



TRANSPORTATION
PROGRAM

Transportation Penny Advisory Committee Meeting

Monday, September 24, 2018 at 5:30 PM

4th 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
 - No quorum

3. **Public Comments**

4. **Office of Small Business Opportunities (Pages 1-6)** Mr. Bryant Davis

5. **Transportation Program (Pages 7-9)** Dr. John Thompson
 - Council Approvals
 - Preconstruction Update
 - Construction Update
 - MiscellaneousMr. David Beaty

6. **The Comet Program (Pages 10-33)** Mr. John Andoh
 - Comet Memo (Pages 10-12)
 - Finance Report (Pages 13-18)
 - Ridership Report (Pages 19-20)
 - DBE Report (Page 21)
 - Proposed Services Change (Pages 22-26)
 - Electric Bus Initiative (Page 27-33)

7. **Other Business**
 - Next scheduled meeting: October 22, 2018

8. **Adjournment**



TPAC Report

OSBO
Manager's Report

September 18
2018

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), improving and creating new Standard Operating Procedures (SOPs), and ensuring payment to contracted SLBEs.

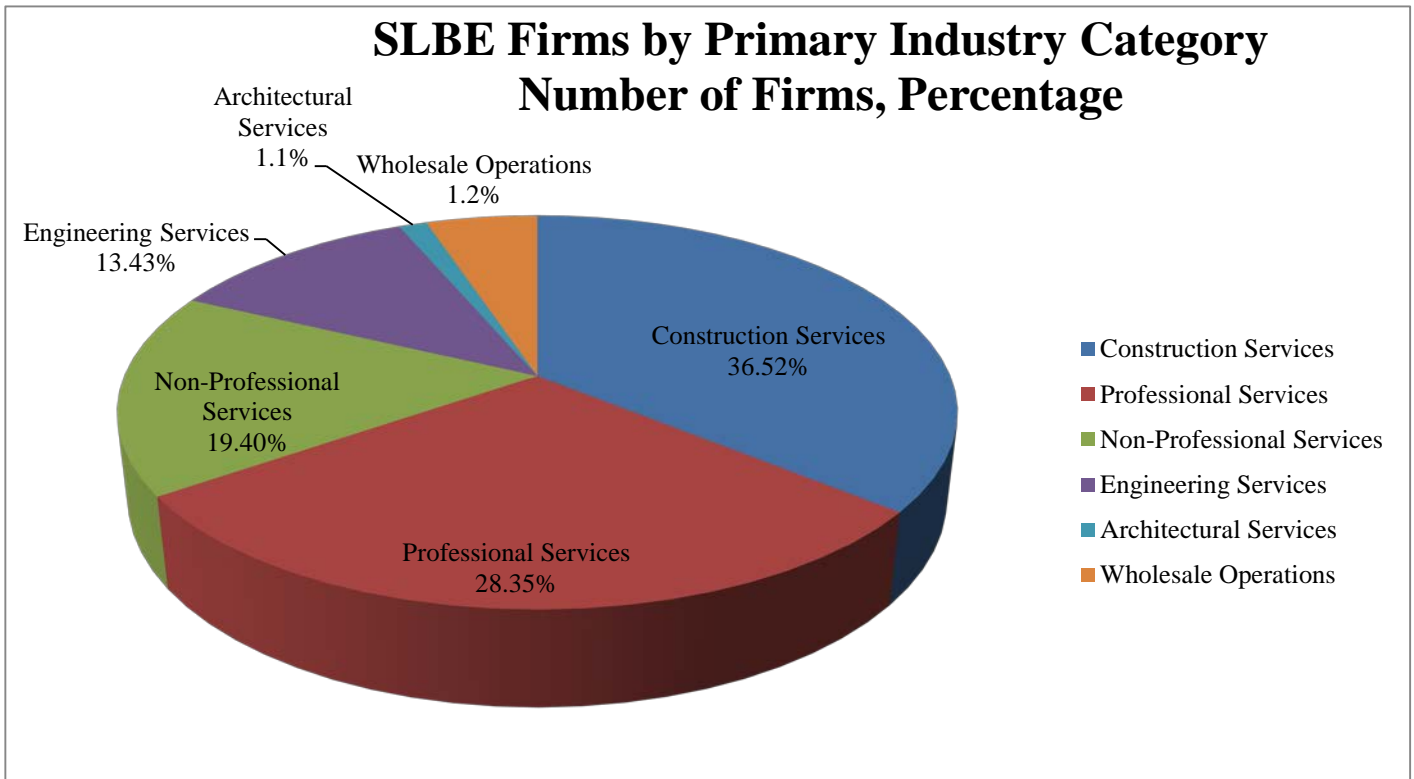
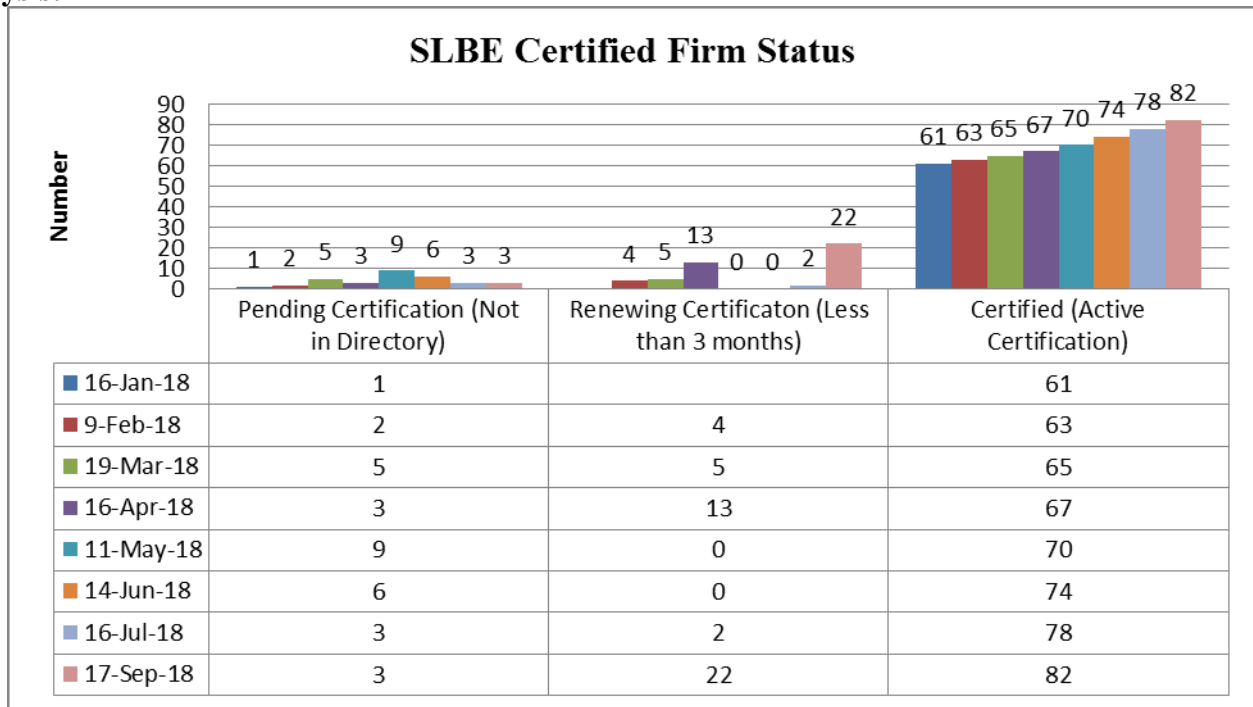
3. Office of the Small Business Opportunity Cross Functional Team

Team Matrix		
Name	Department	Title
<i>Brandon Madden</i>	<i>GCS/OSBO</i>	<i>Acting GCS Director serving as an Advisor</i>
<i>Dr. John Thompson</i>	<i>Transportation</i>	<i>Director serving as an Advisor</i>
Bryant Davis	GCS/OSBO	Assistant Director of GCS
Michelle Rosenthal	OSBO	Business Development Coordinator
VACANT	OSBO	Financial Resources Coordinator
Cheryl Cook	OSBO	Certification & Compliance Specialist
Jennifer Wladischkin	Procurement	Manager of Procurement
Yolanda Davis	Procurement	Contract Specialist
VACANT	Transportation	Assistant Director
Alicia Aull	Transportation	Senior Accountant
Nathaniel Miller	Transportation	Contract & Budget Manager

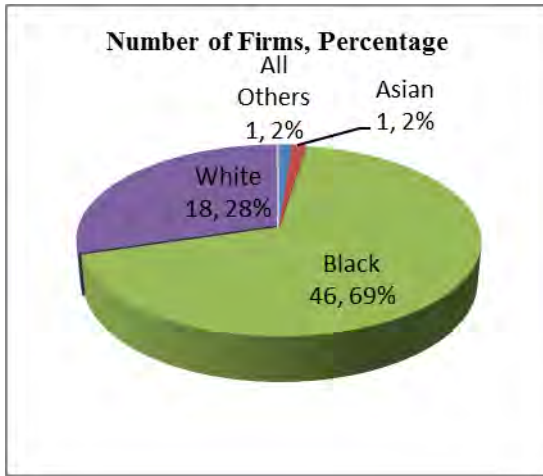
4. Goal Setting Committee (GSC)

Team Matrix		
Name	Department	Title
Bryant Davis	GCS/OSBO	Assistant Director of GCS
Ross Tilton	PDT	Program Administrator
VACANT	OSBO	Financial Resources Coordinator
Cheryl Cook	OSBO	Certification & Compliance Specialist
Jennifer Wladischkin	Procurement	Manager of Procurement
Gerald Walker	PDT	Estimator

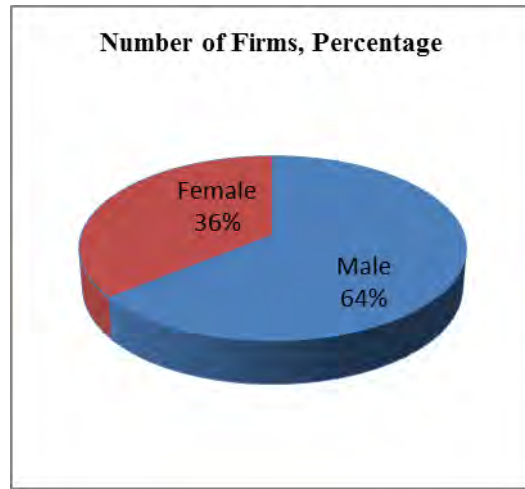
5. Analysis:



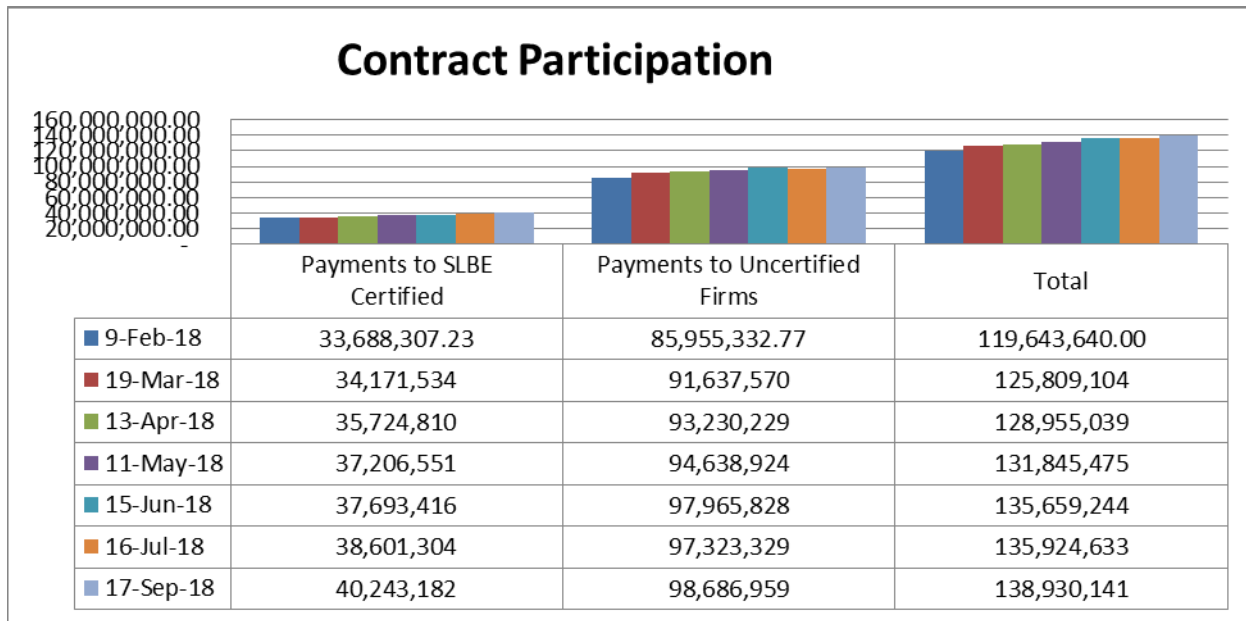
SLBE Firms by Ethnicity



SLBE Firms by Gender



Contract Participation: January 1, 2012-September 18, 2018*



* Payments to Uncertified Firms - Include Prime contractors

*The increase of payments to SLBEs reflects in the increase in goal setting for SLBE Contractors

PDT SLBE GOAL PARTICIPATION UPDATE 2018

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

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 PDT SLBE Contractual Compliance
 - PDT SLBE Participation Update and Payment Invoices
- iii. Scheduling a meeting with Steering committee of Small Businesses to review
 - Sheltered Markets, Mentor Protégé Program, NAICS Codes (size standards) and Joint Venture Opportunities

• Business Development

- i. OSBO Website Highlights
- ii. Highlighted Articles
 - Firm's Featured Stories
 - Premier Care Services, LLC - District 7
 - P & B Promotionals, LLC - District 11
 - SLC Hauling and Trucking Company, LLC – District 2
 - Shady Grove Construction, LLC – District - 1
- iii. Coordinated OSBO participation in USC 2018 Small and Minority Contractors Matchmaking Event August 2, 2018
- iv. Negotiated and coordinated Partner of the Month with 1 Million Cups for the month of August
- v. Attended the OSBO Ad Hoc Committee Meeting
- vi. Coordinated and hosted Small Business Focus Group on August 22, 2018 in response of the July 10, 2018 OSBO Ad Hoc Committee Members meeting to obtain the recommendations of the OSBO SLBE/ESLBE Community as it pertains to the Sheltered Market Program, NAICS Codes/Size Standards, and Mentor Protégé Program
- vii. Attended the Pedestrian Improvements at Intersections SLBE Goal Setting Percentages Meeting
- viii. Attended and participated in the PDT Contract/SLBE Participation goals meetings
- ix. Attended Pre-Construction meetings for Dirt Road Packages G and H
- x. Attended the Pre-Construction meeting for Sidewalk Packages S-8 and S-6
- xi. Attended a pre-bid meeting for Sidewalk S-9
- xii. Attended and participated in the OSBO Staff meeting with City of Columbia Office of Business Opportunity (OBO) on building a stronger partnership
- xiii. Participated in approximately 4 site visits with certification and compliance
- xiv. Sent out approximately 6 Outreach Campaigns via B2G
- xv. Conducted a door to door business outreach campaign
Approved one new SLBE Certification

INTERNAL TECHNICAL WORKSHOPS	DATE
Contract Compliance Payment Reporting	Feb 8
Surveyor and Blue Print	Mar 28
Insurance and Bond Requirements	Apr 18
Relationship Between Prime & Subcontractor (Bid -Awards)	May 16
Dirt Roads, Clearing, storm drain, paving, grading road, etc.	Jun 20
Pavement (Striping and Signage)*	Jul 18
Improvement Projects (Sidewalks and Bookkeeping)	Aug 15
Hauling (Resurfacing)	Sep 19
Concrete & Masonry	Oct 17
Safety	Nov 21
Traffic Control	Dec 19

Understanding the Richland County Ordinance	Jan 17
Contract Compliance Payments	Feb 8
Small Business Compliance and Legal Issues	Mar 22
Cash Flow	Apr 10
Richland Renaissance for the Small Business Owner	May 15
Why Get Certified	June 20
Workman’s Compensation and Insurance*	July 18
Marketing 101	Aug 13
Small Business License Requirement	Sep 19
Ordinance Review	Oct 17
Richland County Procurement Process	Nov 7
Funding Resources for Small Businesses	Dec 19

***Denotes cancelled workshop due to low registration**

- **Financial Resources Coordinator**

- Projects Completed

- i. Attended Pre-Constructions meeting for Dirt Road Package G and H and Sidewalk Packages S-8 and S-6
- ii. Meeting were held during the Month of August with PDT staff to discuss SLBE participation goals
- iii. Attended pre-bid meeting for Sidewalk S-9
- iv. Attended opening bid meeting for Sidewalk Package S-9 on September 5, 2018
- v. Reconciled multiple undocumented payments (time and month information is pulled)
 - Number of payments due to prime, 55
 - Number of payments due to subcontractors, 29

- **Certification and Compliance**

- Projects Completed

- i. Completed three (3) new certifications and one (1) re-certification and three (3) new certification pending and one (1) re-certification pending
- ii. Attended USC Small and Minority Contractors Matchmaker Event on August 2, 2018 where there were more than 60 firms in attendance
- iii. OSBO was Partner of the month for the 1 Million Cup at Richland Library
- iv. OSBO met with the City of Columbia Staff to discuss building a stronger partnership between the City Office of Business Opportunity(OBO) and Richland County OSBO
- v. On August 22, 2018 OSBO held a Small Business Focus Group. The purpose of the focus group was a follow up on the July 10, 2018 request from the OSBO Ad Hoc Committee Members for OSBO staff to meet with certified SLBE firms from each of the industry categories listed in the SLBE Program Ordinance (No. 049-13HR) to obtain input and recommendations on the OSBO SLBE Program (1) Sheltered Market Program, (2) Size Standards, and (3) Mentor-Protégé Program. OSBO staff will be following up with the focus group members on their recommendations

- Working with CGS Staff to implement a Small Business Expo for Spring 2019

Transportation Department Update

Council Approvals

- Resurfacing Package P – Council approved September 11, 2018 a contract in the amount of \$3.2 Million consisting of 80 roads.

Pre-Construction Update

- Blythewood Widening Phase 1 – The PDT submitted 70% complete Right of Way Plans to SCDOT and requested authorization to begin acquiring Right of Way on August 28, 2018.
- Blythewood Area Improvements – The PDT and OET conducted a kick-off meeting for the design on August 27, 2018.
- Clemson Road Widening – The PDT submitted the request for Construction Authorization to SCDOT on August 29, 2018. The project is planned to be advertised for construction in October/November 2018.
- Lower Richland Boulevard Widening – A completed Service Order to begin design was fully executed on September 13, 2018. A kick-off meeting will be scheduled for late September.
- Polo Road Widening - The PDT and OET conducted a kick-off meeting for the design on September 6, 2018.
- Bull/Elmwood Intersection – Approval from the SCDOT was received on August 30, 2018 to initiate Right of Way acquisition. 95% complete plans are scheduled to be delivered to the PDT in late September.
- Garners Ferry/Harmon, North Springs/Harrington, and Screaming Eagle Percival Intersections – 95% complete plans were submitted to SCDOT on August 23, 2018 for initial review. Right of Way Acquisition continues.
- Shop Road Extension Phase 2 – The design has begun and a kick-off meeting was conducted August 7, 2018. A public meeting is tentatively scheduled for December 6, 2018.
- Greene Street Phase 2 – Design remains approximately 99% complete. Detailed design is being coordinated with the railroad and one drainage outfall location. Project critical items remain Railroad Agreements and Right of Way acquisition/coordination of the USC Facilities building.
- Broad River Corridor Neighborhood Improvement Plan - The PDT and OET conducted a kick-off meeting for the design on September 4, 2018.
- Broad River Neighborhood Plan – The project is planned to be advertised for construction in late September 2018.
- Candlewood Neighborhood Plan Phase 3- The project is planned to be advertised for construction in late September 2018.
- Decker/Woodfield Neighborhood Plan – 95% complete plans for Chatsworth Connector and Faraway Sidewalks are under review by the PDT. A public meeting is scheduled for October 8, 2018 from 5-7 at the Decker Center.
- Southeast Richland Neighborhood Plan (SERN) – The PDT submitted the request for Construction Authorization to SCDOT on August 29, 2018. The project is planned to be advertised for construction in October/November 2018.

- Trenholm Acres/Newcastle Neighborhood Plan - The PDT and OET conducted a kick-off meeting for the design on August 30, 2018.
- Crane Creek Greenway Sections A, B, C - A completed Service Order to begin design was fully executed on August 30, 2018. A kick-off meeting will be scheduled for late September.
- Gills Creek Greenway – Phase 2 design continues. A completed Service Order to begin design for Phase 3 was fully executed on August 29, 2018. A kick-off meeting will be scheduled for late September.
- Dutchman Blvd., Polo Road/Windsor Lake, Woodbury/Old Leesburg Greenways - A completed Service Order to begin design is expected to be executed in late September. A kick-off meeting will then be scheduled.
- Smith/Rocky Branch Greenway Sections A, B, C - A completed Service Order to begin design was fully executed on August 28, 2018. A kick-off meeting will be scheduled for late September.
- Pedestrian Intersections – The project has been advertised for construction and bids are due October 3, 2018.

Construction Update

- North Main Street – Both the SCE&G and Joint Use utility duct banks are essentially complete. The waterline relocation and sewerline rehabilitation are also essentially complete. Removal of overhead utilities and installation of storm drainage has begun from Anthony Street to near Sunset Blvd.
- Shop Road Extension Phase 1 – Resurfacing of the existing intersection of Shop Road and Pineview is now complete. Concrete pavement from the intersection with Pineview is essentially complete, but shoulder grading continues in this area. Approximately 3,000' of the eastbound lanes was paved with asphalt in preparation for future placement of concrete.
- Farrow Road/Pisgah Church Intersection – This project is now complete.
- 3 Rivers Greenway – Installation of the concrete pathway is now 95% complete. The 900' section of elevated boardwalk in the vicinity of the rapids is 60% complete. Work continues on the bathrooms, ranger station, and parking lot.
- Magnolia/Schoolhouse Sidewalks – The Construction Notice-to-Proceed has been issued for October 1, 2018.
- Dirt Road Packages G and H - The Construction Notice-to-Proceed has been issued for October 1, 2018.
- Pelham/Tryon Sidewalks - The Construction Notice-to-Proceed has been issued for October 1, 2018.
- Resurfacing Package O (39 roads) - The Construction Notice-to-Proceed has been issued for October 1, 2018.

Miscellaneous

- A Transportation Ad Hoc Committee meeting is scheduled for September 27, 2018.

- Construction projects were effectively shut down for a week due to Hurricane Florence. Additionally, due to governmental agency closures, design reviews and approvals were delayed approximately 2 weeks.



TO: Transportation Penny Advisory Committee

FROM: Samuel L. Scheib, director of planning and development

CC: N/A

DATE: September 19, 2018

SUBJECT: Update of The COMET Activities, October 2018

Service changes: The COMET is proposing an extensive list of service changes to be implemented over the next eight months, starting on October 22. Among the proposed services are:

- Increase service on the two Lexington County Routes (26 & 28) and extend route 28 to the airport;
- Increase frequencies on the 101 to 20 minutes during peak and 30-minutes on weekends;
- Add express service to Eastover;
- Restructure routes to serve grocery stores:
 - Route 17 to Lowe's Foods and Publix on Forest Drive;
 - The 301 to Piggly Wiggly on North Main;
 - Route 31 to Piggly Wiggly on North Main;
 - Route 32 to Piggly Wiggly on North Main;
- Add on-demand service to the Riverbanks Zoo on Route 84.
- A complete list can be found at CatchTheCOMET.org

Service Agreement: The COMET signed a memorandum of understanding with the Richland One School District to allow unlimited access to all Richland One high school students. The agency already had a similar agreement with Richland Two School District.

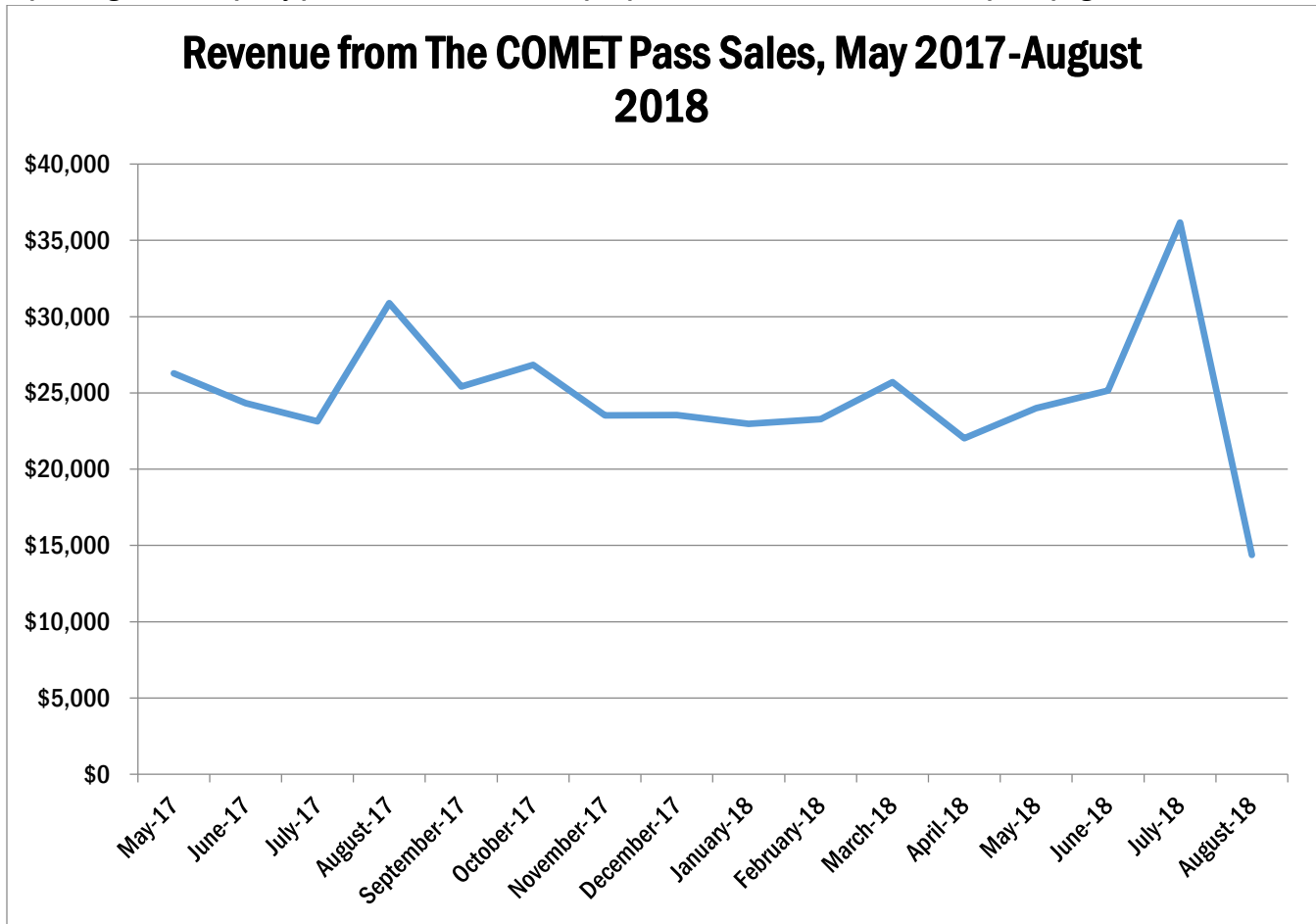
Shelters and benches: In the last two months shelters have been added at the Village at Sandhills serving the Richland County Library and R2i2, Two Notch and Windover, Two Notch and Atrium, and a connection protection zone was completed at the Harbison Walmart, which included a 16' and 30' shelters, benches, cart corral, and bike racks. Staff also submitted a proposal to Richland County to build a connection protection zone similar to the one at Harbison at the Columbia Place Mall on property the county now owns. The following page contains a list of all shelters installed since the passing of the Penny.

Stop Number	Stop Name	On Street	At Street	Direction	Routes	Size (feet)
12	Bush Ashland WB	Bush River Rd	Ashland Rd	WB	84	16
231	Two Notch Windover SB	Two Notch Rd	Windover St	SB	16	16
241	Shakespeare Humphrey EB	Shakespeare Rd	Humphrey Dr	EB	801	16
257	Farrow Cushman SB	Farrow Rd	Cushman Dr	SB	301	8
315	Broad Piney Woods SB	Broad River Rd	Piney Woods Rd	SB	801	16
316	Broad St Andrews NB	Broad River Rd	St Andrews Pkwy	NB	34	8
332	Broad Beatty SB	Broad River Rd	Beatty Rd	SB	801	16
404	Two Notch Atrium NB	Two Notch Rd	Atrium Way	NB	55	16
448	Bush Woodland WB	Bush River Rd	Woodland Village Dr	WB	84	8
478	Chalk Main SB	Chalk St	Main St	SB	47	16
503	Devine Millwood WB	Devine St	Millwood Ave	WB	401	16
665	Lucius Marlboro SB	Lucius	Marlboro St	SB	6	16
670	Lucius Midblock SB	Lucius	Midblock	SB	6	16
679	Garners Lower EB	Garners Ferry Rd	Lower Richland Blvd	EB	46, 47	16
694	Two Notch Cushman SB	Two Notch Rd	Cushman Dr	SB	16	16
826	Koon Cody SB	Koon Rd	Cody St	SB	101, 32	16
899	Main Fiske SB	N. Main St.	Fiske St	SB	101	8
1017	Main Calhoun NB	Main St.	Calhoun St	NB	101, 31	16
1050	Forest Troy WB	Forest Dr	Troy Dr	WB	701	16
1089	Forest Lyon EB	Forest Dr	Lyon St	EB	701	8
1145	Greystone Stoneridge SB	Greystone Blvd	Stoneridge Dr	SB	801	8
1196	Rosewood Beecliff WB	Rosewood Dr	Beecliff Dr	WB	201, 88	16
1202	Sumter Pendleton SB	Sumter	Pendleton	SB	28, 101, 201, 301, 401, 601	16
1234	Garners Dorn EB	Garners Ferry Rd	Dorn Dr	EB	45, 46, 47	16
1243	Garners Colonial WB	Garners Ferry Rd	Colonial Villa Dr	WB	45, 46	16
1262	Taylor Oak EB	Taylor St	Oak St	EB	501, 701	16
1293	Crowson Devine SB	Crowson Road	Devine St	SB	401, 45, 46, 47	16 & 30
1302	Taylor Pickens EB	Taylor	Pickens	EB	501, 701, 12	16
1319	Sumter Hampton SB	Sumter	Hampton	SB	201, 401, 601, 26, 28	16
1321	Assembly Gervais NB	Assembly St	Gervais St	NB	101, 201, 301, 401, 601, 701, 26, 42	16
1553	Forest Walmart				701, 75, 76, 77	16 & 30
1597	Fashion Forum EB	Fashion Dr	Forum Dr	EB	55	16
1728	Harbison Walmart				801, 82X, 83L, 84	16 & 30

OTR II: The COMET provided service to the OTR II concert featuring Beyonce and Jay Z. Due to the high cost of parking at the event (\$40, \$85), demand was exceedingly high; people were lined up at the State Museum at 3:00pm for a service that

did not begin until 5:30pm. The COMET charged \$3.00, the cost of an All-day pass or two one-way rides. We had 1,783 boardings for the evening and collected \$4,844.60 in pass sales.

Ridership: The month of August saw almost 255,000 boardings, a record high for the agency for at least a decade. The high ridership can partly be attributed to the half price 31-day cards sold during the months of May, June, and July, which can be seen on the chart below. July was the last month the half-price cards were available with predictably high sales. A dip in August was equally predictable. The ridership report can be found on the subsequent pages.



Central Midlands Regional Transit Authority
Condensed Statement of Financial Position
Period Ended 07/31/18

	Actual PTD 7/31/2018	Actual YTD 7/31/2018	Budget YTD FY 2019
Revenues:			
Passenger Fares/Revenue Contracts	212,337	212,337	233,417
Special (Advertising, Interest, Etc)	1,103	1,103	3,100
Admin/Misc	5,030	5,030	5,042
Local (The Penny)	1,140,118	1,140,118	1,504,774
State (SCDOT)	-	-	62,502
Federal	-	-	254,657
Total Revenue	\$ 1,358,588	\$ 1,358,588	\$ 2,063,492

Expenses:			
Contract Operator	1,197,417	1,197,417	1,262,341
Federal	67,014	67,014	319,950
Depreciation	232,171	232,171	216,667
Fuel	174,674	174,674	146,250
Salaries and Fringes	105,098	105,098	99,094
Professional Services	77,992	77,992	52,500
Utilities	11,614	11,614	12,333
Other Operating Expenses	60,739	60,739	39,688
Total Expenses	\$ 1,926,719	\$ 1,926,719	\$ 2,148,823
Net Income (Loss) From Operations:	\$ (568,130)	\$ (568,130)	\$ (85,331)

Cash:			
Wells Fargo			
Operating Acct		10,284,452	
Petty Cash		268	
South Carolina Community Bank			
Operating Reserve Funds	2,178,040		
Capital Reserve Funds	2,679,593	4,857,632	
Total Cash		\$ 15,142,352	
Total Assets		\$ 59,855,404	
Total Liabilities		\$ 5,143,607	



Financial Highlights FY 2019

Month End July 2018

8.33% of fiscal year completed

✦ Net Income (Loss)

- Month ~ (\$568K) YTD ~ (\$568K)

✦ Total Revenue:

- YTD ~ \$1.36M compared 1/12th of annual budget at ~\$2.06M; total YTD collections ~5% of annual budget
 - ✓ Includes accrual for penny sales tax income: ~\$1.14M (reduced from \$1.40M to represent figure closer to actual collections)

✦ Total Expenses:

- YTD ~ \$1.93M compared to 1/12th of annual budget of \$2.26M; total YTD expenditures ~ 7% of annual budget
 - Total Paid to Contract Operator since 7/1/2015 ~\$38,991,706
 - ✓ Professional Contract services:
 - Legal ~\$ 2,812
 - Marketing ~\$ no billing
 - Consultants ~\$63,000
 - Chernoff
 - Mauldin Jenkins
 - ABLE (disability certification)
 - Babcock Ctr (rack card edit & distribution)
 - City Ctr Partnership (clean and beautification of Transit Ctr)
 - Arthur Gaudet (run cutter class)
 - ✓ Board Expenses:
 - Board Meeting Lunch ~\$ 288
 - ✓ Employee Training: ~\$ 5,702
 - ACT Forum
 - APTA Mobility Conf
 - Colorado Assc of Transit Agencies
 - Grants Forum
 - Leadership Columbia

✦ Cash:

- Operating: ~\$10.28
- Reserve Funds: ~\$4.86M
 - ✓ See Condensed Financial Summary for breakdown details
 - ✓ Includes capital reserve investments: ~ \$2.68M (CD to mature starting 2019-2021)
- Total collections of Penny Revenue since 2013:
 - ✓ thru July 1, 2018 = \$75,478,162.24

✦ Total assets

- ~\$59.85M which consists of cash, cash equivalents, accounts receivables, inventory, prepaid expenses and PPE

Central Midlands Regional Transit Authority
Balance Sheet
As of July 31, 2018

Assets

Current Assets

Petty Cash	268.08	
Cash: Operating (WELLS FARGO)	10,284,451.91	
Cash: Operating Reserve (SC Community Bank)	2,178,039.60	
Cash: Payroll (Wells Fargo)	-	
CD: Capital Reserve Funding (SC Community Bank)	2,679,592.62	
Accts Receivable: Local Gov't	11,802.30	
Accts Receivable: Ticket Sales	142,054.00	
Accts Receivable: Contract Services Revenue	7,638.70	
Accts Receivable: Due from other gov't	2,533,064.19	
Accts Receivable - Deferred 1% Sales Tax	-	
Accts Receivable: OPT Rural 5311	206,272.00	
Accts Receivable - SMTF	527,836.00	
Accts Receivable: 1% Sales Tax Est. Revenue	13,121,037.78	
Accts Receivable: Interest Revenue Earned	19,566.74	
Inventory	16,350.84	
Prepaid Insurance	33,157.38	
Prepaid Expenses	102,171.97	
Total Current Assets:		\$ 31,863,304

Fixed Assets

Land	1,742,521.78	
Building	13,994,267.99	
DART Vehicles	2,776,924.20	
Buses	25,453,445.34	
Automobiles	131,066.82	
Equipment	4,941,699.47	
Furniture & Fixtures	222,902.50	
Accumulated Depr.: Furniture & Fixtures	(143,781.18)	
Accumulated Depr.: Equipment	(2,916,713.57)	
Accumulated Depr.: Buildings	(5,740,298.14)	
Accumulated Depr.: Vehicles	(12,844,925.72)	
Total Fixed Assets:		\$ 27,617,109

Deferred Outflows of Resources

Deferred Outflows on Pensions	374,990.00	
Total Deferred Outflows of Resources:		\$ 374,990

Total Assets	\$ 59,855,404
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Central Midlands Regional Transit Authority
Balance Sheet
As of July 31, 2018

Liabilities

Current Liabilities

Accounts Payable	3,101,226.69	
State Health: Employee	(1,762.92)	
Dental: Employee	(20.58)	
Dental Plus: Employee	(349.66)	
Optional Life	(65.37)	
Dependent Life: Employee	2.25	
Supplemental LTD	(1.42)	
Optional Life Pretax	(40.20)	
State Tobacco Prem	20.00	
State Vision Plan	(82.53)	
MoneyPlus Admin: Employee	5.94	
Colonial Life Supplemental	(217.89)	
Accrued Annual Leave	18,138.96	
Total Current Liabilities		\$ 3,116,853

Long Term Liabilities

OPT-SMTF Deferred Revenue	413,958.00	
Total Long-Term Liabilities:		\$ 413,958

Deferred Inflows of Resources

Deferred Inflows on Pensions	2,263.00	
Total Deferred Inflows of Resources		\$ 2,263

Non Current Liabilities

Net Pension Liability	1,610,533.00	
Total Net Pension Liability:		\$ 1,610,533
Total Liabilities		\$ 5,143,607

Fund Balance

Fund Balance	54,300,949.39	
Net Assets-Current Year	(673,360.81)	
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)	
Total Fund Balance:		\$ 54,711,796
Total Liabilities & Fund Balance:		\$ 59,855,404

**Central Midlands Regional Transit Authority
Statement of Income vs Budget
Period Ended July 31, 2018**

Fiscal Year % complete = 8.33%

	<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>7/31/2018</i>		<i>7/31/2018</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>
Revenue:							
Passenger Revenue	191,785.13	191,785.13	204,166.67	12,381.54	2,450,000	2,258,214.91	8%
Advertising Revenue	652.50	652.50	600.00	(52.50)	7,200	6,547.54	9%
In Kind Revenue (Transit Center)*	5,000.00	5,000.00	5,000.00	-	60,000	55,000.00	8%
Contracted Services Revenue	8,750.00	8,750.00	12,500.00	3,750.00	150,000	141,250.00	6%
Local Revenue - Lexington Cty	11,802.30	11,802.30	16,750.00	4,947.70	201,000	189,197.70	6%
Interest Income	450.54	450.54	2,500.00	2,049.46	30,000	29,549.46	2%
1% Sales Taxes Revenue Earned	1,140,118.00	1,140,118.00	1,504,774.42	364,656.42	18,057,293	16,917,175.00	6%
OPT/SMTF 5339	-	-	50,290.42	50,290.42	603,485	603,485.00	0%
OPT Rural Program 5311 Revenue	-	-	12,211.33	12,211.33	146,536	146,535.96	0%
Federal Revenue - Capital: Non Prev Maint	-	-	131,963.75	131,963.75	1,583,565	1,583,565.00	0%
Federal Revenue - Capital: Prev. Maint	-	-	121,666.67	121,666.67	1,460,000	1,460,000.08	0%
Federal Revenue - Salaried Positions	-	-	1,026.67	1,026.67	12,320	12,320.08	0%
Miscellaneous Income	30.00	30.00	41.67	11.67	500	470.04	6%
Total Revenues:	\$ 1,358,588.47	\$ 1,358,588.47	\$ 2,063,491.60	704,903.13	24,761,899	\$ 23,403,310.77	5%

Expenses:							
Salaries (Staff/Intern)	80,966.76	80,966.76	75,946.17	(5,020.59)	911,354	830,387.28	9%
Fringe Benefits	24,131.44	24,131.44	23,148.08	(983.36)	277,777	253,645.52	9%
Dues/Subscriptions/Memberships	19,150.00	19,150.00	2,500.00	(16,650.00)	30,000	10,850.00	64%
Employee Training	5,702.41	5,702.41	4,166.67	(1,535.74)	50,000	44,297.63	11%
Marketing/Advertising/Promotional Material	8,711.11	8,711.11	6,666.67	(2,044.44)	80,000	71,288.93	11%
Office Expense	739.15	739.15	1,000.00	260.85	12,000	11,260.85	6%
Postage & Shipping	2,613.76	2,613.76	250.00	(2,363.76)	3,000	386.24	87%
Printing	2,127.73	2,127.73	833.33	(1,294.40)	10,000	7,872.23	21%

Central Midlands Regional Transit Authority
Statement of Income vs Budget
Period Ended July 31, 2018

Fiscal Year % complete = 8.33%

	<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>7/31/2018</i>		<i>7/31/2018</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>
Board/Committee	287.75	287.75	1,250.00	962.25	15,000	14,712.25	2%
Transit Academy	-	-	250.00	250.00	3,000	3,000.00	0%
Contractor-Fixed Route	1,042,834.65	1,042,834.65	1,037,340.50	(5,494.15)	12,448,086	11,405,251.35	8%
Contractor-DART	154,582.20	154,582.20	225,000.00	70,417.80	2,700,000	2,545,417.80	6%
Contractor-Service Enhancements	-	-	108,154.83	108,154.83	1,297,858	1,297,857.96	
5311 Rural Expenses	-	-	7,078.25	7,078.25	84,939	84,939.00	0%
Propane	60,392.09	60,392.09	70,000.00	9,607.91	840,000	779,607.91	7%
Vehicle Fuel	114,282.03	114,282.03	76,250.00	(38,032.03)	915,000	800,717.97	12%
Insurance - Vehicle	6,318.48	6,318.48	3,750.00	(2,568.48)	45,000	38,681.52	14%
Insurance - Facility	1,072.67	1,072.67	1,213.33	140.66	14,560	13,487.29	7%
Insurance-Tort Liability	1,102.90	1,102.90	766.67	(336.23)	9,200	8,097.14	12%
Insurance-Officers & Directors	438.00	438.00	333.33	(104.67)	4,000	3,561.96	11%
Professional Contract Services	69,280.51	69,280.51	45,833.33	(23,447.18)	550,000	480,719.45	13%
Fare Collection Service & Supplies	1,415.94	1,415.94	5,833.33	4,417.39	70,000	68,584.02	2%
Tickets & Transfers	2,845.13	2,845.13	2,500.00	(345.13)	30,000	27,154.87	9%
Natural Gas	60.35	60.35	666.67	606.32	8,000	7,939.69	1%
Electric	8,925.66	8,925.66	10,166.67	1,241.01	122,000	113,074.38	7%
Water & Sewer	2,627.99	2,627.99	1,500.00	(1,127.99)	18,000	15,372.01	15%
Telecommunications	6,287.09	6,287.09	5,833.33	(453.76)	70,000	63,712.87	9%
Misc Fees: Fines, Taxes, etc.	1,204.70	1,204.70	1,000.00	(204.70)	12,000	10,795.30	10%
Banking Fees	1,074.44	1,074.44	1,666.67	592.23	20,000	18,925.60	5%
Payroll Processing Fees	192.10	192.10	208.33	16.23	2,500	2,307.86	8%
Furniture, Fixtures, & Equipment < \$5000	-	-	416.67	416.67	5,000	5,000.04	0%
Federal Expense: (PM)	22,513.26	22,513.26	152,083.33	129,570.07	1,825,000	1,802,486.70	1%
Federal Expense: Capital (Non PM)	46,862.94	46,862.94	160,788.00	113,925.06	1,929,456	1,882,593.06	2%
Office Equipment - Lease & Rental	805.00	805.00	916.67	111.67	11,000	10,195.04	7%
Transit Center Facility Expense Realized*	5,000.00	5,000.00	5,000.00	-	60,000	55,000.00	8%
Depreciation Expense	232,170.64	232,170.64	216,666.67	(15,503.97)	2,600,000	2,367,829.40	9%
Total Expenses:	\$ 1,926,718.88	\$ 1,926,718.88	\$ 2,256,977.50	330,258.62	27,083,730	25,157,011.12	7%
Net Income From Operations:	\$ (568,130.41)	\$ (568,130.41)	\$ (193,485.90)				

August 2018








Ridership	2017	2018	Difference
Total Ridership	229,076	254,841	▲ 25,765
Fixed Route	222,196	246,909	▲ 24,713
DART	6,880	6,119	▼ - 761
Other Ridership			
Route 13	0	0	-
Route 62	109	131	▲ 22
Soda Cap 3		30	
OTR II		1,783	
Service weekdays	23	23	▬ 0
Service weekend days	8	8	▬ 0
Average weekday riders	8,317	9,250	▲ 933
Average weekend riders	3,864	4,269	▲ 406
Events and occurrences	Solar Eclipse (08/21)	Shuttle Services: Soda Cap 3, OTR II (08/21 - 08/22)	
Weather	⚡ Ave high 91°; Ave low 73°; Ave temp 83°. S 15 days of rain (1.92 inches)	⚡ Ave high 86°; Ave low 77°; Ave temp 83°. S 12 days of rain (3.25 inches)	

Orange cells show routes that did not meet the 15 boardings per hour standard.

Route	Description	2017		2018		Difference	
		Boardings	Efficiency	Boardings	Efficiency	Boardings	Efficiency
Weekdays							
1	Vista to Five Points*	-	-	2,197	6		
2	Vista to Taylor St*	-	-	1,154	3		
101	North Main	20,743	25	18,707	25	▼ -2,036	▬ 0
11	Fairfield Road	6,528	17	7,027	19	▲ 499	▲ 3
12	Edgewood	7,170	22	8,575	23	▲ 1,405	▲ 2
6	Eau Clair	5,361	15	5,610	17	▲ 249	▲ 1
31	Denny Heights	3,000	14	2,476	12	▼ -524	▼ -2
201	Rosewood	8,328	10	7,113	14	▼ -1,215	▲ 4
22	In town	1,384	4	-	-		
301	Farrow Road	11,988	15	13,293	20	▲ 1,305	▲ 5
32	North Main/Hard Scrabble	4,182	12	3,990	12	▼ -192	▬ 1
401	Devine St	16,120	19	17,508	23	▲ 1,388	▲ 4
42	Millwood Ave	4,896	14	5,635	18	▲ 739	▲ 4
45	Leesburg - Hazelwood	9,075	21	10,207	19	▲ 1,132	▼ -2
46	Lower Richland Blvd	2,291	7	2,201	7	▼ -90	▬ 0
47	Lower Richland	2,803	7	3,137	9	▲ 334	▲ 1
501	Two Notch Road	16,131	20	20,927	30	▲ 4,796	▲ 11
52X	Blythwood Express	-	-	270	2		
53X	Killian Road Express	-	-	778	3		
55	Sandhills	5,599	16	5,060	14	▼ -539	▼ -2
57L	Killian Rd/Summit Pkwy Local*	-	-	912	4		
601	Shop Road	10,084	12	10,050	15	▼ -34	▲ 3
62	ReFlex	414	1	514	1	▲ 100	▬ 0
63	Garnet	1,202	2	1,542	5	▲ 340	▲ 3
701	Forest Drive	-	-	19,551	27		
15	Forest Drive	22,239	18	-	-		
75	Decker / Parklane	-	-	7,692	15		
76	Fort Jackson	-	-	598	4		
5	Fort Jackson	1,009	6	-	-		
77	Polo Road	-	-	1,541	7		
17	Harrison Road	1,766	12	1,604	13	▼ -162	▬ 0
801	Broad River Road	-	-	19,109	24		
34	Broad River	15,900	19	-	-		
82X	Harbison Express	-	-	1,064	4		
83L	St. Andrews Local	-	-	1,456	5		
34b	St Andrews	8,106	20	-	-		
84	Bush River Road	-	-	5,025	15		
88	Crosstown	2,048	7	3,188	9	▲ 1,140	▲ 2
26	West Columbia	1,254	15	1,800	23	▲ 546	▲ 8
28	Midlands Tech Airport Cmp.	1,666	23	1,243	8	▼ -423	▼ -15
TOTALS		191,287		212,754		▲ 21,467	

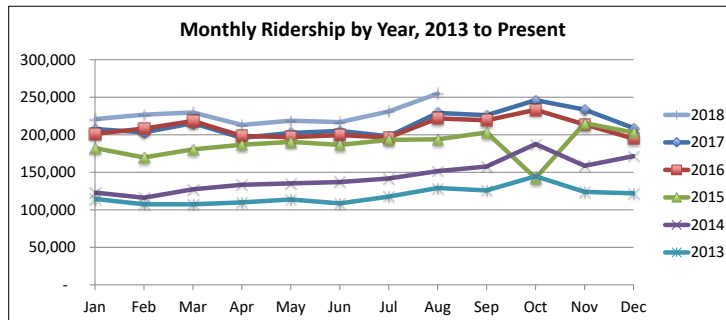
Route	Description	Boardings	Efficiency	Boardings	Efficiency	Boardings	Efficiency
Weekends							
101	North Main	3,416	27	3,294	28	-122	1
11	Fairfield Road	1,324	11	1,301	12	-23	1
12	Edgewood	1,495	14	1,686	13	191	-1
6	Eau Clair	666	8	745	8	79	0
31	Denny Heights	435	6	572	9	137	3
201	Rosewood	1,104	9	881	9	-223	-1
22	In town	343	3	-	-	-	-
301	Farrow Road	1,293	11	1,549	15	256	4
32	North Main to Hard Scrabble	1,041	8	916	8	-125	0
401	Devine St	2,169	18	2,637	22	468	4
42	Millwood Ave	1,175	11	1,218	12	43	1
45	Leesburg - Hazelwood	1,737	15	2,088	19	351	4
501	Two Notch Road	2,558	21	3,718	31	1,160	10
55	Sandhills	1,035	10	1,090	10	55	0
57L	Killian Rd/Summit Pkwy Local	-	-	141	3	-	-
601	Shop Road	1,589	8	1,315	14	-274	6
701	Forest Drive	-	-	3,463	29	-	-
15	Forest Drive	3,604	19	-	-	-	-
75	Decker / Parklane	-	-	1,544	14	-	-
76	Fort Jackson	-	-	100	2	-	-
5	Fort Jackson	451	8	-	-	-	-
77	Polo Road	-	-	230	4	-	-
801	Broad River Road	-	-	3,993	16	-	-
34	Broad River	3,314	14	-	-	-	-
82X	Harbison Express	-	-	294	3	-	-
83L	St. Andrews Local	-	-	307	4	-	-
84	Bush River Road	-	-	1,073	10	-	-
34b	St Andrews	1,689	15	-	-	-	-
88	Crosstown	471	4	-	-	-	-
TOTALS		30,909		34,155		3,246	

Performance Measures

	Previous 12 months Ridership	2,518,003	2,726,324	▲ 208,321
	Weekday hours of service	12,963	15,171	▲ 2,208
	Weekend hours of service	2,482	2,527	▲ 45
	Peak vehicles in operation	39	45	▲ 6
	Fixed route cost per trip	\$4.88	N/A	
	Paratransit cost per trip	\$33.61	N/A	
	Ratio of direct cost to service*	76%	N/A	

Year over Year Comparison

August-18	254,841
August-17	229,076
August-16	221,870
August-15	193,927
August-14	151,550
August-13	129,166



*Direct service expenses: contractors, diesel, propane, tickets and transfers, fare collection, preventive maintenance



DBE Compliance Invoice Review

Contractor: Transdev Services, Inc.

Transdev Invoice Period: 8/1/18 to 8/31/18

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	60% (supplies)	\$0
Influence, LLC	Mystery Rider Program	\$3,000 <i>Payment Issued 8/15/18</i>	100%	\$3,000.00
Julietta Landscape Management	Landscaping	\$5,000.00 <i>Payment Issued 8/15/18</i>	100%	\$5,000.00
New Age Protection	Security	\$32,887.68 <i>Payment Issued 8/15/18</i>	100%	\$32,887.68
Capital Building Services	Janitorial	\$14,933.00 <i>Payment Issued 8/15/18</i>	100%	\$14,933.00
Transport Care Services	DART/Paratransit	\$246,294.68 <i>Payment Issued 8/1/18 - 8/15/18</i>	100%	\$246,294.68
Transport Care Services	Repair Parts	\$68,978.77 <i>Payment Issued 8/1/18 - 8/29/18</i>	60% (supplies)	\$41,387.26
	Total amount counted towards Contract Goal for this invoice			\$343,502.62
	Total amount paid to committed DBEs as of August 2018 Invoice Period			\$10,448,428.13
	Total invoices paid by The COMET as of August 2018 Invoice Period			\$41,296,181*
	Percentage towards Contract Goal for monthly invoices as of August 2018 Invoice Period			25.3%

Note: * The total paid by The COMET reflects the actual payments to Transdev during receipt and review of Transdev's invoice for the August 2018 reporting period. Proof of payment is pending for invoice amounting to \$3,850.

Non-Committed DBEs:

DBE Firm	Description of Work Performed	Invoice Amount	Comments
Capital Building Services	Bus Detailing	\$9,455.00	These dollars were not counted towards the DBE goal

Reviewed by The COMET-Compliance & Civil Rights Officer: *Arlene Prince* Review Date: 9/6/18



The COMET Proposed Fare and Service Enhancements in 2018-2019

Notice is hereby given that a public hearing will be held by The COMET Board of Directors at Lowell J. Spires Regional Transit Facility, 3613 Lucius Road, Columbia, SC 29021 on Wednesday, September 26, 2018 at 12:00 p.m. to consider the modifications to The COMET fares, including DART and ReFlex services and implementation of new service enhancements in Autumn 2018, Winter 2019 and Spring 2019. The public hearing meeting location is accessible via The COMET Route 6 or DART (for eligible customers) by making a reservation to 803.255.7123.

Public meetings will be scheduled at The COMET Transit Center at the corner of Laurel and Sumter Streets, Richland County Library, Cayce/West Columbia Library, North Main Library, Blythewood Library, Eastover Library, St. Andrews Library, Forest Acres Library, Clybourne Transportation Center (Sumter), Springdale Town Hall and Sandhills Library in early September prior to the Public Hearing. Details will be available The COMET offices, online at www.CatchTheCOMET.org, on the buses or by contacting The COMET.

The COMET invites the public to comment on the proposed fare modifications and implementation of new service enhancements. For further information or to comment, please contact John Andoh, Executive Director/CEO, The COMET, 3613 Lucius Road, Columbia, SC 29201, email john.andoh@catchthecomet.org, call 803.255.7087 or fax to 803.255.7113. **Please submit any comments by Friday, September 21, 2018 by 12:00 p.m.**

Route #	Date of Implementation	Description of Service Change
Soda Cap Connector 1	January 2019	<ul style="list-style-type: none"> Redesign route to serve State Street, Vista and Main Street, every 25 minutes with one vehicle. Sun-Wed service is from 9 a.m. to 6 p.m. (except on Fireflies game days) Thurs, Fri and Sat service is from 11 a.m. to 12 midnight. Extend pilot to July 2019.
Soda Cap Connector 2	January 2019	<ul style="list-style-type: none"> Redesign route to serve Main Street, Allen/Benedict Colleges and Five Points every 25 minutes with one vehicle. Sun-Wed service is from 9 a.m. to 6 p.m. (except on Fireflies game days) Thurs, Fri and Sat service is from 11 a.m. to 12 midnight. Extend pilot to July 2019.
Soda Cap Connector 3	April 2019	<ul style="list-style-type: none"> Extend pilot to August 2019 and operate service to Fireflies games in the 2019 season during game days only (1 hour before to 1 hour after game).
6	October 2018	<ul style="list-style-type: none"> Eliminate midday gap on weekends (12:42 p.m. to 2:45 p.m. 2 hours of service for 108 weekend days) Extend to Ridgedale Street.
11	October 2018	<ul style="list-style-type: none"> Discontinue service to Greyhound due to Route 31 becoming a ReFlex Interline with The 601 Shift departure from Transit Center to :45 past the hour.
12	October 2018	<ul style="list-style-type: none"> Interline with Routes 26 and 28.
13	October 2018	<ul style="list-style-type: none"> This route is discontinued due to low ridership.
17	October 2018	<ul style="list-style-type: none"> Change to Route 74 Extend to Forest Drive to connect to The 701 via Atascadero Drive, Forest Drive to Trenholm Road Add 6:10 p.m. trip from Transit Center back to Transit Center.
22	N/A	<ul style="list-style-type: none"> No change.
26	October 2018	<ul style="list-style-type: none"> 2-hour service from 6 a.m. to 6 p.m. (Mon-Fri) 10 a.m. to 4 p.m. (Sat) Interline with Route 12.
26	January 2019	<ul style="list-style-type: none"> Redesign route to only operate in West Columbia and Cayce in a one way loop every 60 minutes and connect at Walmart, 6 a.m. to 6 p.m. (Mon-Fri) 8 a.m. to 4 p.m. (Sat) Change route name to Route 96.

28	October 2018	<ul style="list-style-type: none"> • 2-hour service from 5 a.m. to 7 p.m. (Mon-Fri) & 9 a.m. to 5 p.m. (Sat) • Interline with Route 12 • Add service to the Columbia Metropolitan Airport.
28	January 2019	<ul style="list-style-type: none"> • Revise route to have timed connections to route 26 and operate hourly • Change route name to Route 901.
31	October 2018	<ul style="list-style-type: none"> • Convert to ReFlex service with 60-minute service between 5:46 a.m. and 7:46 p.m., Mon-Sat and 6:46 a.m. to 6:46 p.m., Sunday with timed connections to Route 101 at Koon & Cody operated by DART. • On demand service based off reservation will operate between 9:46 a.m. and 3:46 p.m., seven days a week within the zone. • Only ADA deviations are allowed.
31	January 2019	<ul style="list-style-type: none"> • South Carolina Vocational Rehabilitation Department will be added to Route 31 instead of The 301 for trips departing Koon & Cody at 7:50 a.m., 8:50 a.m., 11:50 a.m., 1:50 p.m. and 3:50 p.m. • General public deviations will be allowed.
32	January 2019	<ul style="list-style-type: none"> • Travel via Main Street to serve Piggy Wiggly inbound instead of Alida Street.
42	N/A	<ul style="list-style-type: none"> • No changes.
44X	May 2019	<ul style="list-style-type: none"> • New route connecting Sumter to Shaw AFB, Eastover/Gadsden/Hopkins, Walmart, Crowson Protection Zone and Assembly Street with 2 trips a.m., 2 p.m. Monday through Saturday.
45	January 2019	<ul style="list-style-type: none"> • Interline with The 401.
46	May 2019	<ul style="list-style-type: none"> • Restructure to a flex route to better serve Hopkins and Lower Richland Road between 6:30 a.m. and 6:30 p.m., Monday-Friday • Operated by DART.
47	May 2019	<ul style="list-style-type: none"> • Restructure to a flex route to better serve Gadsden and Eastover between 6:30 a.m. and 6:30 p.m., Monday-Friday • Operated by DART.
52X	January 2019	<ul style="list-style-type: none"> • Eliminate 1 underperforming trip. Reduce to 2 trips in a.m. • Evaluate route in January 2019 since route started in September 2017 and determine future by March 2019.
53X	January 2019	<ul style="list-style-type: none"> • Move to Columbia Place Mall for better connections to Routes 53X, 55 and 75 • Add 2:59 p.m. trip from Downtown and 4:30 p.m. trip from Killian Road Walmart.
55	January 2019	<ul style="list-style-type: none"> • Interline with The 501 • Move to Columbia Place Mall for better connections to Routes 53X, 55 and 75.
57L	January 2019	<ul style="list-style-type: none"> • Fill in midday gap on weekdays – 10:27 a.m. to 1:30 p.m. and 3:27 p.m. to 4:30 p.m. (4 hours of service)
62	October 2018	<ul style="list-style-type: none"> • Shift to operate by DART • Operate hourly between 6:00 a.m. and 8:00 p.m. • Extend more on Bluff Road, to just south of the DMV and relocate the transfer point between Routes 601 and 62 to John Mark Dial Drive.
63	October 2018	<ul style="list-style-type: none"> • Possible tripper service 1 a.m. and 1 p.m. to serve Olympia Learning Center during school days only.
75	October 2018	<ul style="list-style-type: none"> • Interline with The 701 • Extend the 7:10 a.m., 11:40 a.m. and 3:40 p.m. trip to W.J. Keenan High School to meet bell times.
75	January 2019	<ul style="list-style-type: none"> • Move to Columbia Place Mall for better connections to Routes 53X, 55 and 75.
77	January 2019	<ul style="list-style-type: none"> • Extend to Two Notch Road and Polo Road to connect with Route 55.
82X	May 2019	<ul style="list-style-type: none"> • Possible elimination of 12:30 p.m. and 1:30 p.m. trips based off ridership.

83L	May 2019	<ul style="list-style-type: none"> • Fill in gap, midday and weekends.
84	October 2018	<ul style="list-style-type: none"> • On demand stop to Riverbanks Zoo, 7 days a week in both directions • Shift to :15 past the hour, seven days a week • Use Greystone Blvd. and Gracern Rd. instead of I-126 – outbound.
88	October 2018	<ul style="list-style-type: none"> • Restore weekend service every 2 hours from 9:39 a.m. to 5:39 p.m.
92X	January 2019	<ul style="list-style-type: none"> • New route connecting Columbia and Nephron with one a.m. and one p.m. trip, Monday through Sunday. <i>(Pending funding from Lexington County and Nephron)</i>
93X	May 2019	<ul style="list-style-type: none"> • New route connecting Columbia and Newberry via Chapin, Little Mountain, Ballentine with one a.m. and one p.m. trip, Monday through Friday.
97	January 2019	<ul style="list-style-type: none"> • One day a week rural route connecting Lexington, Batesburg-Leesville and West Columbia/Cayce with two round trips.
The 101	October 2018	<ul style="list-style-type: none"> • 20-minute frequency, weekdays – 6 a.m. to 9 a.m. & 3 p.m. to 6 p.m. • 30-minute frequency, weekends, (9 a.m. to 6 p.m.) • Add 5:46 a.m. from Koon & Cody, 6:15 a.m. from Transit Center and 10:15 p.m. round trip on weekends.
The 201	January 2019	<ul style="list-style-type: none"> • Evaluate trips the depart on the :00 by January, 2019, if ridership is low, discontinue and revert to 60-minute frequency all day.
The 301	January 2019	<ul style="list-style-type: none"> • Revise turn-around loop to travel via Koon to North Main, to Wilkes Road to better serve Piggly Wiggly and connect to The 101, Routes 31 and 32 • Discontinue service to South Carolina Vocational Rehabilitation Department (Use Route 31) • Shorten Orbit routing to Gervais Street.
The 401	January 2019	<ul style="list-style-type: none"> • Interline with Route 45.
The 501	January 2019	<ul style="list-style-type: none"> • Interline with Route 55 • Move to Columbia Place Mall for better connections to Routes 53X, 55 and 75.
The 601	October 2018	<ul style="list-style-type: none"> • Increase to 60 minutes to better connect with other routes • Interline with Route 11 on weekdays and Route 801 on weekends and extend to Alvin S. Glen Detention Center.
The 601	January 2019	<ul style="list-style-type: none"> • Reevaluate service in the Starlight area and have conversations with neighborhood associations and customers. Should service be low and with neighborhood support, discontinue and add a new stop with shelter on Bluff Road.
The 701	October 2018	<ul style="list-style-type: none"> • Interline with Route 75.
The 801	May 2019	<ul style="list-style-type: none"> • Add 30-minute service during peak period, Monday-Friday from 6 a.m. to 9 a.m. to 4 p.m. to 7 p.m.
Gamecock Express	TBD	<ul style="list-style-type: none"> • Coordinate with USC to operate during basketball, baseball games and Colonial Life Arena events.
DART	October 2018	<ul style="list-style-type: none"> • Trips originating in Lexington County would be billed to Lexington County regardless of destination • Discontinue DART service in the ReFlex zones of Routes 31 and 62 • Trips originating in Richland County would be billed to Richland County regardless of destination.
DART	May 2019	<ul style="list-style-type: none"> • Discontinue DART service in ReFlex zones of Routes 46 and 47.
The COMET Vanpool	October 2018	<ul style="list-style-type: none"> • One-year pilot to subsidize 20 vans at \$500 per month not to exceed \$120,000 per year as long as van originates or ends in Richland or Lexington Counties.

The COMET Bikeshare	October 2018	<ul style="list-style-type: none"> • 10 bikeshare stations would be installed near The COMET bus stops in the downtown Columbia area and those riding The COMET with a day pass, 7-day or 31-day pass would have 45-minute free ride on Columbia Bikeshare. Locations include: <ul style="list-style-type: none"> • Spirit Communications Park (Soda Cap 3 and Route 22) • Providence Health (Route 701) • Bull and Hampton (Routes 12, 501, 701) • Sumter and Devine (Routes 28, 63, 601) • Devine and Pulaski (Route 28) • Pendleton and Pickens (Route 201) • Gervais and River (Route 26, Soda Cap 1, 2) • Harden and Senate (Routes 1, 22, 401) • Guignard Park (Route 28, Soda Cap 1) • West Columbia Riverwalk Park and Amphitheater (Route 26, Soda Cap 1)
The COMET On The Go!	October 2018	<ul style="list-style-type: none"> • The COMET would subsidize up to \$5.00 off an UBER and Lyft ride anywhere within the DART Service Area. This service would be available from 9 p.m. to 3 a.m., 7-days a week. Must have to ride The COMET earlier in the day. Code would be established. • The COMET would subsidize up to \$5.00 off an UBER and Lyft ride to any passengers living anywhere within the DART service area to a grocery store that sells fresh food. The passenger boarding would be allowed to go to the nearest grocery store within a five-mile radius as identified by The COMET. This service would be available 6 a.m. to 10 p.m., 7-days a week. Code would be established. • Pilot for six months.
Holiday Schedule	Starting November 2018	<ul style="list-style-type: none"> • Sunday service on Dr. MLK Day, Presidents Day and Veterans Day (No service on Routes 17, 26, 28, 46, 47, 52X, 53X, 57L, 62) and Saturday schedule operates on the Day after Thanksgiving and Christmas Eve due to lower ridership (No service on Routes 17, 46, 47, 52X, 53X, 62).



PROPOSED FARE POLICY - Effective: January 1, 2019

The COMET Fixed Route Fares

Description	Basic	Discount*	Commuter Express (44X, 52X, 92X, 93X)
	<ul style="list-style-type: none"> Any passenger not eligible for discount fare with qualifying ID 	<ul style="list-style-type: none"> Seniors age 65 & older Persons with Disabilities Veterans Medicare Card Holders Youth 16 to 18 years old with The COMET Half Fare ID Card 	<ul style="list-style-type: none"> All customers riding peak-period Express routes only.
One Way	\$2.00	\$1.00	\$4.00
All Access DayPass	\$4.00	\$2.00	\$6.00
7-All Access DayPass	\$14.00 (\$2.00 per day)	\$7.00 (\$1.00 per day)	\$28.00 (\$4.00 per day)
31-Day All Access DayPass	\$40.00 (\$2.00 per day)	\$20.00 (\$1.00 per day)	\$80.00 (\$4.00 per day)
Route Deviation Fare on Flex Routes	+\$2.00	+\$1.00	N/A
Transfer (60 minutes only)	FREE	FREE	FREE

- DART eligible customers ride free with DART ADA ID Card.
- Interlined routes do not require an additional fare.
- The COMET employees, Board Members and Transit Operations Contractor employees ride free.
- Children through 15 years old ride free. Children taller than 39 inches through 15 years old must have a The COMET Half Fare ID Card to ride free.
- SWRTA customers with a transfer receive one free transfer on The COMET. The COMET customers with a DayPass or Transfer receive on free transfer on SWRTA at joint stops only.
- Children age 10 years old or older can ride unattended. Children under 10 years old must have a fare paying passenger age 16 years old or older.
- Class Pass - \$45.00 (Up to 5 adults and 40 students @ \$1.00 per ride). Purchase in advance.
- The COMET Half Fare ID Card – first card is free, lost card fee is \$5.00.
- Pennies are not accepted on The COMET fareboxes. *(This will be phased in a one-year period)*

*Qualifying identification for Discount fare includes: The COMET Half Fare ID Card, Medicare Card, Senior Drivers License/State ID Card, Military ID Card or VA Veterans ID Card.

DART Fares

Description	Within the ADA fixed route zone of ¼ mile on either side of The COMET route
One Way	\$4.00
10-RidePass	\$40.00 (\$4.00 per ride)
Buddy Fare (5 or more fare paying passengers traveling from/to same location)	\$2.00 per person

- Passengers must be ADA certified or a companion to ride DART.
- DART ADA ID Card - First card free, lost card fee - \$5.00.
- One Personal Care Attendant (PCA) rides free. All other companions pay same fare as eligible passenger.

Replacing Diesel with Sunshine: The COMET's Sun-Powered Vehicle Initiative

Low or No Emission Vehicle Program - 5339(c) | FTA



Project Information

Title: *The COMET's Sun-Powered Vehicle Initiative*

Already a statewide leader in vehicles using alternative fuels, The COMET—Central Midlands Regional Transit Authority—proposes to reduce fossil fuel emissions and decrease the embedded energy required to connect transit to the electric grid with a sub-fleet of Proterra 35-foot Catalyst E2 battery electric buses (BEB) powered directly by the sun. Through this scalable program, the BEB vehicles will replace up to seven (7) diesel-engine New Flyers and be charged directly through up to seven (7) 60kW – depot/plug in chargers also manufactured by Proterra, our project partner. The BEBs will be used primarily on downtown circulator routes collectively know as the Soda Cap Connector as well as other The COMET routes originating in downtown Columbia, operating in the most prominent areas of Columbia that also have the highest pedestrian counts and where air quality matters most.

The COMET has increased ridership from 1.3 million to 2.6 million over the last four years, has added express routes and downtown circulators, and is now in the process of adding a solar farm to our administration, operations, and maintenance facility (hereafter: the Spires Building) that will offset the electric power needed to operate the BEBs. The COMET is a key instrument of sustainability in the Midlands of South Carolina. Proterra is a leader in the design and manufacture of zero-emission battery-electric buses whose vision is to deliver clean, quiet transportation.

A detailed description of the need for the project

Introduction: The COMET is proposing a reunion of sorts. For more than a century transit and electricity were a “unified franchise” in Columbia. Beginning in 1892 the Broad River Power Company operated the Columbia Railway but continued to operate transit after going to an all-bus fleet in 1936. This rechristened Columbia Bus System left the hands of the public utility (then South Carolina Electric & Gas Company) only in 2002 as the fledgling Central Midlands Regional Transit Authority (CMRTA), now called The COMET.

Ridership on the Columbia Bus System/CMRTA dropped steadily from 4.2 million boardings in 1986 (the first year NTD data are available) to 1.3 million in 2013. A penny sales tax for transportation passed in November 2012, however, marked the beginning of a concerted public investment in the agency. By the summer of 2017 The COMET had replaced an ancient fleet of school bus-type vehicles, added bus shelters, benches, and leaning rails to dozens of our transit stops, and increased the annual hours of service from 62,000 to 200,000.

The COMET should be chosen for this competitive grant because of the vehicles we will be using, the power supply, and the type of service we will run as described below.

The Vehicles: With an on-site propane fuel island, The COMET began adding propane-powered vehicles in 2014 with eleven (11) 500-series Ford cutaways. The entire paratransit fleet was replaced with propane vehicles the following year and still more were added in 2017 so that today almost 60% of the fleet is powered by clean propane. The COMET’s commitment to sustainable fuels is clear—the agency was granted a Spare the Air Award by the Department of Health and Environmental Control in 2017—but success has demonstrated the limits of propane. By doubling our ridership from 1.3 million to more than 2.6 million boardings in four years, The COMET is outgrowing the capacity of the 19-seat propane vehicles.

The next evolution in alternative fuels will have to be larger vehicles and the timing is favorable: the replacement cycle is quickly closing in on seven (7) New Flyer 2010 35-foot diesel vehicles. Rated 12-year/500,000 miles these buses were pushed into service more often as The COMET’s former 39 2002 Blue Bird school-bus type vehicles were in constant need of repair. The New Flyers have an average of 365,000 miles, or over 48,000 miles per year. At this pace the vehicles will exceed 500,000 miles well before 12 years have elapsed. This grant funding will replace these diesels with up to 7 (seven) 35-foot Catalyst E2 battery electric buses all-electric vehicles that will be powered in part by the sun.

The Power: While electric vehicles represent a dramatic improvement in reducing vehicle emissions there is still an impact on our air quality from electricity production. To that end, The COMET is also decreasing the embedded energy required to connect

transit to the electric grid. The COMET has contracted with a design and engineering firm named Brownstone to determine the best location at the Spires Building to place solar panels and is currently out to bid for the equipment and construction. With a solar farm on site we will be able to operate these electric vehicles at close to a net zero from the power grid, shrinking the carbon footprint of this agency.

The Service: The Proterra Catalyst E2 battery-electric buses will make a loud statement at a low volume, announcing The COMET's entry into the electric vehicle era on a service designed for this opportunity. At a unique moment of convergence, our renewed transit system began connecting three distinct districts of the greater downtown Columbia in September 2017 with the Soda Cap Connector routes. Like the transit agency, the greater downtown has stormed back to relevance over the last five years but these districts struggle with parking limitations and geographic isolation from one another. The Soda Cap Connector is a system-within-a-system focused on the Vista, Main Street, and the Five Points with low barriers to entry (short trips, high frequency, differentiated vehicles, free) and a fun vibe supported by retro signage and clear marketing collateral. This service was a winner of a 2017 APTA Adwheel Award.

These districts have outdoor dining and high pedestrian counts. As much as the Soda Cap Connector is a benefit for connecting people and places, the vehicles themselves are a hindrance for the smell of the emissions and roar of the engines. If awarded this grant, up to 7 (seven) Proterra 35-foot Catalyst E2 battery electric buses will quietly cruise by the South Carolina State House, the symbol of the state where the vehicles were made, improving the quality of life of the capital city.

A detailed description on how the project will support the Low-No program objectives

The COMET maintains a detailed fleet management and depreciation plan. The COMET is not requesting expansion vehicles but replacement of up to 7 (seven) 2010 diesel New Flyer buses that will have met the end of useful life at the time the project is implemented. The New Flyer buses have an average of 365,000 miles, or over 48,000 miles per year. At this pace the vehicles will exceed 500,000 miles well before 12 years have elapsed. The Proterra Catalyst transit buses produce zero tailpipe emissions. In comparison, a single diesel bus running 36,000 miles per year (national average) produces 201,000 pounds of CO₂ every year. Thus, over the 12-year life of a typical transit vehicle, replacing a single diesel transit bus with a Proterra Catalyst zero-emission transit bus will save over 2.4 million pounds of direct carbon emissions. The COMET will be replacing up to 7 diesel buses resulting in reducing nearly 17 million pounds of carbon emissions during the useful life of the Proterra buses.

These new vehicles will help reduce energy consumption by using electricity that is transported by power lines rather than freight and some of the power will be generated on site through a solar farm we are currently procuring. The Proterra Catalyst vehicle produces zero harmful emissions in contrast to diesel engines, which produce harmful

emissions including nitrogen oxide (NO_x), methane (CH₄), carbon dioxide (CO₂), hydrocarbon (HC), particulate matter (PM10 & PM2.5), and black carbon (BC).

Evidence that the project is consistent with local and regional planning documents.

Strategies that support alternative transit options with Low or No Emissions are well documented through multiple regional transportation plans. The Columbia Area Transportation Study (COATS) 2040 Long Range Transportation Plan (LRTP) supports various best management practices, which improve or maintain air quality within National Ambient Air Quality Standards (NAAQS). These strategies include the implementation of alternative fuel sources, such as Compressed Natural Gas (CNG). Battery-electric Vehicles would also meet that strategy. The 2035 Central Midlands Rural LRTP supports similar strategies that protect or improve air quality.

The 2015 Congestion Management Plan also provides a series of strategies that improve the commuting experience of residents in the Central Midlands region. These strategies include road network restructuring, traffic flow management, promoting alternative transit modes and intermodal compatibility, and tools meant to increase transit vehicle efficiency such as new buses.

In an effort to address proactively air quality issues, particularly those associated with mobile source emissions, the Central Midlands Council of Governments participates in Clean Air Midlands (www.cleanairmidlands.com). This group consists of representatives from public, private, and citizen stakeholders who promote regional cooperation for air quality planning in the Central Midlands region of South Carolina. The coalition participates in educational activities which raise awareness about the importance of air quality in the local economy, individual and community health, and the natural environment. Among the activities supported by the coalition are alternative fuel sources, such as CNG, propane, and electricity.

Evidence that the applicant can provide the local cost share: The Richland County Transportation Penny Sales Tax Referendum, passed in November 2012, called for sales tax revenues to be used to pay the costs of administrative expenses and “continued operation of mass transit services provided by Central Midlands Regional Transit Authority including implementation of near-, mid-, and long-term service improvements” in the amount of \$300,991,000 or 22 years, whichever comes first. The COMET maintains a capital expenditures (CapX) account for matching federal capital grants. This fund is currently in excess of \$2 million dollars as shown on a bank statement below. The full bank statement is attached.

Subject: CDARS® Customer Statement

Legal Account Title: CENTRAL MIDLANDS REGIONAL TRANSIT AUTH

Below is a summary of your certificate(s) of deposit, which we are holding for you as your custodian. These certificate(s) of deposit have been issued through CDARS by one or more FDIC-insured depository institutions. Should you have any questions, please contact us at 803-733-8100 or send an email to mlittlejohn@sccommunitybank.net.

Summary of Accounts Reflecting Placements Through CDARS

Account ID	Effective Date	Maturity Date	Interest Rate	Opening Balance	Ending Balance
1017825573	05/07/15	04/30/20	1.5%	\$520,333.72	\$520,333.72
1016732105	06/12/14	06/06/19	1.5%	\$1,054,833.10	\$1,054,833.10
1019473739	09/22/16	09/16/21	1.15%	\$507,395.16	\$507,395.16
TOTAL				\$2,082,561.98	\$2,082,561.98

The fund will continue to grow as The COMET awaits a decision on the grant. This project, if fully implemented with 7 (seven) vehicles and charging stations, is not expected to exceed \$6.5 million in capital costs, or no more than \$1.3 million in local match.

A description of the technical, legal and financial capacity of the applicant The COMET has the technical, legal, and financial capacity to implement successfully this project and will be responsible to FTA for management of this project. The COMET is a political subdivision of the state of South Carolina, established under state law (Title 58, Chapter 25, “Regional Transportation Authority Law”) to provide public transportation services. The COMET has an annual budget of approximately \$18 million and is supported by a dedicated sales tax called the Richland County Transportation Penny Sales Tax, fare revenues, service contracts, the state mass transit fund, and federal transit programs. The COMET is a fundable entity under Title 23 of the United States Code and its core business is public transportation (fixed-route buses, demand response). The COMET has well-established and audited financial and procurement processes that can quickly implement the project once the award is given. Internal controls are in place to ensure funds are spent consistently with federal regulations governing federal spending.

I. An explanation of the scalability of the project –

The COMET intends to use the battery-electric vehicles on a collection of downtown circulators called the Soda Cap Connector with the goal of using clean, quiet vehicles in the areas of highest visibility and pedestrian activity. The Soda Cap Connector buses are branded differently from the rest of the fleet (see photo below; propane regular fleet vehicles are seen in the background).



The full compliment of 7 (seven) buses would cover all routes of the Soda Cap Connector that will be in service in 2021, the earliest we would expect to have the vehicles in service. The costs difference between diesel and BEB is significant, an increase of 50% per bus. If fewer vehicles were awarded The COMET would place the allotment in service and begin programming for other electric vehicles but at a slower pace. Any number of vehicles from 3 to 7 would be helpful but seven vehicles would provide the greatest impact on air, service quality, and emissions and fuel reductions as those would replace the diesels farthest into the replacement cycle.

Scalability Chart

	7 vehicles	5 vehicles	3 vehicles
Catalyst E2 BEB	\$4,900,000	\$3,500,000	\$2,100,000
60kW Chargers	\$297,500	\$212,500	\$127,500
Install	\$210,000	\$150,000	\$90,000
12-year battery warranty	\$525,000	\$375,000	\$225,000
Computer and diagnostics	\$7,000	\$7,000	\$7,000
Totals	\$5,939,500	\$4,244,500	\$2,549,500

Details on the local matching funds. Please see “Evidence that the applicant can provide the local cost share” above.

A detailed project timeline

June 2018	End of grant submission period
June 2019	FTA Notice of Award
August 2019	Update to Transit Improvement Plan (TIP)
March 2020	Update to State Transit Improvement Plan (STIP)

	Submit TrAMS application
April 2020	Place order with Proterra (pre-award authority)
	Contract with on-site inspector
August 2020	Commence bus procurement and build
	TrAMS application awarded
January 2021	Vehicles delivered
May 2021	Vehicles enter service
October 2021	Project close out