\$2.96	21.2%	▼ -1,501	▼ -1.8		
Rt. 21	Rosewood			4,086	11.5	\$5.46	12.7%	▲ 4,086	▲ 11.5		
Rt. 26	West Columbia	1,662	27.3	2,860	10.5	\$6.03	11.6%	▲ 1,198	▼ -16.8		
Rt. 28/91	Airport	887	12.4	2,448	6.7	\$9.92	7.4%	▲ 1,561	▼ -5.7		
Rt. 42	Millwood Ave	4,253	14.9	5,067	17.3	\$3.35	19.2%	▲ 814	▲ 2.4		
Rt. 45	Leesburg-Hazelwood	4,118	20.7	5,357	10.9	\$5.79	12.1%	▲ 1,239	▼ -9.8		
Rt. 55	Sandhills	3,743	8.7	2,816	8.4	\$7.72	9.3%	▼ -927	▼ -0.3		
Rt. 61	Shop Road			5,448	9.6	\$6.65	10.7%	▲ 5,448	▲ 9.6		
Rt. 75	Decker-Parklane	6,166	9.4	4,933	11.6	\$5.40	12.8%	▼ -1,233	▲ 2.2		

June		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings	Subsidy per	Farebox	Boardings	Efficiency
					Per hour or Trip (Efficiency)	passenger	Recovery Ratio		
Rt. 84	Bush River/St. Andrews	4,345	14.0	4,313	13.7	\$4.43	15.2%	-32	-0.3
Rt. 88	Beltline Crosstown	3,252	7.9	2,921	8.8	\$7.39	9.7%	-331	0.9
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	1,733	6.0	1,501	5.3	\$12.75	5.9%	-232	-0.7
Rt. 2	Soda Cap 2	1,222	4.2	1,322	6.5	\$10.19	7.2%	100	2.3
Rt. 3	Soda Cap 3			86	2.2	\$32.56	2.4%	86	2.2
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 22	Harden	-	0.0	857	3.4	\$20.21	3.8%	857	3.4
Rt. 32	North Main - Hard Scrabble	3,225	11.3	2,327	7.9	\$8.23	8.8%	-898	-3.4
Rt. 57L	Killian-Clemson Local	516	2.0	430	1.4	\$51.57	1.5%	-86	-0.6
Rt. 63	Bluff	1,226	3.9	4	0.2	\$476.13	0.2%	-1,222	-3.7
Rt. 74 (frm. 17)	Harrison-Trenholm	1,092	13.5	990	6.0	\$11.17	6.6%	-102	-7.5
Rt. 76	Fort Jackson	671	3.4	190	1.3	\$56.28	1.4%	-481	-2.1
Rt. 77	Polo Road	1,026	4.6	1,199	5.9	\$11.28	6.6%	173	1.3
Rt. 83L	St. Andrews Local	1,231	5.0	1,766	6.5	\$10.18	7.2%	535	1.5
<b>Rural</b>					≥5	≤\$12	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 46	Lower Richland Blvd	1,860	5.8	914	3.2	\$21.45	3.6%	-946	-2.6
Rt. 47	Eastover	2,382	6.2	1,866	5.6	\$12.08	6.2%	-516	-0.6
Rt. 97	Batesburg-Leesburg			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 44X	Lower Richland Express			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 52X	Blythewood Express	213	2.5						
Rt. 53X	Killian Road Express	617	3.0	803	3.5	\$19.74	3.9%	186	0.5
Rt. 82X	Harbison Express	789	2.0	828	3.5	\$16.94	4.5%	39	1.5
Rt. 92X	12th Street Ext. Express			151	1.9	\$29.13	2.7%	151	1.9
Rt. 93X	I-26 Express			139	1.7	\$57.28	1.4%	139	1.7
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 13	Northeast Flex	-	0.0						
Rt. 31	Denny Terrace	2,369	12.1	1,019	7.6	-\$4.61	0.0%	-1,350	-4.5
Rt. 62	Hopkins	482	1.1	304	1.5	-\$0.06	0.0%	-178	0.4
DART	ADA Paratransit	5,026	2.1	5,840	2.1	\$30.11	7.3%	814	0.0
<b>Saturday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%	<b>Boardings</b>	<b>Efficiency</b>
101	North Main	2,505	39.4	2,919	21.3	\$2.57	23.6%	414	-18.1
201	Rosewood	628	10.3						
301	Farrow	1,242	21.7	1,154	17.2	\$3.38	19.0%	-88	-4.6
401	Devine	1,919	31.6	1,431	19.2	\$2.94	21.3%	-488	-12.4
501	Two Notch	2,346	38.6	2,221	29.7	\$1.62	33.0%	-125	-8.8
601	Shop Road	881	8.6	619	#DIV/0!	-\$0.80	#DIV/0!	-262	#DIV/0!
701	Forest Drive	2,326	76.5	2,797	36.6	\$1.16	40.6%	471	-39.9
801	Broad River	2,218	74.9	3,058	19.1	\$2.96	21.2%	840	-55.8
<b>Local</b>					≥12	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 6	Eau Claire	489	11.75	537	8.6	\$7.56	9.5%	48	-3.2
Rt. 11	Fairfield	797	13.1	967	9.9	\$6.45	11.0%	170	-3.2
Rt. 12	Edgewood	1,563	30.1	881	12.5	\$4.96	13.8%	-682	-17.6
Rt. 21	Rosewood			522	8.1	\$8.10	8.9%	522	8.1
Rt. 26	West Columbia			179	5.1	\$13.16	5.7%	179	5.1
Rt. 28/91	Airport			257	4.9	\$13.86	5.4%	257	4.9
Rt. 61	Shop Road			619	9.5	\$6.74	10.6%	619	9.5
Rt. 42	Millwood Ave	1,050	19.9	984	14.2	\$4.27	15.7%	-66	-5.7
Rt. 45	Leesburg-Hazelwood	1,393	23.5	665	9.6	\$6.71	10.6%	-728	-14.0
Rt. 55	Sandhills	707	13.0	227	2.2	\$31.85	2.4%	-480	-10.8
Rt. 75	Decker-Parklane	1,134	38.3	834	12.3	\$5.02	13.7%	-300	-26.0
Rt. 84	Bush River/St. Andrews	1,145	14.0	739	11.6	\$5.41	12.8%	-406	-2.4
Rt. 88	Beltline Crosstown	58	1.1	193	4.8	\$14.07	5.4%	135	3.8
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	353	5.5	170	1.9	\$36.12	2.2%	-183	-3.6
Rt. 2	Soda Cap 2	193	2.9	340	5.4	\$12.39	6.0%	147	2.5
Rt. 3	Soda Cap 3			1	0.1	\$859.83	0.1%	1	0.1
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 22	Harden	-	0.0	130	3.3	\$21.13	3.6%	130	3.3
Rt. 32	North Main - Hard Scrabble	355	5.7	496	7.1	\$9.29	7.9%	141	1.5
Rt. 57L	Killian-Clemson Local	105	1.0	117	2.0	\$35.83	2.2%	12	1.0
Rt. 76	Fort Jackson	99	7.0	126	4.0	\$17.13	4.4%	27	-3.0
Rt. 77	Polo Road	71	5.0	294	8.9	\$7.25	9.9%	223	3.9
Rt. 83L	St. Andrews Local	207	5.0	197	3.6	\$18.98	4.0%	-10	-1.4

June		2018		2019			Difference from Previous Year		
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 82X	Harbison Express	212	2	179	3.7	\$18.74	4.1%	-33	1.7
Rt. 92X	12th Street Ext. Express			30	1.9	\$35.06	2.2%	30	1.9
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 31	Denny Terrace	372	10.1	81	2.1	\$19.54	9.9%	-291	-8.1
DART	ADA Paratransit	217	2.6	317	1.5	\$41.24	7.9%	100	-1.0
<b>Rural</b>					≥5	≤\$12	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 47	Eastover			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Sunday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%	<b>Boardings</b>	<b>Efficiency</b>
101	North Main	1,397	17.6	2,037	14.9	\$4.03	16.5%	640	-2.7
201	Rosewood	360	4.7						
301	Farrow	650	9.1	678	10.8	\$5.87	11.9%	28	1.7
401	Devine	1,074	14.1	1,200	16.1	\$3.66	17.9%	126	2.0
501	Two Notch	1,218	16.0	1,416	19.0	\$2.99	21.0%	198	2.9
601	Shop Road	545	4.3						
701	Forest Drive	1,130	37.2	1,341	17.5	\$3.29	19.5%	211	-19.6
801	Broad River	1,160	6.2	2,172	13.6	\$4.49	15.1%	1,012	7.4
<b>Local</b>					≥12	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 6	Eau Claire	283	5.4	372	5.9	\$11.27	6.6%	89	0.5
Rt. 11	Fairfield	517	6.8	589	6.0	\$11.10	6.7%	72	-0.8
Rt. 12	Edgewood	860	13.2	648	8.4	\$7.72	9.3%	-212	-4.8
Rt. 21	Rosewood			364	5.6	\$11.96	6.2%	364	5.6
Rt. 42	Millwood Ave	574	8.7	537	8.3	\$7.89	9.2%	-37	-0.4
Rt. 45	Leesburg-Hazelwood	775	10.5	223	3.2	\$21.56	3.6%	-552	-7.3
Rt. 55	Sandhills	277	4.1	362	5.2	\$12.99	5.8%	85	1.1
Rt. 61	Shop Road			529	16.0	\$3.68	17.8%	529	16.0
Rt. 75	Decker-Parklane	606	20.5	702	10.4	\$6.12	11.5%	96	-10.1
Rt. 84	Bush River/St. Andrews	1,011	13.0	667	10.4	\$6.08	11.6%	-344	-2.6
Rt. 88	Beltline Crosstown	185	2.7	150	3.8	\$18.33	4.2%	-35	1.0
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1			30	0.6	\$124.71	0.6%	30	0.6
Rt. 2	Soda Cap 2			26	0.7	\$102.65	0.8%	26	0.7
Rt. 3	Soda Cap 3			2	0.3	\$286.08	0.3%	2	0.3
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 22	Harden	-	0.0	96	2.4	\$28.90	2.7%	96	2.4
Rt. 32	North Main - Hard Scrabble	301	3.8	375	5.4	\$12.54	6.0%	74	1.5
Rt. 76	Fort Jackson	16	1.1	162	5.1	\$13.15	5.7%	146	4.0
Rt. 77	Polo Road	122	8.6	225	6.8	\$9.72	7.6%	103	-1.8
Rt. 83L	St. Andrews Local	81	1.2	198	3.6	\$18.89	4.0%	117	2.4
<b>Express</b>					≥10/trip	≤\$5	≥15%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 82X	Harbison Express	108	1	161	3.4	\$20.92	3.7%	53	2.4
Rt. 92X	12th Street Ext. Express			22	1.4	\$48.10	1.6%	22	1.4
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	<b>Boardings</b>	<b>Efficiency</b>
Rt. 31	Denny Terrace	271	5.9	92	3.1	\$9.75	1.1%	-179	-2.8
DART	ADA Paratransit	177	2.1	417	2.4	\$26.05	7.0%	240	0.4

# Ridership Report

July		2018		2019			Difference from Previous Year				
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency		
<b>Systemwide totals</b>	<b>All Boardings Total</b>	<b>228,178</b>		<b>222,604</b>				▼ -5,574			
	<b>Fixed-Route Total</b>	222,868	11.4	210,706	12.9	\$ 4.75	14.4%	▼ -12,162	▲ 1.4		
	Weekday Service	184,640	10.8	177,852	14.0	\$ 4.31	15.6%	▼ -6,788	▲ 3.2		
	Saturday Service	19,648	12.1	19,063	9.7	\$ 6.57	10.9%	▼ -585	▼ -2.4		
	Sunday Service	18,580	11.4	13,791	8.2	\$ 7.94	9.2%	▼ -4,789	▼ -3.2		
	<b>Flex Route</b>	380	1.0	4,779	12.4	\$ 4.97	13.9%	▲ 4,399	▲ 11.4		
	<b>DART</b>	5,310	2.0	4,931	1.5	\$ 61.80	19.8%	▼ -379	▼ -0.5		
<b>Special Services</b>											
Protterra Electric Vehicle											
Gamecock Express 2001		-	#DIV/0!		#DIV/0!						
Inclement Weather Shuttle 7				0	#DIV/0!	\$ -	0.0%				
COMET @ Night Uber				0	N/A	N/A	0.0%				
COMET @ Night Lyft				226	N/A	N/A	0.0%				
COMET To The Market Uber				458	N/A	N/A	0.0%				
COMET To The Market Lyft				1,234	N/A	N/A	0.0%				
COMET Vanpool				270	N/A	\$ 3.70	0.0%				
COMET Bikeshare Usage				0	N/A	\$ -	0.0%				
BikeShare from COMET Stations				116	N/A	\$ -	0.0%				
<b>Weather</b> 🌧️		☁ Ave high 88°; Ave low 81°; Ave temp 84°. ☔ 11 days of rain (3.68 inches)		☁ Ave high 95°; Ave low 73°; Ave temp 84°. ☔ 1 days of rain (5.44 inches)							
<b>Events and Occurances</b> ⓘ		Holiday: July 4th ( Sunday Service)		Holiday: July 4th ( Sunday Service)							
Service weekdays		21		22							
Service Saturdays		4		4							
Service Sundays		6		5							
Average weekday boardings		8,792		8,084		▼ -708					
Average Saturday		4,912		4,766		▼ -146					
Average Sunday boardings		3,097		2,758		▼ -338					
<b>KEY</b>		No Data (Not in service)		Not to standard		<66% of Standard		>133% of Standard			
<b>Monday through Friday</b>											
<b>Corridor</b>				≥18		≤\$3		≥20%		<b>Boardings Efficiency</b>	
101	North Main	17,479	22.8	18,539	23.5	\$2.24	26.3%	▲ 1,060	▲ 0.7		
201	Rosewood	6,387	8.8								
301	Farrow	11,937	13.4	11,206	18.1	\$3.14	20.3%	▼ -731	▲ 4.7		
401	Devine	15,992	18.6	14,140	20.7	\$2.65	23.2%	▼ -1,852	▲ 2.1		
501	Two Notch	17,509	21.3	16,381	26.0	\$1.94	29.1%	▼ -1,128	▲ 4.7		
601	Shop Road	8,914	11.6								
701	Forest Drive	16,739	19.8	14,441	21.2	\$2.57	23.8%	▼ -2,298	▲ 1.4		
801	Broad River	16,132	22.0	21,927	19.4	\$2.88	21.8%	▲ 5,795	▼ -2.6		
<b>Local</b>				≥12		≤\$5		≥15%		<b>Boardings Efficiency</b>	
Rt. 6	Eau Claire	4,744	13.5	4,283	14.0	\$4.29	15.7%	▼ -461	▲ 0.5		
Rt. 11	Fairfield	5,654	15.4	5,693	12.1	\$5.10	13.6%	▲ 39	▼ -3.3		
Rt. 12	Edgewood	6,775	20.9	6,162	21.7	\$2.50	24.3%	▼ -613	▲ 0.8		
Rt. 21	Rosewood			4,647	13.0	\$4.68	14.6%	▲ 4,647	▲ 13.0		
Rt. 26	West Columbia	1,859	27.3	3,426	12.6	\$4.88	14.1%	▲ 1,567	▼ -14.7		
Rt. 28/91	Airport	1,294	12.4	3,000	8.2	\$7.91	9.2%	▲ 1,706	▼ -4.2		
Rt. 42	Millwood Ave	5,174	14.9	5,344	18.2	\$3.12	20.4%	▲ 170	▲ 3.3		
Rt. 45	Leesburg-Hazelwood	8,445	20.7	5,720	11.6	\$5.35	13.0%	▼ -2,725	▼ -9.1		
Rt. 55	Sandhills	4,470	8.7	3,675	11.0	\$5.70	12.3%	▼ -795	▲ 2.3		
Rt. 61	Shop Road			8,362	14.8	\$4.03	16.5%	▲ 8,362	▲ 14.8		
Rt. 75	Decker-Parklane	6,489	9.4	6,376	15.0	\$3.97	16.8%	▼ -113	▲ 5.6		

July		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
Rt. 84	Bush River/St. Andrews	4,227	14.0	5,301	16.9	\$3.43	18.9%	▲ 1,074	▲ 2.9
Rt. 88	Beltline Crosstown	2,943	7.9	3,184	9.5	\$6.69	10.7%	▲ 241	▲ 1.6
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	▬ 0	#DIV/0!
<b>Connector/Shuttle</b>				≥8	≤\$8	≥10%	<b>Boardings Efficiency</b>		
Rt. 1	Soda Cap 1	1,951	6.8	2,073	7.5	\$8.73	8.4%	▲ 122	▲ 0.7
Rt. 2	Soda Cap 2	1,127	3.9	1,673	8.5	\$7.64	9.5%	▲ 546	▲ 4.6
Rt. 3	Soda Cap 3			25	0.6	\$113.53	0.7%	▲ 25	▲ 0.6
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	▬ 0	#DIV/0!
Rt. 22	Harden	-	0.0	1,049	4.2	\$16.29	4.7%	▲ 1,049	▲ 4.2
Rt. 32	North Main - Hard Scrabble	3,539	11.3	2,610	8.9	\$7.22	10.0%	▼ -929	▼ -2.4
Rt. 57L	Killian-Clemson Local	695	3.0	711	2.3	\$30.75	2.5%	▲ 16	▼ -0.7
Rt. 63	Bluff	1,249	3.9						
Rt. 74 (frm. 17)	Harrison-Trenholm	1,218	13.5	1,364	8.3	\$7.85	9.2%	▲ 146	▼ -5.2
Rt. 76	Fort Jackson	611	3.4	196	1.3	\$54.32	1.5%	▼ -415	▼ -2.1
Rt. 77	Polo Road	1,179	4.6	1,697	8.4	\$7.70	9.4%	▲ 518	▲ 3.8
Rt. 83L	St. Andrews Local	1,175	4.0	2,155	8.0	\$8.16	8.9%	▲ 980	▲ 4.0
<b>Rural</b>				≥5	≤\$12	≥10%	<b>Boardings Efficiency</b>		
Rt. 46	Lower Richland Blvd	1,721	5.8	1,005	3.5	\$19.36	4.0%	▼ -716	▼ -2.3
Rt. 47	Eastover	2,703	6.2	1,970	5.9	\$11.35	6.6%	▼ -733	▼ -0.3
Rt. 97	Batesburg-Leesburg			0	#DIV/0!	#DIV/0!	#DIV/0!	▬ 0	#DIV/0!
<b>Express</b>				≥10/trip	≤\$5	≥15%	<b>Boardings Efficiency</b>		
Rt. 44X	Lower Richland Express			0	#DIV/0!	#DIV/0!	#DIV/0!	▬ 0	#DIV/0!
Rt. 52X	Blythewood Express	178	2.5						
Rt. 53X	Killian Road Express	557	3.0	1,022	4.4	\$15.28	5.0%	▲ 465	▲ 1.4
Rt. 82X	Harbison Express	832	3.0	1,040	4.3	\$13.27	5.7%	▲ 208	▲ 1.3
Rt. 92X	12th Street Ext. Express			221	2.8	\$19.57	3.9%	▲ 221	▲ 2.8
Rt. 93X	I-26 Express			209	2.6	\$37.68	2.1%	▲ 209	▲ 2.6
<b>Demand Response/Flex</b>				≥3	≤\$30	≥10%	<b>Boardings Efficiency</b>		
Rt. 13	Northeast Flex	-	0.0					▬ 0	▬ 0.0
Rt. 31	Denny Terrace	2,362	12.1	1,198	9.5	-\$2.67	0.0%	▼ -1,164	▼ -2.6
Rt. 62	Hopkins	380	1.1	457	2.4	\$5.54	0.0%	▲ 77	▲ 1.3
DART	ADA Paratransit	4,907	2.0	4,481	1.6	\$53.36	5.7%	▼ -426	▼ -0.4
<b>Saturday</b>									
<b>Corridor</b>				≥18	≤\$3	≥20%	<b>Boardings Efficiency</b>		
101	North Main	2,001	31.5	2,127	15.5	\$3.81	17.4%	▲ 126	▼ -15.9
201	Rosewood	537	8.8						
301	Farrow	847	14.8	929	13.8	\$4.37	15.5%	▲ 82	▼ -1.0
401	Devine	1,565	25.7	1,418	19.0	\$2.95	21.3%	▼ -147	▼ -6.7
501	Two Notch	1,835	30.2	1,745	23.4	\$2.26	26.2%	▼ -90	▼ -6.8
601	Shop Road	711	7.0						
701	Forest Drive	2,349	77.3	2,022	26.5	\$1.90	29.6%	▼ -327	▼ -50.8
801	Broad River	2,458	15.0	2,749	17.2	\$3.36	19.2%	▲ 291	▲ 2.2
<b>Local</b>				≥12	≤\$5	≥15%	<b>Boardings Efficiency</b>		
Rt. 6	Eau Claire	394	9.47	448	7.2	\$9.18	8.0%	▲ 54	▼ -2.3
Rt. 11	Fairfield	649	10.7	763	7.8	\$8.35	8.7%	▲ 114	▼ -2.9
Rt. 12	Edgewood	1,164	22.4	830	11.7	\$5.28	13.1%	▼ -334	▼ -10.6
Rt. 21	Rosewood			396	6.1	\$10.88	6.8%	▲ 396	▲ 6.1
Rt. 26	West Columbia			177	5.1	\$13.26	5.7%	▲ 177	▲ 5.1
Rt. 28/91	Airport			249	4.7	\$14.27	5.3%	▲ 249	▲ 4.7
Rt. 42	Millwood Ave	787	14.9	711	10.9	\$5.73	12.2%	▼ -76	▼ -4.0
Rt. 45	Leesburg-Hazelwood	1,124	19.0	207	3.0	\$23.19	3.3%	▼ -917	▼ -16.0
Rt. 55	Sandhills	488	9.0	303	4.4	\$15.61	4.9%	▼ -185	▼ -4.6
Rt. 61	Shop Road			581	5.6	\$11.91	6.3%	▲ 581	▲ 5.6
Rt. 75	Decker-Parklane	56	1.9	689	10.2	\$6.22	11.4%	▲ 633	▲ 8.3
Rt. 84	Bush River/St. Andrews	583	12.0	684	10.7	\$5.88	12.0%	▲ 101	▼ -1.3
Rt. 88	Beltline Crosstown	167	3.1	121	3.0	\$22.82	3.4%	▼ -46	▼ -0.1
Rt. 96L	West Columbia/Cayce			0	#DIV/0!	#DIV/0!	#DIV/0!	▬ 0	#DIV/0!
<b>Connector/Shuttle</b>				≥8	≤\$8	≥10%	<b>Boardings Efficiency</b>		
Rt. 1	Soda Cap 1	401	6.3	198	2.3	\$30.78	2.5%	▼ -203	▼ -4.0
Rt. 2	Soda Cap 2	159	2.5	436	7.0	\$9.44	7.8%	▲ 277	▲ 4.5
Rt. 3	Soda Cap 3			0	0.0	#DIV/0!	0.0%	▬ 0	▬ 0.0
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	▬ 0	#DIV/0!
Rt. 22	Harden	-	0.0	97	2.4	\$28.48	2.7%	▲ 97	▲ 2.4
Rt. 32	North Main - Hard Scrabble	508	8.1	376	5.4	\$12.46	6.0%	▼ -132	▼ -2.7
Rt. 57L	Killian-Clemson Local	106	2.0	102	1.7	\$41.06	1.9%	▼ -4	▼ -0.3
Rt. 76	Fort Jackson	95	6.7	125	4.0	\$17.21	4.4%	▲ 30	▼ -2.7
Rt. 77	Polo Road	99	7.0	142	4.3	\$15.81	4.8%	▲ 43	▼ -2.7
Rt. 83L	St. Andrews Local	129	3.0	208	3.8	\$17.87	4.3%	▲ 79	▲ 0.8

July		2018		2019			Difference from Previous Year		
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
<b>Express</b>				≥10/trip	≤\$5	≥15%	Boardings	Efficiency	
Rt. 82X	Harbison Express	120	3	199	4.1	\$16.71	4.6%	79	1.1
Rt. 92X	12th Street Ext. Express		0	31	2.1	\$33.78	2.3%	31	2.1
<b>Demand Response/Flex</b>				≥3	≤\$30	≥10%	Boardings	Efficiency	
Rt. 31	Denny Terrace	316	8.6	97	2.5	\$25.58	10.2%	-219	-6.1
DART	ADA Paratransit	216	2.6	273	1.5	\$55.91	6.4%	57	-1.1
<b>Rural</b>				≥5	≤\$12	≥10%	Boardings	Efficiency	
Rt. 47	Eastover			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Sunday</b>									
<b>Corridor</b>				≥18	≤\$3	≥20%	Boardings	Efficiency	
101	North Main	1,772	22.3	1,884	13.7	\$4.40	15.4%	112	-8.5
201	Rosewood	512	6.7						
301	Farrow	745	10.4	546	8.7	\$7.45	9.7%	-199	-1.8
401	Devine	1,434	18.9	849	11.4	\$5.47	12.8%	-585	-7.5
501	Two Notch	1,570	20.7	1,003	13.4	\$4.52	15.0%	-567	-7.2
601	Shop Road	794	6.2						
701	Forest Drive	1,784	58.7	1,212	15.9	\$3.71	17.8%	-572	-42.8
801	Broad River	1,975	15.0	1,895	11.8	\$5.23	13.3%	-80	-3.2
<b>Local</b>				≥12	≤\$5	≥15%	Boardings	Efficiency	
Rt. 6	Eau Claire	330	6.3	309	4.9	\$13.67	5.5%	-21	-1.4
Rt. 11	Fairfield	683	9.0	563	5.8	\$11.60	6.5%	-120	-3.2
Rt. 12	Edgewood	1,059	16.3	675	8.8	\$7.34	9.8%	-384	-7.5
Rt. 21	Rosewood			327	5.1	\$13.35	5.7%	327	5.1
Rt. 42	Millwood Ave	646	9.8	439	6.8	\$9.78	7.6%	-207	-3.0
Rt. 45	Leesburg-Hazelwood	1,001	13.5	257	3.7	\$18.52	4.1%	-744	-9.8
Rt. 55	Sandhills	467	6.9	581	8.3	\$7.76	9.3%	114	1.5
Rt. 61	Shop Road			515	15.6	\$3.78	17.5%	-279	5.7
Rt. 75	Decker-Parklane	805	27.2	648	9.6	\$6.66	10.7%	-157	-17.6
Rt. 84	Bush River/St. Andrews	590	6.0	599	9.4	\$6.83	10.5%	9	3.4
Rt. 88	Beltline Crosstown	185	2.7	101	2.5	\$27.50	2.8%	-84	-0.2
<b>Connector/Shuttle</b>				≥8	≤\$8	≥10%	Boardings	Efficiency	
Rt. 1	Soda Cap 1			6	0.1	\$624.45	0.1%	6	0.1
Rt. 2	Soda Cap 2			130	3.5	\$19.81	3.9%	130	3.5
Rt. 3	Soda Cap 3			9	1.1	\$62.72	1.3%	9	1.1
Rt. 4	Orbit 4			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 22	Harden	-	0.0	85	2.1	\$32.62	2.4%	85	2.1
Rt. 32	North Main - Hard Scrabble	571	7.3	305	4.4	\$15.54	4.9%	-266	-2.9
Rt. 76	Fort Jackson	64	4.5	208	6.6	\$10.02	7.4%	144	2.1
Rt. 77	Polo Road	200	14.1	210	6.4	\$10.43	7.1%	10	-7.7
Rt. 83L	St. Andrews Local	147	3.0	274	5.0	\$13.37	5.6%	127	2.0
<b>Express</b>				≥10/trip	≤\$5	≥15%	Boardings	Efficiency	
Rt. 82X	Harbison Express	173	3	151	3.1	\$22.27	3.5%	-22	0.1
Rt. 92X	12th Street Ext. Express			10	0.7	\$106.39	0.7%	10	0.7
<b>Demand Response/Flex</b>				≥3	≤\$30	≥10%	Boardings	Efficiency	
Rt. 31	Denny Terrace	279	6.1	52	1.8	\$37.07	1.0%	-227	-4.3
DART	ADA Paratransit	187	2.2	177	1.0	\$89.89	4.2%	-10	-1.3

# Ridership Report

August		2018		2019			Difference from Previous Year		
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
<b>Systemwide totals</b>	<b>All Boardings Total</b>	<b>254,778</b>		<b>237,487</b>				▼ -17,291	
	<b>Fixed-Route Total</b>	248,659	11.3	223,431	12.9	\$ 5.01	9.9%	▼ -25,228	▲ 1.6
	Weekday Service	212,784	10.8	182,888	12.8	\$ 5.03	9.8%	▼ -29,896	▲ 2.0
	Saturday Service	20,922	13.2	26,359	16.4	\$ 3.82	12.6%	▲ 5,437	▲ 3.2
	Sunday Service	14,953	9.8	14,184	9.7	\$ 6.84	7.4%	▼ -769	▼ -0.2
	<b>Flex Route</b>	514	1.0	4,403	8.6	\$ 7.74	6.6%	▲ 3,889	▲ 7.6
	<b>DART</b>	6,119	2.4	6,965	2.0	\$ 38.43	16.2%	▲ 846	▼ -0.3
<b>Special Services</b>	Protterra Electric Vehicle				#DIV/0!				
	Gamecock Express 2001			0	#DIV/0!	\$ -	0.0%		
	Inclement Weather Shuttle 7								
	COMET @ Night Uber			147	N/A	N/A	0.0%		
	COMET @ Night Lyft			355	N/A	N/A	0.0%		
	COMET To The Market Uber			473	N/A	N/A	0.0%		
	COMET To The Market Lyft			1,713	N/A	N/A	0.0%		
	COMET Vanpool			0	N/A	\$ -	0.0%		
	COMET Bikeshare Usage			0	N/A	\$ -	0.0%		
	BikeShare from COMET Stations			81	N/A	\$ -	0.0%		
<b>Weather</b>		⚡ Ave high 86°; Ave low 77°; Ave temp 83°. ☔ 12 days of rain (3.25 inches)		⚡ Ave high 69°; Ave low 35°; Ave temp 47°. ☔ 10 days of rain (3.01 inches)					
<b>Events and Occurances</b>		Shuttle Services: Soda Cap 3 OTR II (8/21/ - 8/22)		Back to School					
	Service weekdays		23		21				
	Service Saturdays		4		4				
	Service Sundays		4		6				
	Average weekday boardings		9,251		8,709			▼ -543	
	Average Saturday		5,231		6,590			▲ 1,359	
	Average Sunday boardings		3,738		2,364			▼ -1,374	
<b>KEY</b>	<b>No Data (Not in service)</b>	<b>Not to standard</b>	<b>&lt;66% of Standard</b>	<b>&gt;133% of Standard</b>					
<b>Monday through Friday</b>									
<b>Corridor</b>				<b>≥18</b>	<b>≤\$3</b>	<b>≥20%</b>	<b>Boardings</b>	<b>Efficiency</b>	
101	North Main	18,707	22.8	17,984	20.5	\$2.93	15.8%	▼ -723	▼ -2.3
201	Rosewood	7,113	8.8						
301	Farrow	13,293	13.4	11,870	17.5	\$3.52	13.5%	▼ -1,423	▲ 4.1
401	Devine	17,817	18.6	14,566	19.9	\$3.03	15.3%	▼ -3,251	▲ 1.3
501	Two Notch	20,927	21.3	18,585	23.5	\$2.49	18.1%	▼ -2,342	▲ 2.2
601	Shop Road	9,741	11.6						
701	Forest Drive	19,551	19.8	14,073	18.5	\$3.31	14.2%	▼ -5,478	▼ -1.3
801	Broad River	19,109	24.0	20,840	16.8	\$3.69	13.0%	▲ 1,731	▼ -7.2
<b>Local</b>				<b>≥12</b>	<b>≤\$5</b>	<b>≥15%</b>	<b>Boardings</b>	<b>Efficiency</b>	
Rt. 6	Eau Claire	5,610	13.5	4,803	14.4	\$4.41	11.1%	▼ -807	▲ 0.9
Rt. 11	Fairfield	7,027	15.4	5,663	10.7	\$6.10	8.3%	▼ -1,364	▼ -4.7
Rt. 12	Edgewood	8,575	20.9	6,434	18.8	\$3.25	14.5%	▼ -2,141	▼ -2.1
Rt. 21	Rosewood			4,330	11.1	\$5.86	8.6%	▲ 4,330	▲ 11.1
Rt. 26	West Columbia	1,800	27.3	1,703	10.1	\$6.52	7.8%	▼ -97	▼ -17.2
Rt. 28/91	Airport	1,243	12.4	4,644	12.0	\$5.38	9.3%	▲ 3,401	▼ -0.4
Rt. 42	Millwood Ave	5,635	14.9	5,325	16.7	\$3.74	12.8%	▼ -310	▲ 1.8
Rt. 45	Leesburg-Hazelwood	10,207	20.7	6,757	11.1	\$5.90	8.5%	▼ -3,450	▼ -9.6
Rt. 55	Sandhills	5,060	8.7	3,855	7.7	\$8.79	5.9%	▼ -1,205	▼ -1.0
Rt. 61	Shop Road			8,879	14.7	\$4.32	11.3%	▲ 8,879	▲ 14.7
Rt. 75	Decker-Parklane	7,692	9.4	6,761	14.5	\$4.38	11.2%	▼ -931	▲ 5.1



August		2018		2019				Difference from Previous Year	
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
Rt. 84	Bush River/St. Andrews	5,025	15.0	4,570	14.8	\$4.28	11.4%	-455	-0.2
Rt. 88	Beltline Crosstown	3,188	7.9	2,309	6.7	\$10.17	5.1%	-879	-1.2
Rt. 96L	West Columbia/Cayce			897	7.0	\$9.70	5.4%	897	7.0
<b>Connector/Shuttle</b>				≥8	≤\$8	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	2,197	7.6	2,762	9.8	\$6.71	7.6%	565	2.2
Rt. 2	Soda Cap 2	1,154	4.0	2,089	8.3	\$8.07	6.4%	935	4.3
Rt. 3	Soda Cap 3	30	1.9	73	2.3	\$30.77	1.8%	43	0.4
Rt. 4	Orbit 4			1,215	9.8	\$6.72	7.6%	1,215	9.8
Rt. 22	Harden	-	0.0	932	3.5	\$19.75	2.7%	932	3.5
Rt. 32	North Main - Hard Scrabble	3,990	11.3	2,517	7.9	\$8.55	6.0%	-1,473	-3.4
Rt. 57L	Killian-Clemson Local	912	4.0	654	2.1	\$33.06	1.6%	-258	-1.9
Rt. 63	Bluff	1,542	3.9						
Rt. 74 (frm. 17)	Harrison-Trenholm	1,604	13.5	1,683	9.3	\$7.12	7.2%	79	-4.2
Rt. 76	Fort Jackson	598	3.4	498	2.7	\$25.74	2.1%	-100	-0.7
Rt. 77	Polo Road	1,541	4.6	1,274	6.2	\$10.90	4.8%	-267	1.6
Rt. 83L	St. Andrews Local	1,456	5.0	2,437	6.8	\$10.03	5.2%	981	1.8
<b>Rural</b>				≥5	≤\$12	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 46	Lower Richland Blvd	2,201	5.8	1,061	3.4	\$20.36	2.6%	-1,140	-2.4
Rt. 47	Eastover	3,137	6.2	1,773	4.8	\$14.23	3.7%	-1,364	-1.4
Rt. 97	Batesburg-Leesburg			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
<b>Express</b>				≥10/trip	≤\$5	≥15%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 44X	Lower Richland Express			0	#DIV/0!	#DIV/0!	#DIV/0!	0	#DIV/0!
Rt. 52X	Blythewood Express	270	2.5						
Rt. 53X	Killian Road Express	778	3.0	816	3.2	\$24.15	2.2%	38	0.2
Rt. 82X	Harbison Express	1,064	4.0	529	3.7	\$16.57	3.2%	-535	-0.3
Rt. 92X	12th Street Ext. Express			232	2.6	\$20.90	2.6%	232	2.6
Rt. 93X	I-26 Express			329	3.7	\$26.23	2.1%	329	3.7
<b>Demand Response/Flex</b>				≥3	≤\$30	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 13	Northeast Flex	-	0.0						
Rt. 31	Denny Terrace	2,476	12.1	1,019	5.6	-\$2.17	27.0%	-1,457	-6.5
Rt. 62	Hopkins	514	1.1	304	1.1	\$15.88	0.4%	-210	0.0
DART	ADA Paratransit	5,716	2.4	6,395	2.0	\$34.87	6.7%	679	-0.3
<b>Saturday</b>									
<b>Corridor</b>				≥18	≤\$3	≥20%		<b>Boardings</b>	<b>Efficiency</b>
101	North Main	1,889	29.7	2,408	22.4	\$2.64	17.3%	519	-7.3
201	Rosewood	539	8.9						
301	Farrow	1,037	18.1	1,104	20.5	\$2.93	15.8%	67	2.4
401	Devine	1,555	25.6	1,695	28.8	\$1.93	22.2%	140	3.3
501	Two Notch	2,297	37.8	2,535	30.0	\$1.83	23.0%	238	-7.8
601	Shop Road	796	7.8						
701	Forest Drive	1,998	65.7	2,202	35.1	\$1.49	27.0%	204	-30.7
801	Broad River	2,056	16.0	3,417	27.0	\$2.10	20.8%	1,361	11.0
<b>Local</b>				≥12	≤\$5	≥15%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 6	Eau Claire	454	10.91	622	12.4	\$5.19	9.6%	168	1.5
Rt. 11	Fairfield	711	11.7	861	10.8	\$6.07	8.3%	150	-0.9
Rt. 12	Edgewood	881	16.9	991	16.3	\$3.84	12.5%	110	-0.7
Rt. 21	Rosewood			650	12.5	\$5.18	9.6%	650	12.5
Rt. 26	West Columbia			117	8.4	\$7.96	6.5%	117	8.4
Rt. 28/91	Airport			345	8.9	\$7.50	6.8%	345	8.9
Rt. 42	Millwood Ave	807	15.3	929	18.1	\$3.41	13.9%	122	2.8
Rt. 45	Leesburg-Hazelwood	1,254	21.2	1,154	14.7	\$4.31	11.3%	-100	-6.5
Rt. 55	Sandhills	668	12.3	649	8.0	\$8.36	6.2%	-19	-4.3
Rte. 61	Shop Road			1,000	12.4	\$5.20	9.6%	1,000	12.4
Rt. 75	Decker-Parklane	882	29.8	1,087	26.8	\$2.12	20.6%	205	-3.0
Rt. 84	Bush River/St. Andrews	616	10.0	636	14.5	\$4.39	11.1%	20	4.5
Rt. 88	Beltline Crosstown	283	5.2	183	5.7	\$11.94	4.4%	-100	0.5
Rt. 96L	West Columbia/Cayce			52	3.3	\$21.06	2.5%	52	3.3
<b>Connector/Shuttle</b>				≥8	≤\$8	≥10%		<b>Boardings</b>	<b>Efficiency</b>
Rt. 1	Soda Cap 1	373	5.8	415	6.7	\$10.12	5.2%	42	0.9
Rt. 2	Soda Cap 2	170	2.7	377	6.5	\$10.40	5.0%	207	3.9
Rt. 3	Soda Cap 3	8	0.0	108	13.5	\$4.74	10.4%	100	13.5
Rt. 4	Orbit 4			168	9.0	\$7.42	6.9%	168	9.0
Rt. 22	Harden	191	3.2	100	3.6	\$19.31	2.8%	-91	0.4
Rt. 32	North Main - Hard Scrabble	434	6.9	415	7.4	\$9.04	5.7%	-19	0.5
Rt. 57L	Killian-Clemson Local	141	3.0	136	3.0	\$23.56	2.3%	-5	0.0
Rt. 76	Fort Jackson	100	7.0	150	5.7	\$11.90	4.4%	50	-1.3
Rt. 77	Polo Road	63	4.4	178	7.0	\$9.66	5.4%	115	2.6
Rt. 83L	St. Andrews Local	198	3.0	512	9.7	\$6.84	7.4%	314	6.7

August		2018		2019			Difference from Previous Year		
Route	Description	Boardings	Boardings per vehicle hour	Boardings	Boardings Per hour or Trip (Efficiency)	Subsidy per passenger	Farebox Recovery Ratio	Boardings	Efficiency
<b>Express</b>					≥10/trip	≤\$5	≥15%	Boardings	Efficiency
Rt. 82X	Harbison Express	159	3	142	3.0	\$7.02	10.2%	-17	0.0
Rt. 92X	12th Street Ext. Express	-	-	21	1.3	\$28.21	2.7%	21	1.3
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	Boardings	Efficiency
Rt. 31	Denny Terrace	362	9.8	81	2.6	\$17.32	666.9%	-281	-7.3
DART	ADA Paratransit	216	2.6	302	1.5	\$48.12	6.5%	86	-1.1
<b>Rural</b>					≥5	≤\$12	≥10%	Boardings	Efficiency
Rt. 47	Eastover			73	5.3	\$13.05	4.0%	73	5.3
<b>Sunday</b>									
<b>Corridor</b>					≥18	≤\$3	≥20%	Boardings	Efficiency
101	North Main	1,405	17.7	1,673	15.6	\$4.04	12.0%	268	-2.1
201	Rosewood	376	4.9						
301	Farrow	512	7.2	609	12.1	\$5.36	9.3%	97	4.9
401	Devine	1,082	14.2	831	14.1	\$4.50	10.9%	-251	-0.1
501	Two Notch	1,421	18.7	1,242	14.7	\$4.30	11.3%	-179	-4.0
601	Shop Road	519	4.1						
701	Forest Drive	1,465	48.2	1,297	20.7	\$2.90	15.9%	-168	-27.5
801	Broad River	1,945	8.0	1,929	15.2	\$4.14	11.7%	-16	7.2
<b>Local</b>					≥12	≤\$5	≥15%	Boardings	Efficiency
Rt. 6	Eau Claire	291	5.6	358	7.2	\$9.43	5.5%	67	1.6
Rt. 11	Fairfield	590	7.8	613	7.7	\$8.70	5.9%	23	0.0
Rt. 12	Edgewood	805	12.4	592	9.8	\$6.77	7.5%	-213	-2.6
Rt. 21	Rosewood			321	6.2	\$10.98	4.8%	321	6.2
Rt. 42	Millwood Ave	411	6.2	546	10.5	\$6.23	8.1%	135	4.3
Rt. 45	Leesburg-Hazelwood	834	11.3	416	5.3	\$12.94	4.1%	-418	-6.0
Rt. 55	Sandhills	422	6.2	378	4.7	\$14.75	3.6%	-44	-1.5
Rt. 61	Shop Road			609	7.5	\$8.95	5.8%	90	1.0
Rt. 75	Decker-Parklane	662	22.4	677	12.9	\$5.01	9.9%	15	-9.5
Rt. 84	Bush River/St. Andrews	457	5.6	518	12.2	\$5.30	9.4%	61	6.6
Rt. 88	Beltline Crosstown			92	2.9	\$24.30	2.2%	92	2.9
<b>Connector/Shuttle</b>					≥8	≤\$8	≥10%	Boardings	Efficiency
Rt. 1	Soda Cap 1			146	3.9	\$17.60	3.0%	146	3.9
Rt. 2	Soda Cap 2			271	7.8	\$8.58	6.0%	271	7.8
Rt. 3	Soda Cap 3			3	0.4	\$189.95	0.3%	3	0.4
Rt. 4	Orbit 4			63	3.4	\$20.69	2.6%	63	3.4
Rt. 22	Harden			75	2.7	\$25.93	2.1%	75	2.7
Rt. 32	North Main - Hard Scrabble	482	6.1	292	5.2	\$13.09	4.0%	-190	-0.9
Rt. 76	Fort Jackson	134	9.4	131	5.0	\$13.70	3.9%	-3	-4.4
Rt. 77	Polo Road	167	11.8	144	5.7	\$12.07	4.4%	-23	-6.1
Rt. 83L	St. Andrews Local	109	2.0	238	4.7	\$14.59	3.6%	129	2.7
<b>Express</b>					≥10/trip	≤\$5	≥15%	Boardings	Efficiency
Rt. 82X	Harbison Express	135	1.5	101	5.2	\$13.24	4.0%	-34	3.7
Rt. 92X	12th Street Ext. Express			19	1.6	\$45.07	1.2%	19	1.6
<b>Demand Response/Flex</b>					≥3	≤\$30	≥10%	Boardings	Efficiency
Rt. 31	Denny Terrace	210	4.6	92	3.9	\$13.33	55.9%	-118	-0.7
DART	ADA Paratransit	187	2.2	268	2.1	\$33.69	6.0%	81	-0.1