



TRANSPORTATION
PROGRAM

Transportation Penny Advisory Committee Meeting

**Monday, September 27, 2021 at 5:30 PM
Via Zoom and on Richland County YouTube**

Streamed on the Richland County YouTube Channel

Meeting Agenda

1. **Call to Order** Mr. John P. Epting
2. **Public Comments** Mr. John P. Epting
3. **Office of Small Business Opportunities (Page 2-9)** GCS/OSBO
4. **Transportation Program (Pages 10-12)** Ms. Allison Steele
5. **The Comet Program (Page 13-98)** Mr. Eric Harris
6. **Other Business** Mr. John P. Epting
 - **Next scheduled meeting: October 25, 2021**
 - **TPAC Membership Update**
New Members: John Black, Connor Parker
7. **Adjournment** Mr. John P. Epting



RICHLAND COUNTY OFFICE OF SMALL BUSINESS OPPORTUNITY
2000 Hampton Street, Suite 3014
Columbia, SC 29204



Transportation Penny Advisory Committee Report

OSBO
Manager's Report

September 23, 2021

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.

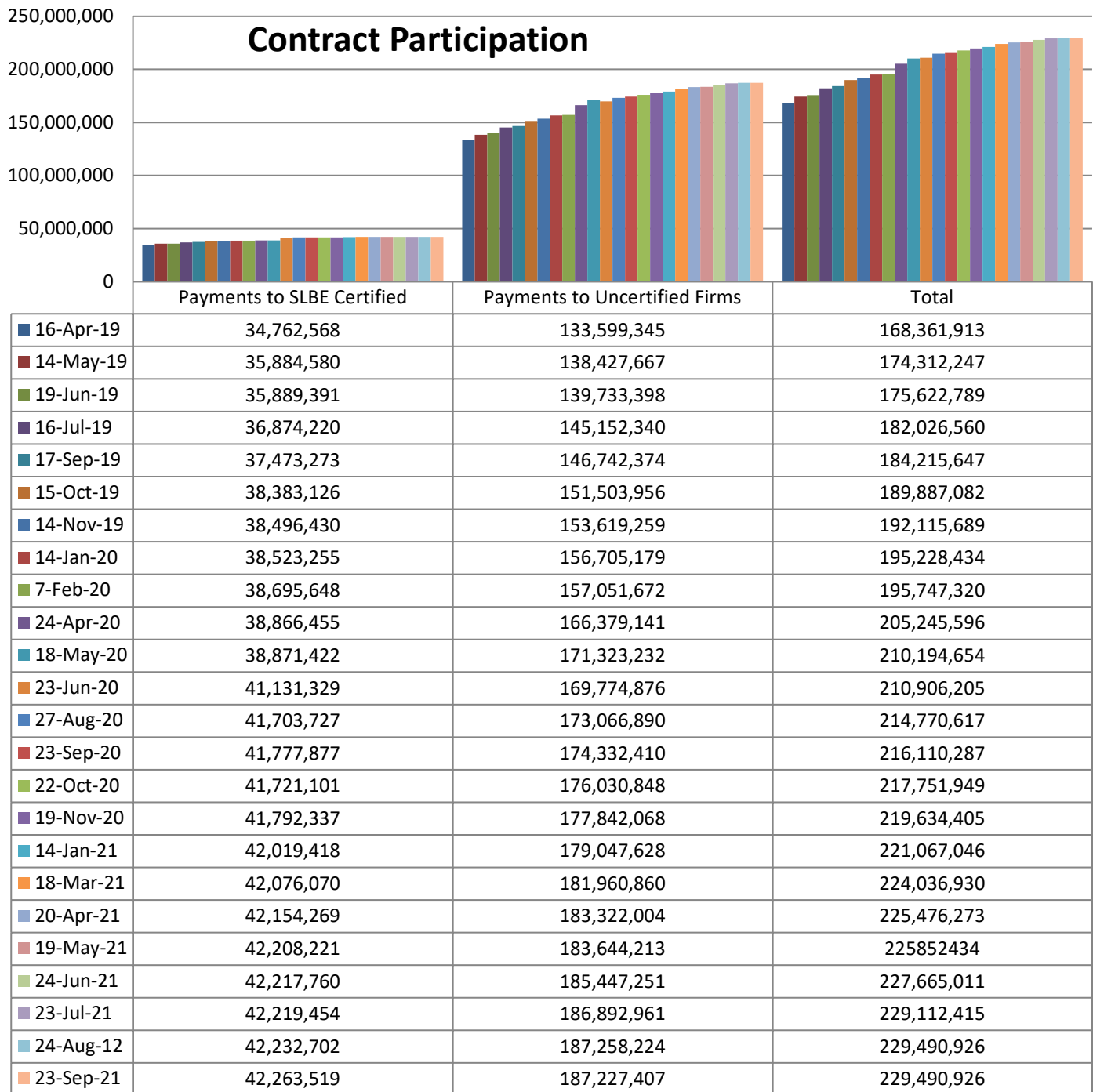
3. Office of the Small Business Opportunity Cross Functional Team

Team Matrix		
Name	Department	Title
Christine Keefer	GCS	Director of GCS
Vacant	Transportation	Director of Transportation
Bryant Davis	GCS	Asst. Director of GCS
Erica Wade	OSBO	Manager of OSBO
Pam Green	OSBO	Assistant Manager of OSBO
Michelle Rosenthal	OSBO	Business Development Coordinator
Annjanette Dunbar	OSBO	Project Coordinator
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

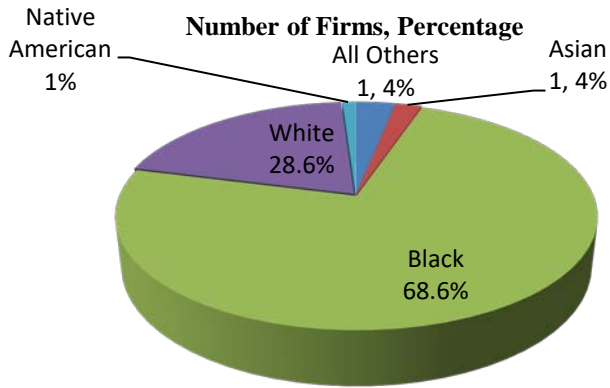
4. Goal Setting Committee (GSC)

Team Matrix		
Name	Department	Title
Erica Wade	OSBO	Manager of OSBO
Project Managers	Transportation	Project Manager
Michelle Rosenthal	OSBO	Business Development Coordinator
Margaret Jones	OSBO	Certification & Compliance Specialist
Jennifer Wladischkin	Procurement	Manager of Procurement
Vacant	Transportation	Estimator

5. Analysis:

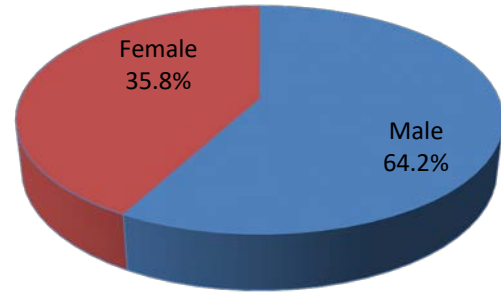


SLBE Firms by Ethnicity

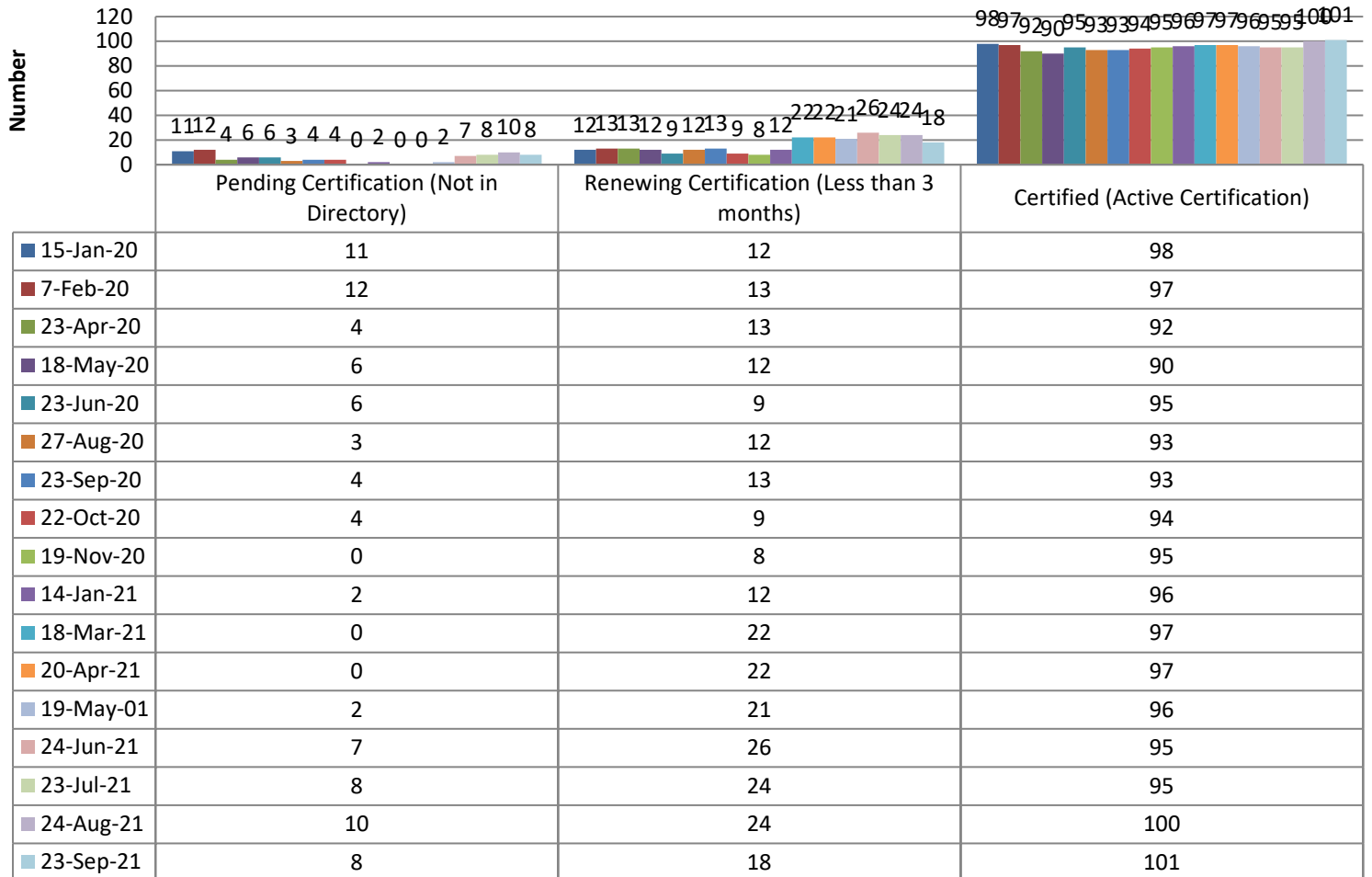


SLBE Firms by Gender

Number of Firms, Percentage



SLBE Certified Firm Status



SLBE GOAL PARTICIPATION UPDATE 2018-2021

Project Name	Sheltered Market	SLBE Goal	DATE
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TRANSPORTATION PROJECTS			
2017 Dirt Roads Package H	No	4.05%	February 6, 2018
2017 Dirt Roads Package G	Yes	4.98%	February 22, 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
Sidewalks S-13	No	25%	January 17, 2019
Sidewalk Package S-11	No	22%	January 28, 2019
North Springs and Harrington Intersection Improvements	No	15%	March 13, 2019
Atlas Road Widening Project	No	14%	April 4, 2019
Lakeside Subdivision (Incl. Sienna Dr.) Resurfacing	No	3%	August 1, 2019
Decker Woodfield NIP-Faraway Drive Sidewalk	No	25%	September 15, 2020
Green Street Phase II	No	8.1%	September 18, 2019
Sidewalk S-12	No	19%	September 24, 2019
2019 Richland County Dirt Road Package K	No	23%	October 17, 2019
Dirt Road Paving Package L	No	24%	June 18, 2021
Bull Street & Elmwood Ave. Intersection Improvement	No	18%	May 24, 2021
PUBLIC WORKS			
Lakeside at Ballentine Resurfacing (Non-Transportation)	No	3%	August 1, 2019
Knollwood and Planters Drainage Improvement	Yes	100%	January 21, 2020
Miles Rd/3Bears Road Intersection Resurfacing	No	18%	February 27, 2020
Riverwalk Way and Stockland Road Resurfacing	No	34%	February 28, 2020
Wildewood Subdivision Selected Roadways	No	3%	May 18, 2020
Kneece Road Sidewalk	No	23%	January 7, 2021
Summit Parkway Resurfacing	No	9%	April 27, 2021
Summit Ridge Road Resurfacing	No	9%	April 27, 2021

Total Certified SLBE's by Industry

Industry	Total Numbers
Architectural & Engineering Services	8
Construction Services	39
Non-Professional	11
Professional	34
Wholesale	9

6. Department Outlook:

- i. OSBO is reestablishing our collaboration efforts with our business and community partners and members of Richland County Council.
- ii. The Office has set a goal of expanding our SLBE Certification list by 60. Especially in specialty categories highly utilized at Richland County.

- iii. OSBO will continue to work with all county departments encouraging the utilization of our SLBEs.
- iv. OSBO is seeking ways to identify and increase contracting opportunities not just with Richland County Government, but also with our partners.
- v. OSBO is continuously setting SLBE utilization goals on a contract-by-contract basis on Richland County projects to include Transportation projects.
- vi. OSBO is in the process of upgrading our Business Development area. We will offer 1:1 business coaching and counseling services, access to capital coaching, business plan development, marketing coaching and assistance with various certification processes.
- vii. OSBO will continue to offer technical trainings and workshops for our small business community. OSBO is reviewing and updating the current SOPs, Policy and Procedure Manuals and the Ordinances.

- **Business Development**

- i. OSBO Website Highlights
- ii. Highlighted Article
 - Featured Story
 - EJW Cole Realty, LLC
- iii. Manage and coordinate workshops and events
 - Upcoming workshops will focus on providing information to our internal departments about OSBO, and encouraging them to utilize our SLBEs as they make their purchases in the upcoming FY21/22
 - Working with our partners on collaborative efforts for our technical workshops and trainings
- iv. Coordinated and participated in Save My Business Crisis Preparedness 2021 Summit, Sep 8
- v. Participated in Councilwoman Cheryl English, Back to School Backpack Drive, the event also provided exposure and awareness of the services the OSBO Office provides and resulted in ten (10) new potential small business owners certification, Aug 28
- vi. Participated in Small Business Breakout and Northeast Connection, Sep 21
- vii. Participated in 1 Million Cups Columbia weekly meetings networking with entrepreneurs and exchanging of information and ideas resulting in four (4) new contact leads.
- viii. Visited two small local business owners in the Cottontown/Bellevue area to make them aware of the OSBO Office and services we provide, Sep 15
- ix. Participated in SC Commerce 2021 Workforce & Retention Series virtual training, Sep 22

2021 Office of Small Business Opportunity Business Academy

Title of Workshop/Event	Date	No. Attended
Funding Opportunities for 2021- Are You Ready	Jan 28	203
Let's Talk Procurement Opportunities. Securing Your Slice of the Pie	Mar 11	63
The WWH (Why, When, and How) of Financial Planning	May 26	20
Save My Business, 2021 Crisis Preparedness Summit	Sep 8	108

(Schedule subject to change)

• **Certification and Compliance Report**

September 2021 Report

- i. Received one (1) new SLBE Certification Applications- Application was review in the area of Professional Services
- ii. Completed five (5) renewals – Approved 5 certification renewals in the areas of Construction and Professional Services
- iii. Conducted two (2) Site Visits for Certification- Site visits provide validation of business, owner equipment, etc. and allows OSBO opportunity to interview owner and answer questions. The site visits was in area of Professional Services
- iv. Contacted and sent renewal (22 pending) notices to SLBEs – OSBO reporting provides a 30/60/90 days of implementing renewals to help retain our SLBEs
- v. Built a prime contact in B2G - Building contracts allows the prime to post payments and list subcontractors which allows OSBO to track payments.
- vi. Attended Save My Business Crisis Preparedness Summit (September 8, 2021)
- vii. Attended OBO Virtual Small Business Week Conference (September 16, 2021)
- viii. Attended Clemson Road Sidewalk Weekly Meetings (Sept. 7, 13, 20, 27, 2021-Weekly updates was provide from the Project Manager.

• **Program Development Coordinator**

- i. Monitored Eventbrite and Zoom for registrants for the 3rd Annual Summit. Manually transferred registrants over from Eventbrite to Zoom
- ii. Sent Post event survey to 187 registered attendees for the Summit
- iii. Drafted 6 page program guidelines for CDBG Seed Grant along with PowerPoint for workshops; submitted to Community Development for approval
 - Conducted revisions after edited by CPD.
- iv. Drafted 5 page program guidelines for CDBG CV-19 Relief Grant along with Power point presentation for workshops; submitted to CD for approval
- v. Attended 1 Million cups small business networking event on, 9/1 and 9/22. Networked with small businesses and introduced them to OSBO
 - Follow up with small businesses that I met during networking event via email and phone calls
- vi. Conducted site visits for SLBE Applicants, M. Dillion, ALR, Kurtis Logistics. Captured photos of business equipment and uploaded into O Drive
- vii. Drafted and Sent Monthly Newsletter to over 6,000 businesses in Richland County
- viii. Called 4 SLBE's to encourage them to update/renew their certification
- ix. Sent 18 emails to SLBE's to remind them to update/renew their certifications

- x. Following up with applicants wanting to certify their businesses OSBO initiative to increase pool or create diverse pool for contracting opportunities
 - Locate numbers and call businesses to encourage them to complete SLBE application
- xi. Responding to emails in OSBO inbox
 - Responding to questions on funding and other topics
- xii. Drafting flyer and contacting PIO to complete flyer for Grant Workshops
- xiii. Reserving locations around Richland County to host Grant workshops schedule evening and weekend Grant workshops

Transportation Update- September 27, 2021

General Information

- Transportation has hired a new Project Manager, who will start October 11th

Committee\Council Approvals

Upcoming Committee\Council Items

- Clemson Rd. Ph. 1 Sidewalk Additional Contingency – Committee on September 28th
- Dirt Road Package L Construction Award – Committee on September 28th
- Lower Richland Blvd. Widening Rescope – Committee on September 28th
- Mitigation Credit Sales – Encompass Health Rehabilitation Hospital – Committee on September 28th

Pre-Construction Update

- Atlas Rd. Widening – The City has been working with CSX to obtain approval to perform their utility relocation work in the railroad ROW. The City has requested CSX change some of the language and the railroad has refused. We are waiting to hear back from the City on how they plan to move forward.
- Blythewood Rd. Widening – ROW on all but four properties has now been obtained. There is some final coordination to perform on the Town of Winnsboro waterline.
- Dirt Road Paving
 - Package M is being finalized and will be advertised by the end of September. This will include the following roads: Bow String Rd., Maggie Hipp Rd., Rosa Dowdy Rd., and Tall Oaks Dr.
 - Package N is being finalized and is anticipated to be advertised this winter. This will include the following roads: Larger St., Nathan Ridge Ln., Sara Matthews Rd.
- Garners Ferry\Harmon Intersection – Our Utility Coordinator has been unable to get a response from Segra, which is the only utility conflict left to resolve. Everything else is ready to go, and this project can be advertised once we obtain Segra's final utility relocation plans.
- Lower Richland Blvd. Widening – The OET was asked to update the traffic study for this project due to the recent construction of a new gas station at the intersection with Garners Ferry Rd. They have updated the study and have provided cost estimates for several options to complete this project. These options will be presented to the Ad Hoc Committee on the 28th for approval to move forward with widening the road to 5 lanes from Garners Ferry to the Sheriff's Substation, widen to 3 lanes from the Substation to Rabbit Run, and install a roundabout at the intersection of Lower Richland and Rabbit Run.
- Spears Creek Church Road Widening- A Public Input Meeting has been scheduled for October 14th at Pontiac Elementary School.
- Three Rivers\Saluda River Greenway Ph. 2 – The River Alliance has reached out to the department to discuss funding options to complete phase 2 of this project, which would include extending the greenway

under the interstate and installing a bridge across the Saluda River. The Boyd family has expressed interest in donating funds to construct the bridge. Administration has decided to not move forward with this project at this time.

Construction Update

- Innovista Phase II- Approximately 54% complete. Substantial completion estimated for May 2022.
- North Main Street – Approximately 96% complete. Due to an unforeseen issue at the intersection with Monticello Rd., a significant rework of the area now has to be completed. We have submitted a request to the CTC for additional funding for this change.
- Three Rivers Greenway – Temporary permission from CSX to enter their property to construct Phase 1B has been obtained. This construction will begin once the river recedes enough to install the coffer dam.
- Dirt Road Package K- Approximately 40% complete. There has been a temporary delay on this project due to several contractor crew members testing positive for COVID.
- Resurfacing Package R- This project started September 23rd.
- Clemson Rd. Ph. 1 Sidewalk – Construction began mid-July and is approximately 45% complete.
- Old Garners Ferry Rd TIP 2 – Anticipated start date is the beginning of October

Open Solicitations:

Upcoming Solicitations:

- Alpine Road Sidewalk- Fall 2021
- Percival Road Sidewalk: Fall 2021
- Sunset Drive Sidewalk: Fall 2021
- Atlas Road Widening Phase 1: Winter 2021\2022
- Garners Ferry\Harmon Intersection: Fall 2021
- Bull\Elmwood Intersection: Fall 2021
- Blythewood Widening: Winter 2021\2022
- Dirt Road Package M: Fall 2021
- Dirt Road Package N: Winter 2021\2022

September 2021

Report Ending September 23, 2021

	REFERENDUM	CURRENT ESTIMATE	OUTSIDE FUNDING/ REIMBURSEME NTS	VARIANCE	EXPENDED TO DATE	*PHASE
WIDENINGS						
Hardscrabble Road Widening	\$ 29,860,800	\$ 28,441,312	\$ -	\$ 1,419,488	\$ 28,441,312	CO
Clemson Road Widening	\$ 23,400,000	\$ 13,031,007	\$ 980,000	\$ 11,348,993	\$ 15,039,942	CO
Leesburg Road Widening	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	SCDOT
North Main Street Widening (includes \$5.4M Intersection)	\$ 35,400,000	\$ 55,028,433	\$ 26,517,908	\$ 6,889,475	\$ 52,968,869	CO
Bluff Road Widening Phase 2	\$ -	\$ 3,500,000	\$ 1,800,000	\$ (1,700,000)	\$ 9,724,498	Design
Bluff Road Area Improvements	\$ 16,700,000	\$ 9,724,498	\$ -	\$ 6,975,502	\$ 1,612,671	Design
Shop Road Widening	\$ 33,100,000	\$ 32,000,000	\$ -	\$ 1,100,000	\$ 3,041,770	RW
Atlas Road Widening	\$ 17,600,000	\$ 36,300,000	\$ -	\$ (18,700,000)	\$ 586,246	RW
Pineview Road Area Improvements	\$ 18,200,000	\$ 8,000,000	\$ -	\$ 10,200,000	\$ 3,921,046	Design
Blythewood Road Widening (Syrup Mill Road to I-77)	\$ 8,000,000	\$ 13,208,127	\$ -	\$ (5,208,127)	\$ 252,174	RW
Broad River Road Widening	\$ 29,000,000	\$ 30,000,000	\$ -	\$ (1,000,000)	\$ 1,531,976	Design
Spears Creek Church Road Widening	\$ 26,600,000	\$ 20,000,000	\$ -	\$ 6,600,000	\$ 251,411	Design
Lower Richland Boulevard Widening	\$ 6,100,000	\$ 5,000,000	\$ -	\$ 1,100,000	\$ 343,090	Design
Polo Road Widening	\$ 12,800,000	\$ 10,600,000	\$ -	\$ 2,200,000	\$ 811,959	Design
Blythewood Road Area Improvements	\$ 21,000,000	\$ 13,000,000	\$ -	\$ 8,000,000	\$ 425,091.89+	Design
Total Widenings	\$ 281,760,800	\$ 281,833,378	\$ 29,297,908	\$ 29,225,330	\$ 118,526,965	
INTERSECTION IMPROVEMENTS						
Clemson Rd. & Rhame Rd./North Springs Rd.	\$ 3,500,000	\$ 4,096,203	\$ -	\$ (596,203)	\$ 3,857,479	Complete
Broad River Rd. and Rushmore Rd.	\$ 3,700,000	\$ 1,213,739	\$ -	\$ 2,486,261	\$ 1,198,504	Complete
Farrow Rd. and Pisgah Church Rd.	\$ 3,600,000	\$ 2,243,860	\$ -	\$ 1,356,140	\$ 2,068,722	Complete
North Springs Rd. and Risdon Way	\$ 1,800,000	\$ 1,936,802	\$ -	\$ (136,802)	\$ 2,034,669	Complete
Summit Pkwy and Summit Ridge Rd.	\$ 500,000	\$ 1,425,120	\$ -	\$ (925,120)	\$ 1,407,819	Complete
Kennerly Rd. & Coogler Rd./Steeple Ridge Rd.	\$ 1,900,000	\$ 2,736,144	\$ -	\$ (836,144)	\$ 2,598,629	Complete
Wilson Blvd. and Pisgah Church Rd.	\$ 3,600,000	\$ -	\$ -	\$ 3,600,000	\$ 405	Complete
Wilson Blvd. and Killian Rd.	\$ 2,600,000	\$ -	\$ -	\$ 2,600,000	\$ 405	Complete
Clemson Rd. and Sparkleberry Ln.	\$ 5,100,000	\$ 12,780,946	\$ -	\$ (7,680,946)	\$ 4,424,344	RW
Bull St. and Elmwood Ave.	\$ 2,000,000	\$ 3,798,811	\$ -	\$ (1,798,811)	\$ 847,132	RW
North Main St / Monticello Rd (constructed with N. Main Widening)	\$ -	\$ -	\$ -	\$ -	\$ -	CO
Hardscrabble & Kelly Mill Rd (constructed with Hardscrabble Widening)	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	CO
Garners Ferry Rd. and Harmon Rd.	\$ 2,600,000	\$ 1,583,878	\$ -	\$ 1,016,122	\$ 376,186	RW
North Springs Rd. and Harrington Rd.	\$ 2,000,000	\$ 1,352,631	\$ -	\$ 647,369	\$ 765,167	CO
Screaming Eagle Rd. and Percival Rd.	\$ 1,000,000	\$ 1,600,000	\$ -	\$ (600,000)	\$ 377,186	RW
Total Intersection Improvements	\$ 36,900,000	\$ 34,768,133	\$ -	\$ 2,131,867	\$ 19,956,647	
SPECIAL PROJECTS						
Riverbanks Zoo Transportation Related Projects	\$ 4,000,000	\$ 3,345,525	\$ -	\$ 654,475	\$ 3,345,525	Complete
Innovista 1 (Greene St. Phase 1)	\$ 50,000,000	\$ 18,119,764	\$ -	\$ 8,644,207	\$ 17,897,970	Complete
Innovista 2 (Greene St. Phase 2)		\$ 23,236,029	\$ -		\$ 5,128,474	CO
Innovista 3 (Williams St.)		\$ -	\$ -		\$ -	NS
Shop Road Extension Phase 1	\$ 71,800,000	\$ 35,163,888	\$ 3,476,675	\$ 13,112,788	\$ 32,446,866	Complete
Shop Road Extension Phase 2		\$ 27,000,000	\$ -		\$ 1,157,573	Design
Kelly Mill Road	\$ 4,500,000	\$ 4,500,000	\$ -	\$ -	\$ -	NS
Commerce Drive Improvements	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	NS
Neighborhood Improvement Projects	\$ 63,000,000	\$ 63,701,248	\$ 994,090	\$ 292,842	\$ 11,219,742	Various
Total Special Projects	\$ 198,300,000	\$ 180,066,454	\$ 4,470,765	\$ 22,704,311	\$ 71,196,150	
INTERCHANGE (I-20 / Broad River Road)						
	\$ 52,500,000	\$ 52,500,000	\$ -	\$ -	\$ -	NS
DIRT ROAD PAVING						
	\$ 45,000,000	\$ 45,000,000	\$ -	\$ -	\$ 22,948,805	Various
RESURFACING						
	\$ 40,000,000	\$ 41,400,000	\$ 1,400,000	\$ -	\$ 30,205,712	Various
PROGRAM (traffic studies / plans / mitigation bank)						
	\$ 1,559,844	\$ -	\$ -	\$ 1,559,844	\$ 14,135,574	-
TOTAL ROADWAY PROJECTS	\$ 656,020,644	\$ 635,567,965	\$ 35,168,674	\$ 55,621,353	\$ 276,969,854	

BIKE / PED

BIKE/PED/GREENWAY (Referendum Total = \$80.9M)	REFERENDUM	CURRENT ESTIMATE	OUTSIDE FUNDING / REIMBURSEME NTS	VARIANCE	EXPENDED TO DATE	*PHASE
GREENWAY PROJECTS						
Three Rivers Greenway Extension 1A/1B	\$ 7,902,242	\$ 7,902,242	\$ -	\$ -	\$ 7,741,723	CO
Lincoln Tunnel Greenway	\$ 892,739	\$ 1,496,947	\$ 323,680	\$ (280,528)		Complete
Gills Creek A (Lake Katherine to Congaree)	\$ 822,601	\$ 5,376,724	\$ -	\$ (4,554,123)	\$ 615,095	Design
Smith/Rocky Branch C (Rocky Branch to Harden)	\$ 362,800	\$ 2,747,621	\$ -	\$ (2,384,821)	\$ 300,585	Design
Gills Creek B (Wildcat Creek/Fort Jackson)	\$ -	\$ -	\$ -	\$ -	\$ -	Design
Smith/Rocky Branch B (Clement Rd to Colonial Dr)	\$ -	\$ -	\$ -	\$ -	\$ -	Design
Smith/Rocky Branch A (Three Rivers to Clement Rd)- Removed	\$ -	\$ -	\$ -	\$ -	\$ -	-
Gills Creek North C (Trenholm to Lake Katherine)- Removed	\$ -	\$ -	\$ -	\$ -	\$ -	-
Crane Creek A (Monticello Rd to Three Rivers)-Removed	\$ -	\$ -	\$ -	\$ -	\$ -	-
Crane Creek B (to Smith Branch)	\$ 256,000	\$ 2,796,039	\$ -	\$ (2,540,039)	\$ 124,583	Design
Columbia Mall Greenway	\$ 648,456	\$ 648,456	\$ -	\$ -	\$ 6	Design
Polo Road / Windsor Lake Boulevard Connector	\$ 398,545	\$ 490,741	\$ -	\$ (92,196)	\$ -	NS
Woodbury / Old Leesburg Connector-Removed	\$ 129,217	\$ -	\$ -	\$ 129,217	\$ -	-
Crane Creek C (Crane Forest)- Removed	\$ -	\$ -	\$ -	\$ -	\$ -	-
Dutchman Boulevard Connector- Removed	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total Greenway Projects	\$ 11,412,600	\$ 21,458,770	\$ 323,680	\$ (9,722,490)	\$ 8,781,993	
BIKEWAY PROJECTS						
	\$ 22,008,773	\$ 22,008,773	\$ -	\$ -	\$ 327,409	Various
SIDEWALK PROJECTS						
	\$ 26,926,370	\$ 26,926,370	\$ 2,794,002	\$ 2,794,002	\$ 9,081,468	Various
PEDESTRIAN IMPROVEMENT PROJECTS						
	\$ 2,836,080	\$ 1,136,080	\$ -	\$ 1,700,000	\$ 580,895	Complete
Undesignated						
	\$ 8,146,354	\$ -	\$ -	\$ 8,146,354	\$ -	-
TOTAL BIKE / PED / GREENWAY	\$ 71,330,177	\$ 71,529,994	\$ 3,117,682	\$ 2,917,866	\$ 18,771,764	

OTHER PROGRAM COSTS \$ 333,091,000 \$ 352,299,369 \$ - \$ (19,208,369) \$ 869,475

TOTAL PROGRAM \$ 1,060,441,821 \$ 1,059,397,327 \$ 38,286,356 \$ 39,330,850 \$ 296,611,093

* Approved CTIP is through 2020 and amounts listed are for approved phases of work in that time period; approval of 2017 CTIP is pending.

\$ (45,522,136)



Financial Highlights FY 2022 Month End July 2021

8% of fiscal year completed

- Net Income (Loss):
 - Excluding depreciation - Month = ~\$4.27M Actual YTD = ~\$4.27M
- Total Revenue:
 - PTD = \$6.35M Actual YTD ~ \$6.35M
 Compared to 1/12th of annual budget of ~\$46.12M; total YTD collections represent an average ~14% of annual budgeted amount
- Total Expenses (w/depreciation):
 - PTD = \$4.01M Actual YTD ~ \$4.01M
 compared to 1/12th of annual budget of ~ \$46.12M; total YTD expenditures represent an average ~ 5% of annual budgeted amount
- YTD paid to contract operator RATP Dev 7/1/2020 to reporting month: ~\$13,109,412
- Professional Contract Svcs, Marketing & Security (4203, 4361, 4509):

<ul style="list-style-type: none"> • ABLE South Carolina 3,794 • Burr Forman McNair 10,160 • Brownstone 24,017 • Chernoff Newman, LLC 1,500 • iT1 Solutions 5,500 • Natavis Harris (planner consultant) 6,065 • Nexsen Pruitt 4,000 	<ul style="list-style-type: none"> • Swiftly 1,733 • The LeFlore Group 2,820 • Security (4509) 52,232 • Marketing, Adv & Promotion (4203) 15,133 (Flock & Rally (F&R) included) <ul style="list-style-type: none"> ○ Brain Injury Assc Ad ○ Employment Ad ○ On Point Media ○ Tailor Made Sponsorship ○ Facebook Ads ○ Auntie Karen Foundation Sponsorship ○ WP Engine
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- Total collections of Penny Revenue since 2013 to present:
 - ✓ \$140,461,357 of \$300,991,000 allocation; remaining balance = \$160,529,643
 - ✓ Payments received from Richland County.
 - Billed in July 2021 – \$5,902,769.72 (pymt expected in Aug)


Central Midlands Regional Transit Authority
Condensed Statement of Financial Position
Period Ended 07/31/21

	Actual PTD 7/31/2021	Actual YTD 7/31/2021	Budget YTD FY 2022
Revenues:			
Passenger Fares/Revenue Contracts	378,183	378,183	242,043
Special (Advertising, Interest, Rental, Etc)	10,858	10,858	36,853
Admin/Misc	45	45	450
Local Revenue (The Penny)	5,965,858	5,965,858	1,523,911
Reimbursement (RTAP, UofSC, etc)	-	-	76,363
State (SCDOT)	-	-	78,357
CBDG & Hospitality	-	-	417
Federal	-	-	1,179,328
Total Revenue	\$ 6,354,944	\$ 6,354,944	\$ 3,137,722

Expenses:			
Contract Operator	1,529,466	1,529,466	1,742,011
Federal/State	167,919	167,919	1,367,283
Fuel	142,874	142,874	266,247
Administrative (includes Salaries & Benefits)	125,932	125,932	146,699
Professional Services	73,724	73,724	177,017
Utilities	24,787	24,787	30,330
Other Operating Expenses	16,971	16,971	111,520
Depreciation	264,498	264,498	-
Total Expenses	\$ 2,346,170	\$ 2,346,170	\$ 3,841,108
Net Income (Loss) From Operations + Depreciation add back:	\$ 4,273,271	\$ 4,273,271	\$ (703,385)

Cash:			
	<i>Wells Fargo</i>		
Petty Cash		170	
Operating Acct		1,585,429	
	<i>OPTUS Bank</i>		
Operating Reserve Funds	3,799,329		
Capital Reserve Funds	2,758,963	6,558,292	
	<i>Local Gov't Investment Pool</i>		
Emergency Reserve	8,563,410		
Operating Reserve	8,563,410	17,126,819	
	<i>Security Federal Bank</i>		
Operating/Sweeps Acct		4,571,709	
Total Cash		\$ 29,842,420	
Total Assets		\$ 76,430,039	
Total Liabilities		\$ 13,408,483	

M/DBE Tracking
July 1, 2020 - July 31, 2021

Month Summary (as of July 31, 2021)			Vendor Name	Service Description	The COMET Paid Vendor YTD	Amount DBE Paid YTD**	M/DBE Requirement	Percentag e of Goal Achieved
Vendors Paid - Contracts with M/DBE Goal	\$ 18,942,819.15	1	A James Global Services	Landscaping	\$ 38,450.37	\$ 38,450.37	100%	100%
# M/DBEs Paid	\$ 5,904,617.14	2	AOS Specialty	Bus Stop Amenities	\$ 1,404,863.70	\$ 1,404,863.70	100%	100%
M/DBE Goal Percentage Achieved	31.2%	3	Able South Carolina	Certification/Mobility Management	\$ 135,957.12	\$ 2,900.00	2%	2%
# Vendors with M/DBE Goal	21	4	Amerigas	Propane Fuel	\$ 530,568.22	\$ 9,360.00	2%	2%
Note: Data reviewed from The COMET's Financial Roster from July 2020-July 2021		5	Apollo Video/Luminator Tech	Bus Security Cameras	\$ 34,163.59	\$ -	10%	0%
*Payments paid by The COMET to RATP Dev thru June 2021		6	B & C Associates	Janitorial	\$ 47,006.50	\$ 47,006.50	100%	100%
		7	Brownstone Construction Group (MBE)	Architectural & Engineering	\$ 386,901.35	\$ 358,058.85	2%	93%
		8	Burr Furman McNair	Legal Services	\$ 388,432.00	\$ 73,730.00	2%	19%
		9	Capital Building Services	Janitorial/Landscaping	\$ 116,854.61	\$ 116,854.61	100%	100%
		10	Chernoff Newman	PR/Website	\$ 55,418.75	\$ 4,050.00	2%	7%
		11	CR Jackson Inc	Parking Lot Repair	\$ 644,178.30	\$ 73,340.00	5%	11%
		12	Flock and Rally	Marketing	\$ 336,364.50	\$ 336,364.50	100%	100%
		13	IT1 Solutions	IT	\$ 115,501.00	\$ -	2%	0%
		14	New Age Protection	Security	\$ 261,933.80	\$ 261,933.80	100%	100%
		15	RATP Dev*	Fixed Route/Paratransit Oper	\$ 11,802,128.52	\$ 2,991,211.99	20.06%	25%
		16	RLS & Associates	Safety Plan	\$ 8,316.56	\$ 8,316.56	100%	100%
		17	Strategic Mapping	ITS	\$ 1,703,422.00	\$ 91,950.00	7%	5%
		18	The LeFlore Group	Procurement Assist	\$ 22,415.34	\$ 22,415.34	100%	100%
		19	Tolar Manufacturing	Bus Shelters	\$ 532,158.00	\$ 11,948.00	2%	2%
		20	Transit Mgmt Oversight & Solutions	Triennial Review Prep	\$ 17,014.92	\$ 17,014.92	100%	100%
		21	Walker White	HVAC Replacement	\$ 360,770.00	\$ 34,848.00	12%	10%
		Total Payments			\$ 18,942,819.15	\$ 5,904,617.14	25%	31.2%



TO: Transportation Penny Advisory Committee, et al

FROM: Natavis Eric Harris, Planning & Development Specialist

CC: LeRoy DesChamps, Interim Executive Director

DATE: September 24, 2021

SUBJECT: The COMET – Planning Activities Update

Over the past couple of months, The COMET has focused its planning efforts on adjusting to the “New Normal” of transit. The following planning activities from 08/30/2021 through 09/27/2021 are listed below:

- Completed OpSTATS Report
- Started QA checking Service Route Analysis for public distribution
- Coordinated with UofSC for budget revisions
- Met with Coalition of Downtown Neighborhoods
- Revisited Swiftly Training Module
- Continued the schedule auditing process with Swiftly
- Interviewed with Chatham Area Transit to provide feedback on Uber & Lyft services
- Met with Thomas Kowalski from Urban Transport Associates to discuss training plans and staff system access
- Conducted site plan reviews
- Continued work to install advertisement benches throughout service area
- Continued verifying turn-by-turns in Remix with Strategic Mapping Dispatch Portal
- Sent draft of LEP signage for areas with high concentrations of LEP individuals
- Verified UofSC schedules to ensure that internal and public facing schedules match

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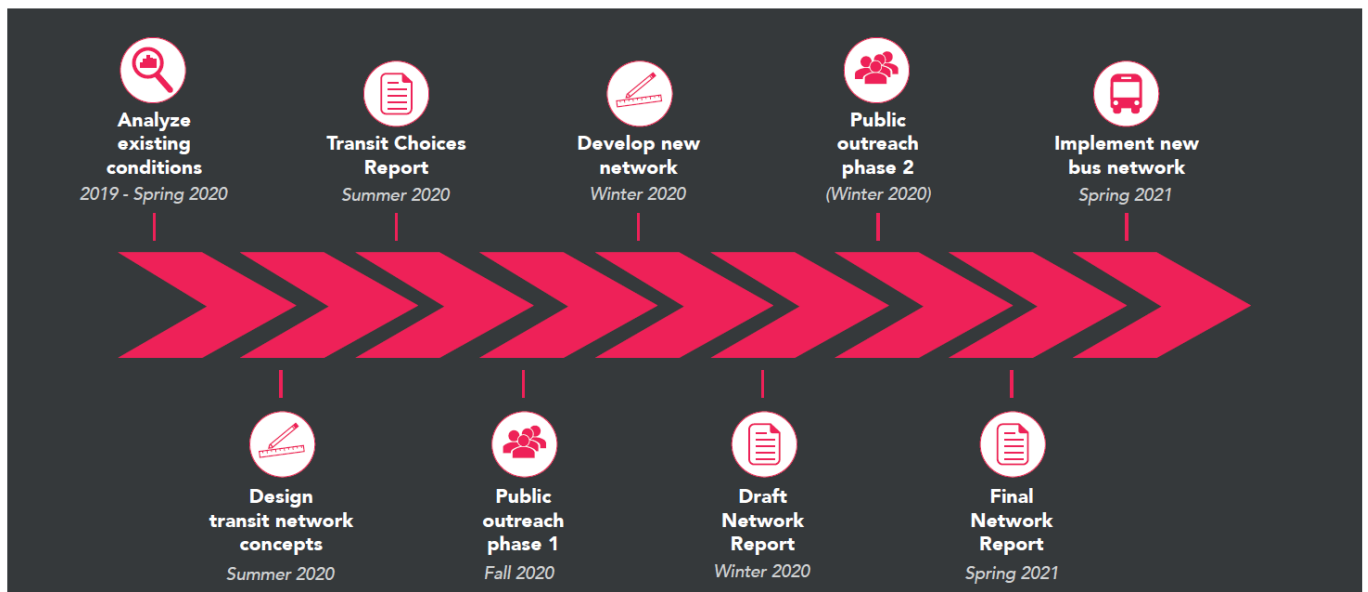
Ridership Report

July		2020		2021			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
Systemwide totals	All Boardings Total	164,857		116,388				
	Fixed-Route Total	158,571	7.6	110,148	8.2	\$ 6.93	13.6%	-48,423 0.6
	Weekday Service	129,619	9.1	88,732	8.5	\$ 6.66	14.1%	-40,887 -0.6
	Saturday Service	15,932	7.5	13,748	9.0	\$ 6.24	14.9%	-2,184 1.5
	Sunday Service	13,020	6.3	7,668	5.3	\$ 11.30	8.8%	-5,352 -0.9
	Flex Route	1,061	2.9	901	2.5	\$ 25.75	4.1%	-160 -0.4
	DART	2,662	1.7	5,096	3.2	\$ 21.47	24.8%	2,434 1.5

Reimagine The COMET

- The COMET officially launched the Reimagine The COMET planning effort on July 6, 2020 where local planners and staff representatives discussed community needs for transit. Elected officials were welcomed to join a daily 4 p.m. call to provide any additional feedback.
 - Using the project timeline listed below, The COMET is in the final stages of the public outreach phase. The Reimagine The COMET website was released to the public on September 1, 2020.
 - JWA is in the process of receiving input from the Board of Directors.
 - The board voted to design service to support 60% ridership and 40% coverage.
 - The COMET is now preparing to meet with City of Columbia to discuss next steps and how to incorporate Lucius & River SuperStop.
 - Online survey remains open to the public for feedback until further notice.

Project Timeline



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WORK COMPLETED THIS PERIOD:

- Site Designs, Status Reports, Effort Review, and Project Management
- Designing and permitting priority bench sites as designated by COMET.
- Bi-Weekly Meeting with Eric Harris/Blake Gibbons to discuss new work requests and review pending questions needing COMET input

WORK IN PROGRESS:

- AOS has the following stops under construction (13): Stop #1186 Assembly Flora SB(under legal review), Stop #772 Beltline Withers SB (awaiting amenities order), Stop #1292 Garners Atlas EB(awaiting amenities order), Stop #349 Gervais Oak WB(awaiting amenities order), Stop #409 Two Notch Polo NB(awaiting amenities order), Stop #410 Two Notch Evergreen NB(awaiting amenities order), Stop #752 Laurel Henderson WB(awaiting amenities order), Stop #1038 Forest Lakeshore WB(awaiting amenities order), Stop #1095 Harden Gervais SB(awaiting amenities order), Stop #1561 Parklane Two Notch NB(awaiting amenities order), Stop #324 Wilkes Main NB (awaiting amenities order), Stop #7616 Fort Jackson Gate 2 (awaiting amenities order), Stop #1236 VA Hospital (awaiting amenities order)

UNRESOLVED ISSUES:

- Stop 1224 Main Confederate SB – Property owner is installing fence that will cause the removal of a bench that property owner previously placed for use by COMET passengers. Property owner is requesting COMET to provide bench at this location.

PENDING ITEMS REQUIRING CLIENT ACTION:

- Shelter and bench inventory is needed for 13 sites to be completed

For information regarding this staff report, please contact Eric Harris at (803) 255-7137 or email nharris@thecometsc.gov.

Natavis Eric Harris



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Service Route Analysis

08|25|2021

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Page TBA	Service Route Profiles

***Page numbers are removed for Board Packet formatting.**



DATE: August 20, 2021 AGENDA ITEM # _____

TO: Central Midlands Regional Transit Authority Board of Directors

FROM: LeRoy DesChamps, Interim Executive Director

SUBJECT: Service Route Analysis FY 2021

Requested Action: Staff recommends that the Service Committee review The COMET's Service Analysis.

Background and Summary: The Service Route Analysis was created in an effort to become more aligned with the interest of the community. Trying to determine whether to focus more on coverage area or ridership is often the challenge many transit agencies have to face, but through this report, the Service Committee will have an opportunity to find the balance between the two concepts.

The attached report observes service routes provided by the COMET in from FY 2019 through FY 2021. All data provided was delineated into a route profile where it was reviewed through performance indicators and compared to annual data.

Information within the Service Route Analysis will be modified as needed. Because the report is focused on performance, the data is presented by fiscal year (FY).

The COMET Service Route Analysis is made up of elements required by NTD that includes:

- Yearly Ridership Data
- Rural Route Data
- Revenue Hours
- Revenue Miles

Staff is presenting the draft Route Analysis for Service Committee's review. This report will help guide The COMET through its long-range plan, "Reimagine The COMET" and shall be updated yearly and presented to the board.

Fiscal Impacts: None.

Legal Counsel Review: None.

Recommended Motion: That the Board of Directors finalize approval of the 60% ridership and 40% coverage concept recommended from the "Reimagine the COMET" Choices Report.

Board Members:

Attachments: The COMET Service Route Analysis.

For information regarding this staff report, please contact Natavis Eric Harris, Planning & Development Contractor at (404) 664-7994 or email nharris@thecometssc.gov, or LeRoy DesChamps, Interim Executive Director at (803) 255-7081 or email ldeschamps@thecometssc.gov.

Approved for Submission,



LeRoy DesChamps, Interim Executive Director

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System Performance Summary Analysis

System Performance Summary for FY 2019 – 2021

This report provides a detailed analysis of service routes provided by The COMET from FY 2019 to FY 2021. The results from this data will be used to modify services to better support the needs of the community.

There are three primary performance indicators used in this report:

Ridership – The number of passengers that enter a transit vehicle during service hours.

Service Route Rankings – This is a true efficiency analysis aggregated by population within a 3/4 mile radius of a service route divided by average fiscal year ridership. The higher the number, the more efficient the route. The lower the number, the least efficient the route. This data metric should be used with caution for routes exclusively serving a central business district.

Boardings Per Hour – The average number of riders boarding a given transit bus within one hour of service. This data will provide insight of the hourly load that each route is carrying. Due to the elasticity of this performance measurement, this should not justify the removal of a route, but changes in the frequency or times of a route.

Ridership Trends

In FY 2021, 23% of service routes increased in ridership. Through the analysis, it was found that a surge in weekday ridership is merely associated to overall service performance. In other words, there was 20% of service routes with an increase in weekday ridership. As for Weekend service level, both Saturday & Sunday services increased by 40%. Despite the improvement, the entire system has not mirrored the same performance. 77% percent of all service routes are down in ridership, with limited growth throughout rural areas; route 97 (Batesburg-Leesville) remains the anomaly.

Considering some routes returned to service at various parts of the year, the pandemic analysis, delineated by service tiers, shows ridership trends from January 2020 to June 2021. In the 3/4th mile radius from a fixed route, COMET Central to Broad River/Harbison corridor are shown to be the most highly concentrated areas in ridership improvement. This is further shown in other urbanized areas such as Two Notch, Sandhills, North Main, and parts of West Columbia.

To date, The COMET has mitigated some of the service impacts by planning around Reimagine The COMET, long-range plan. It was recommended by the Board of Directors to implement a system revamp with interest of 60% of service to be ridership incentivized and the remaining 40% catering to coverage opportunities. This effort would help to reduce service cost, which was one of the objectives of last years' Service Route Analysis and design a system dedicated to modern community needs.

In FY 2021 the following activities were completed:

- **1st Quarter (July 2020 - September 2020)**
 - RATPDEV was named operations contractor
 - Start of agreement to operate UofSC service routes
 - Welcomed Strategic Mapping as new AVL system
- **2nd Quarter (October 2020 - December 2020)**
 - Held public meetings for service changes
 - Aligned service plans with Reimagine The COMET
 - Explored on-demand service opportunities in low performing areas
 - Verified data from automatic passenger counters (APC) to meet federal regulations and to encourage a seamless integration with Strategic Mapping
 - Conducted traffic analysis for Lucius & River SuperStop
- **3rd Quarter (January 2021 - March 2021)**
 - Experienced reduction in bus operators
 - Revested plans to implement microtransit in Irmo, Pontiac and Lake Carolina
 - Finalized plans for Lucius & River SuperStop service redesign
 - Completed public meetings for Reimagine The COMET
- **4th Quarter (April 2021 - June 2021)**
 - Implemented service changes by part of FY20 Service Route Analysis
 - Started OTP improvement process and continued software integration with Trillium, Remix, Solutions for Transit, and Strategic Mapping

FY 2022 Performance Outlook

Aggressive prediction: 40% increase in ridership contingent upon the implementation of Reimagine The COMET, increased service reliability, marketing, and COVID-19 restrictions.

Moderate prediction: 30% increase in ridership contingent upon the implementation of Reimagine The COMET and extent of COVID-19 restrictions.

Low prediction: 20% increase in ridership contingent upon COVID-19 restrictions.



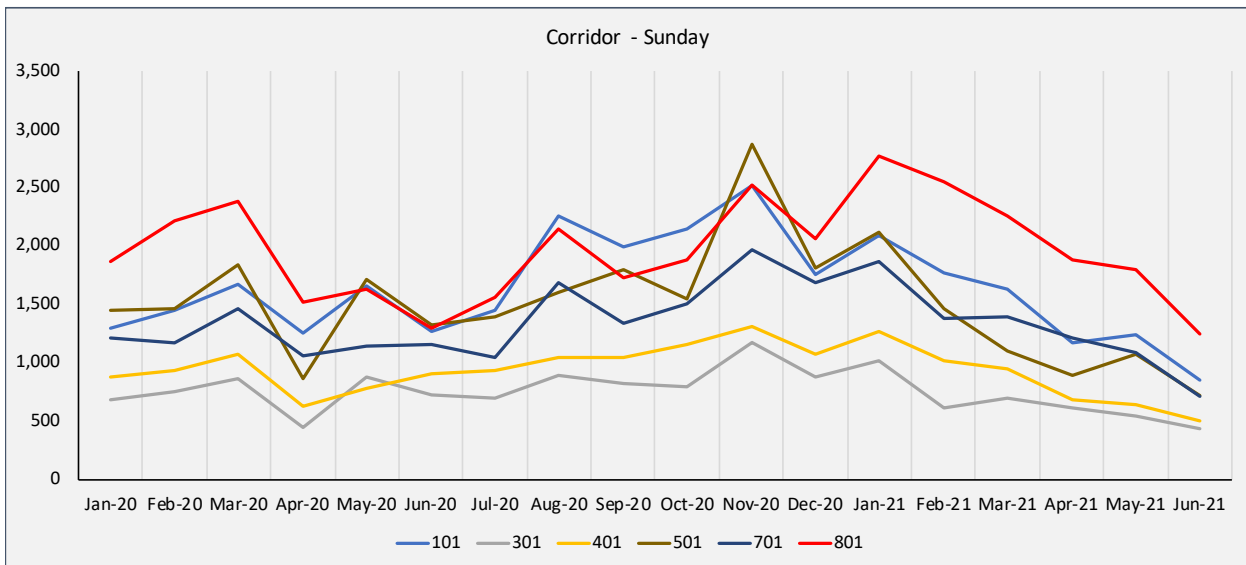
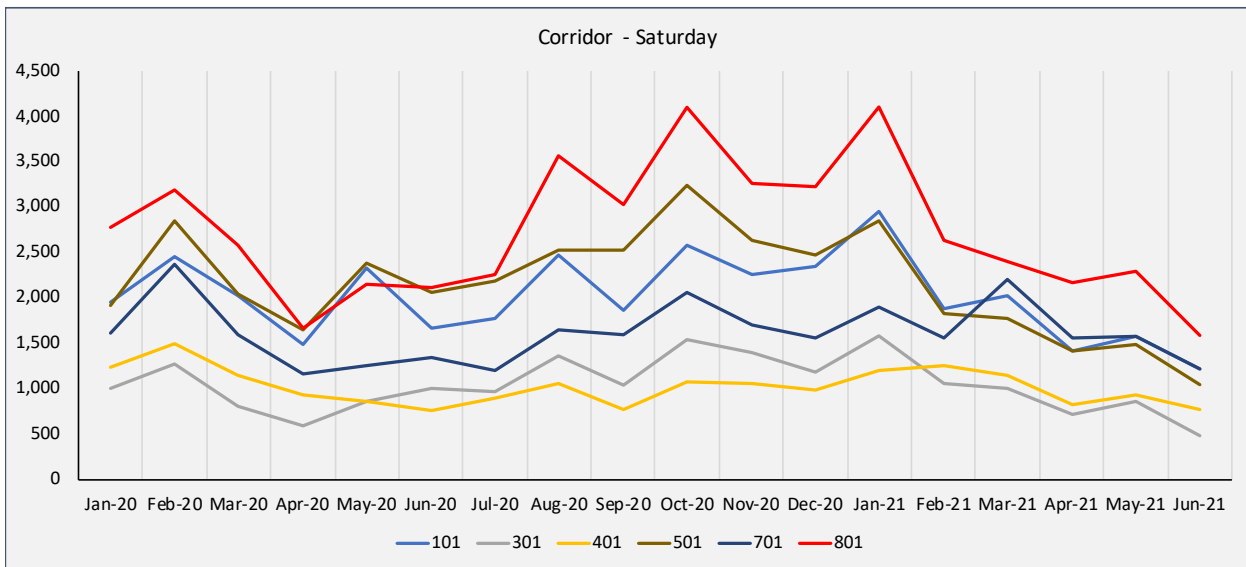
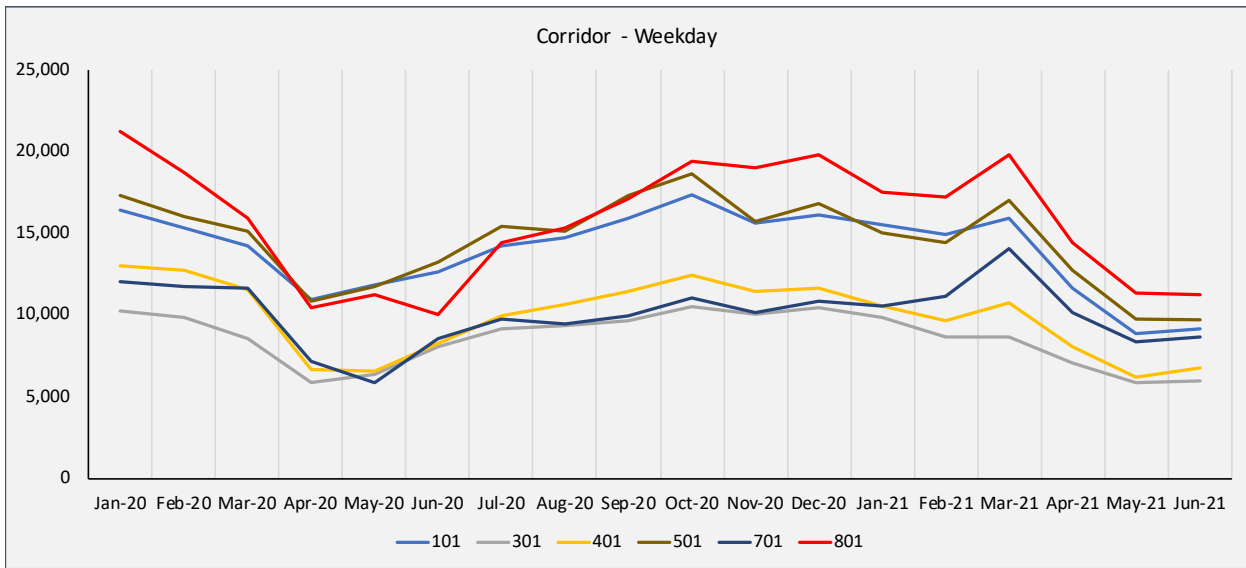
Service Route Rankings

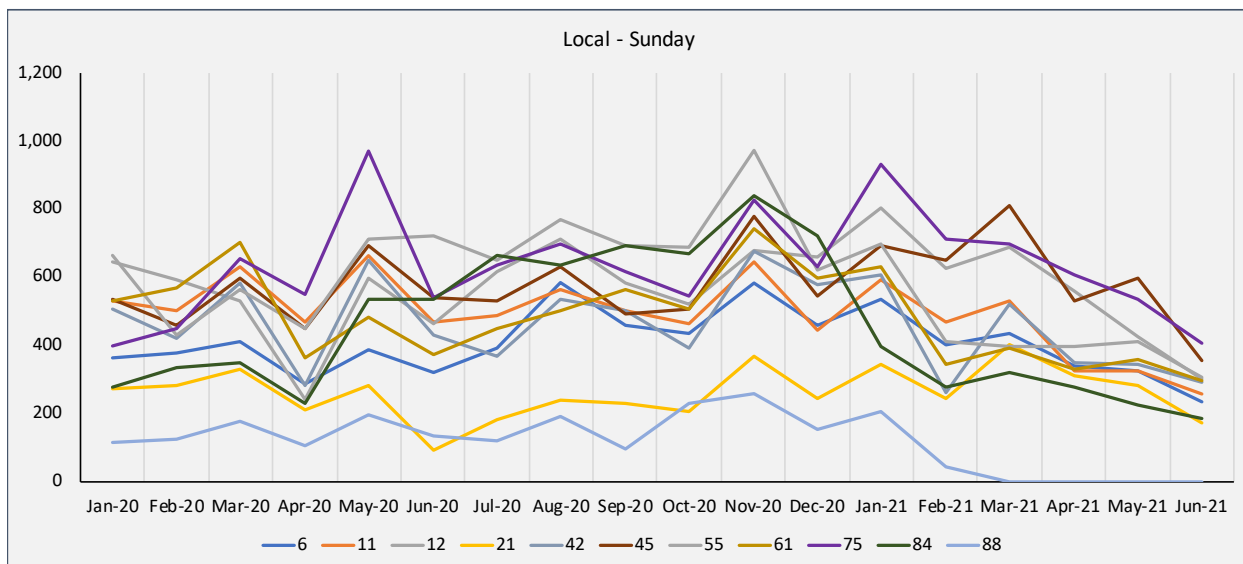
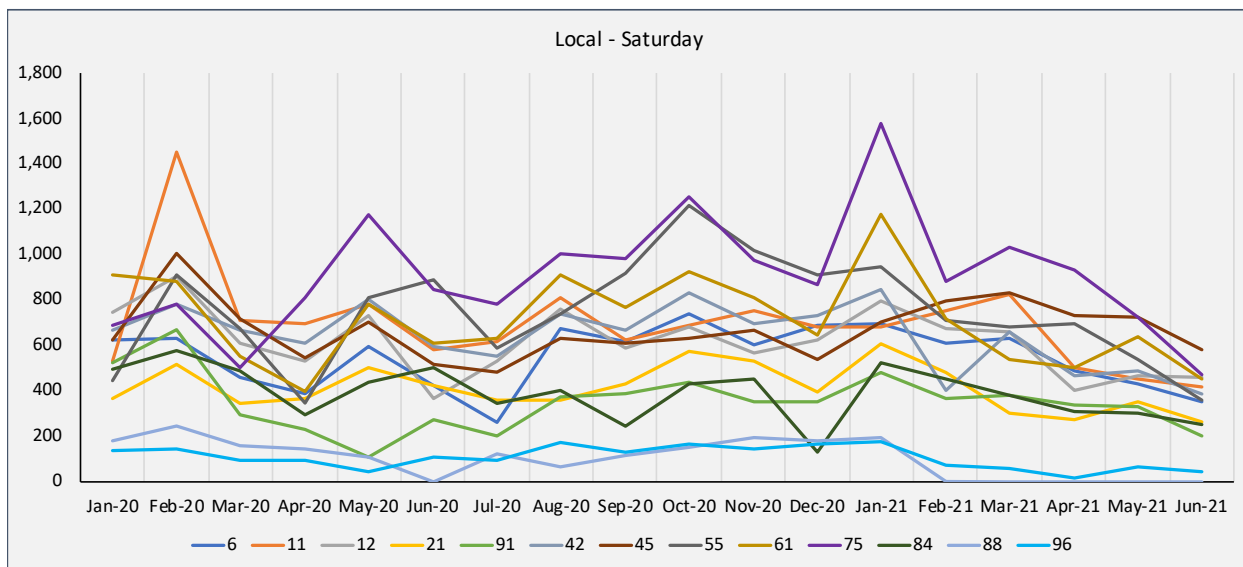
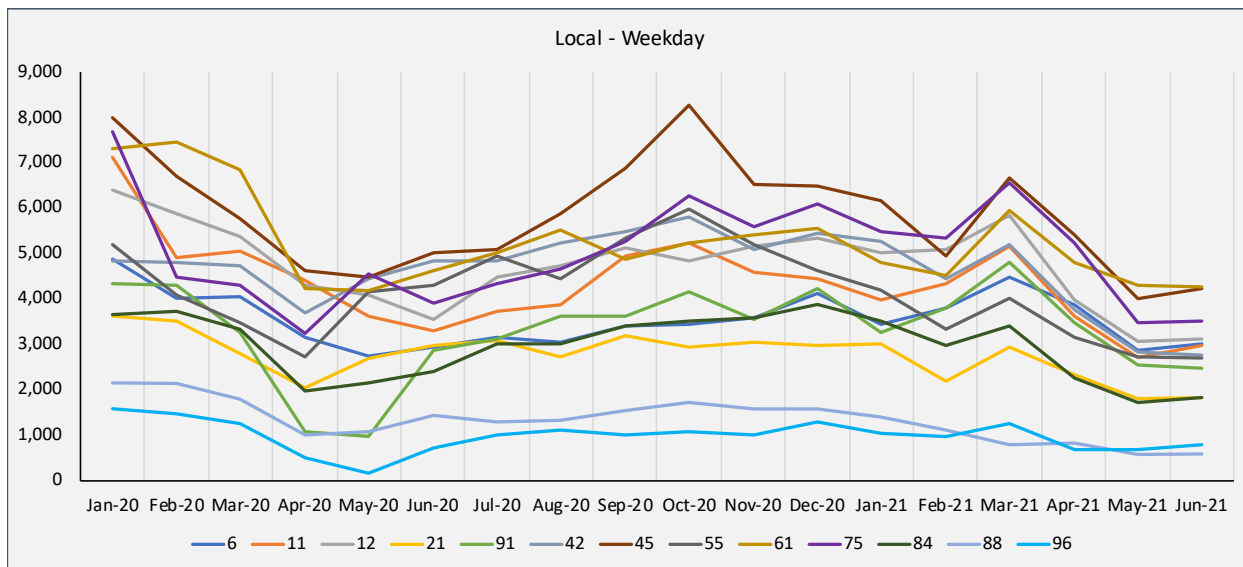
Rankings	Service Routes	Population 3 Quarters of Mile	Percentage of Population Served
1st	101 North Main	19,914	2.96%
2nd	501 Two Notch	29,878	2.04%
3rd	801 Broad River	38,571	1.82%
4th	701 Forest	26,925	1.64%
5th	401 Devine	29,515	1.33%
6th	301 Farrow	28,669	1.22%
7th	45 Leesburg-Hazelwood	19,643	1.19%
8th	75 Decker / Parkland	24,636	0.90%
9th	12 Edgewood	22,710	0.85%
10th	6 Eau Claire	17,807	0.84%
11th	84 Dutch Square	15,515	0.82%
12th	61 Shop	25,260	0.81%
13th	11 Fairfield	21,460	0.80%
14th	32 North Main / Hardscrabble	17,044	0.57%
15th	42 Millwood	37,622	0.50%
16th	55 Sandhills	36,973	0.50%
17th	91 Springdale / Cayce	31,737	0.41%
18th	83L St Andrews Local	35,595	0.36%
19th	21 Rosewood	34,585	0.32%
20th	1 Soda Cap Connector	18,232	0.32%
21st	4 Soda Cap Connector Orbit	15,335	0.18%
22nd	31 Denny Terrace ReFlex	17,224	0.15%
23rd	77 Polo	26,130	0.14%
24th	96L West Columbia / Cayce	35,887	0.10%
25th	47 Eastover / Gadsden ReFlex	18,006	0.10%
26th	92X 12th Street Extension Express	27,743	0.09%
27th	88 Beltline Crosstown	63,844	0.07%
28th	22 Harden	33,218	0.04%
29th	57L Killian / Clemson Local	23,982	0.04%
31st	76 Fort Jackson	18,356	0.01%
32nd	93X I-26 Express	39,579	0.00%
33rd	44X Lower Richland Express	51,889	0.00%

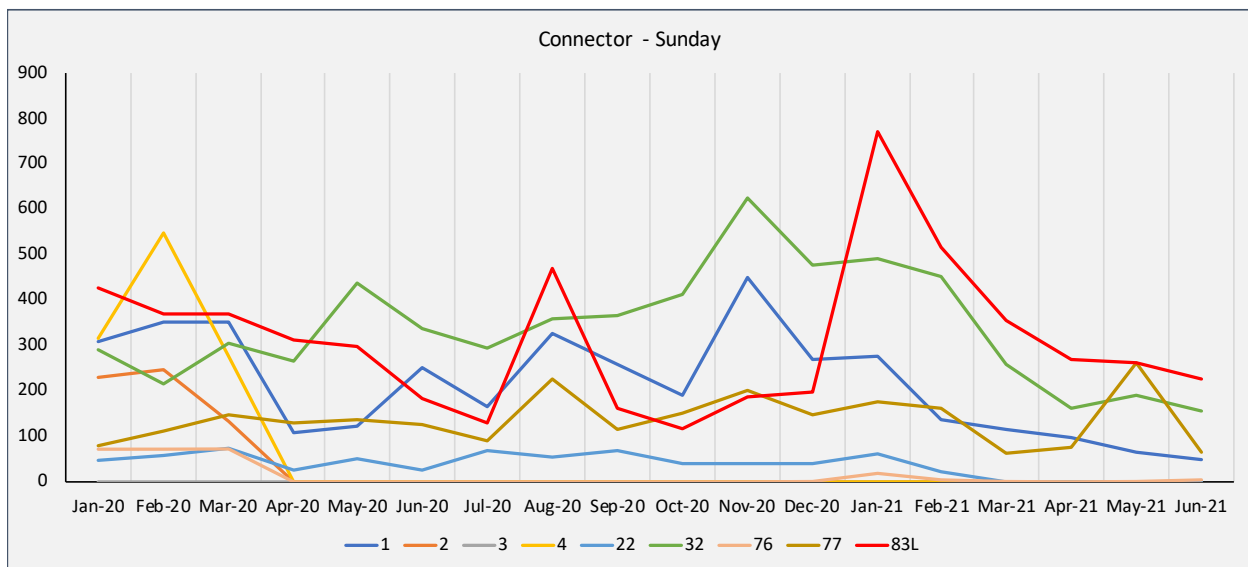
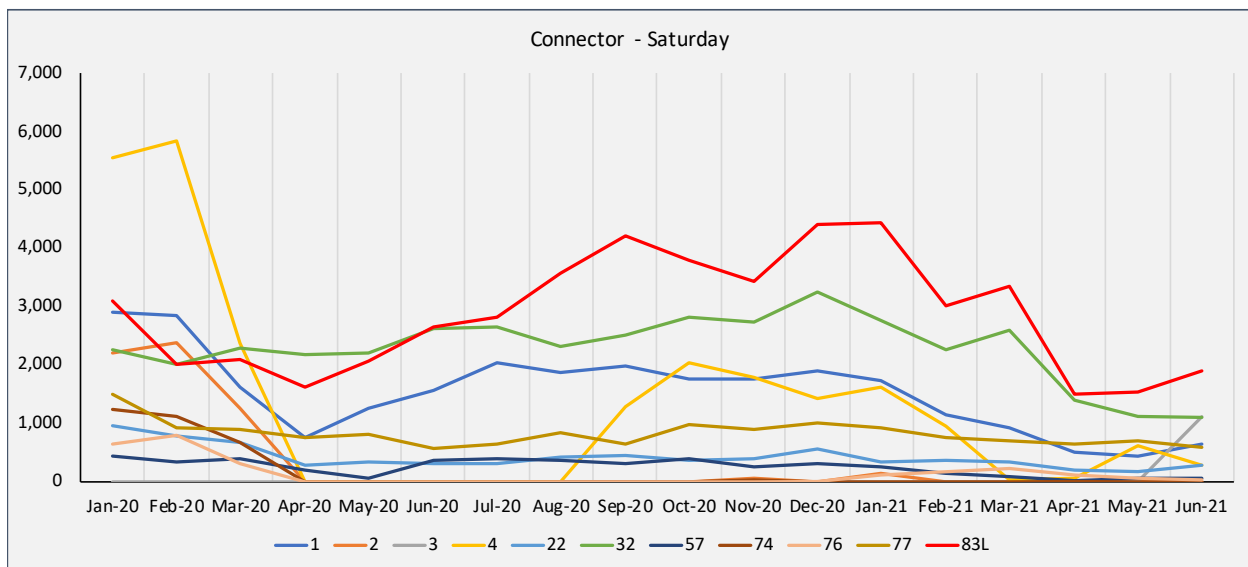
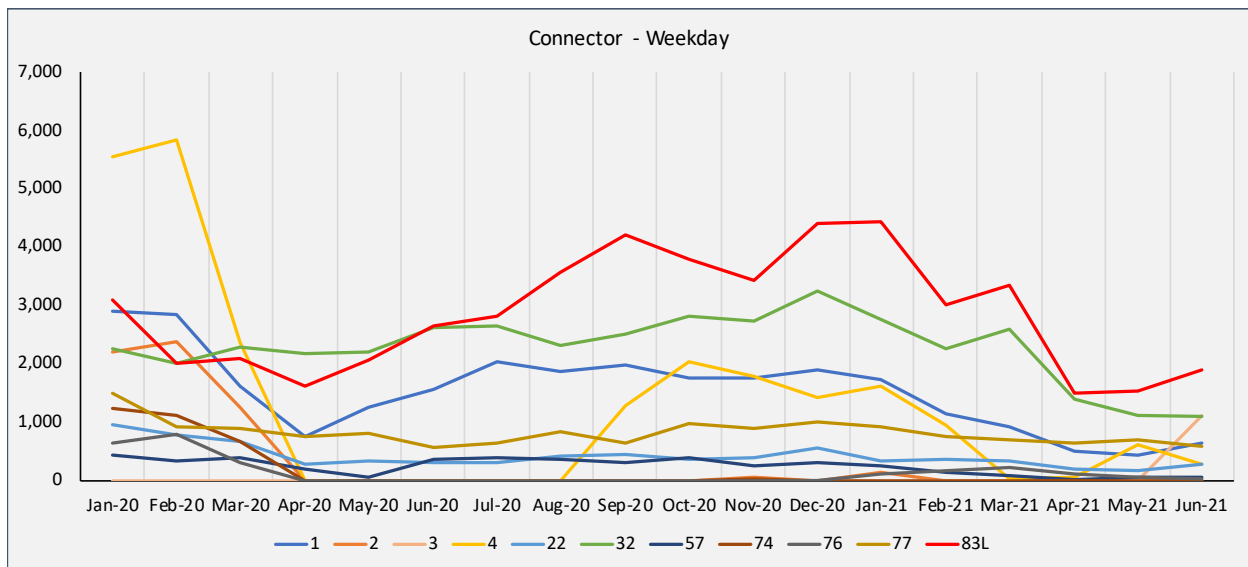


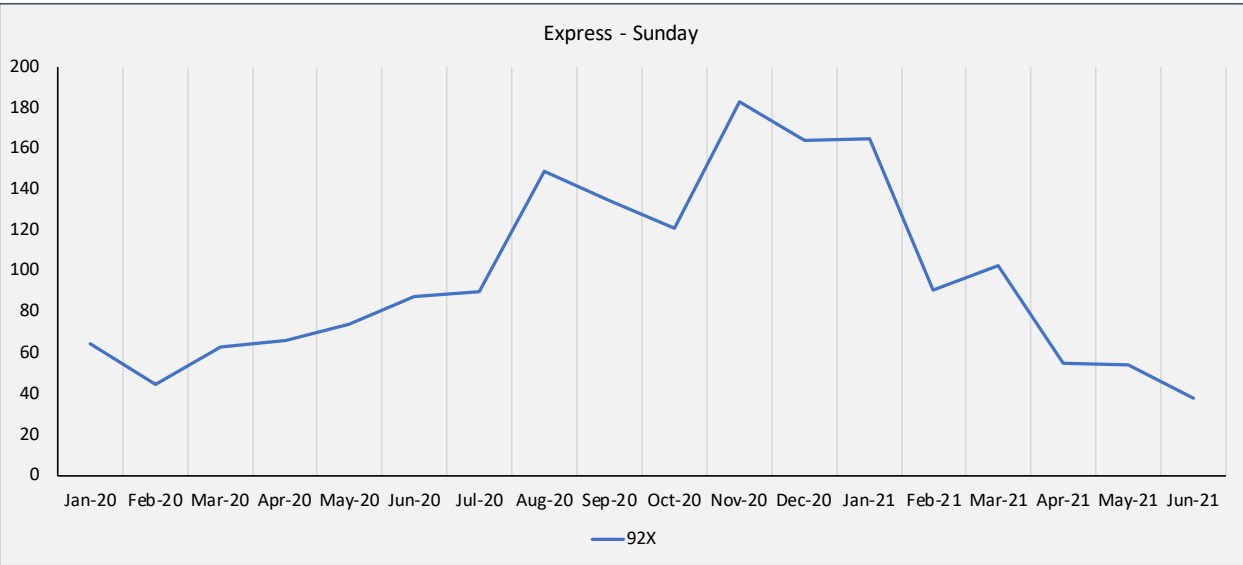
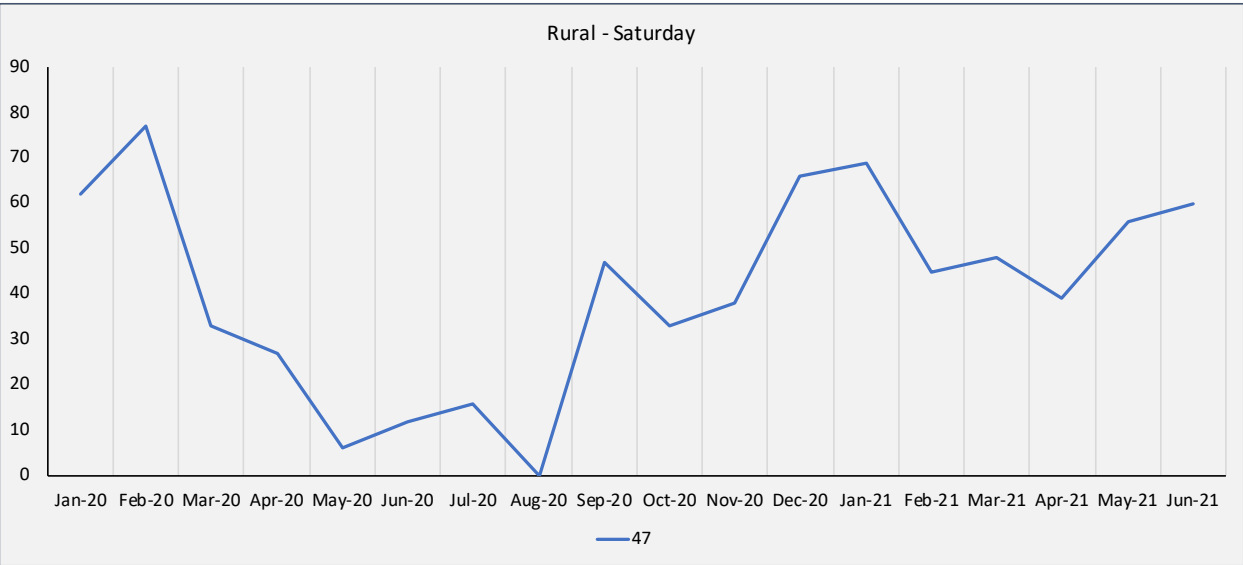
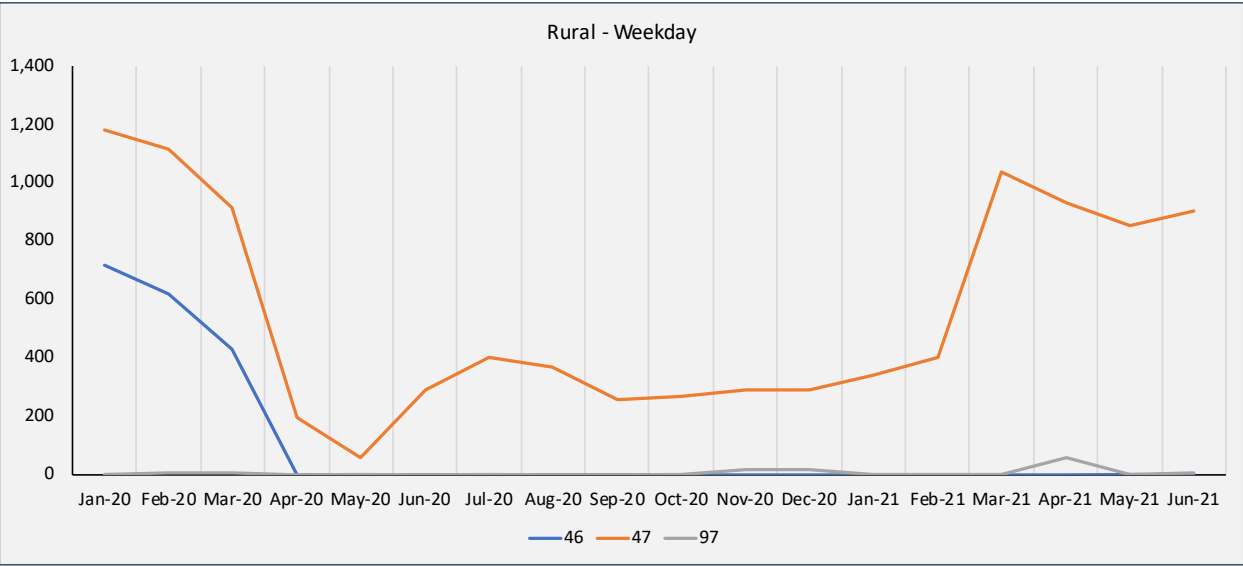
Pandemic

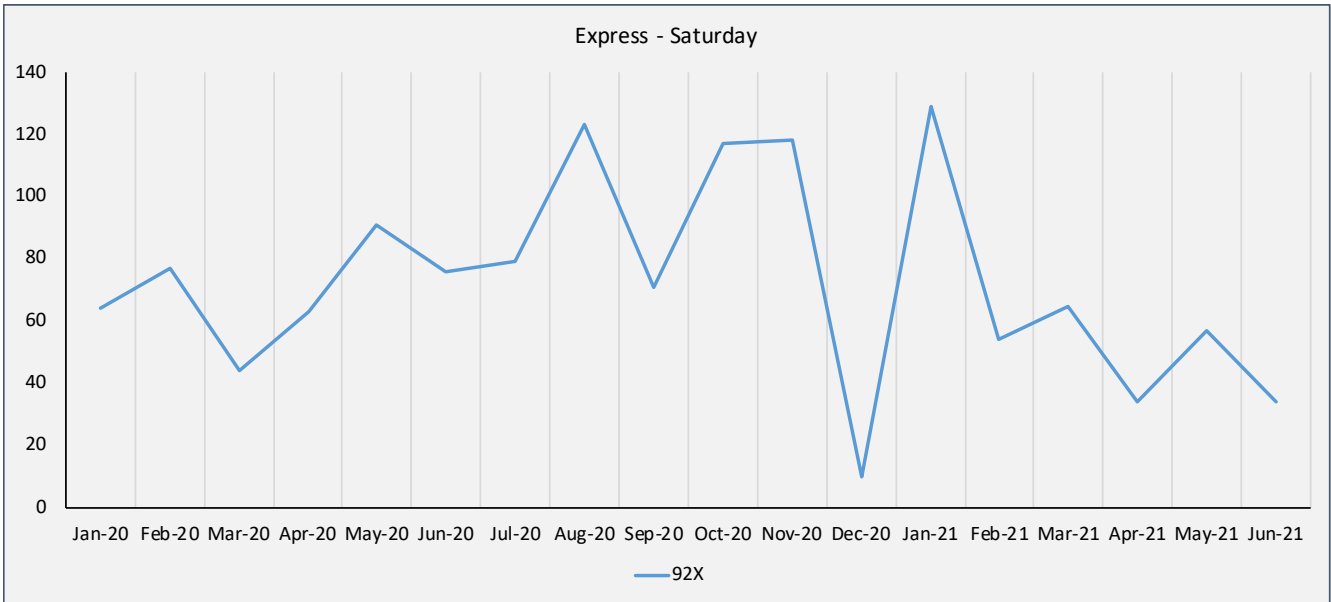
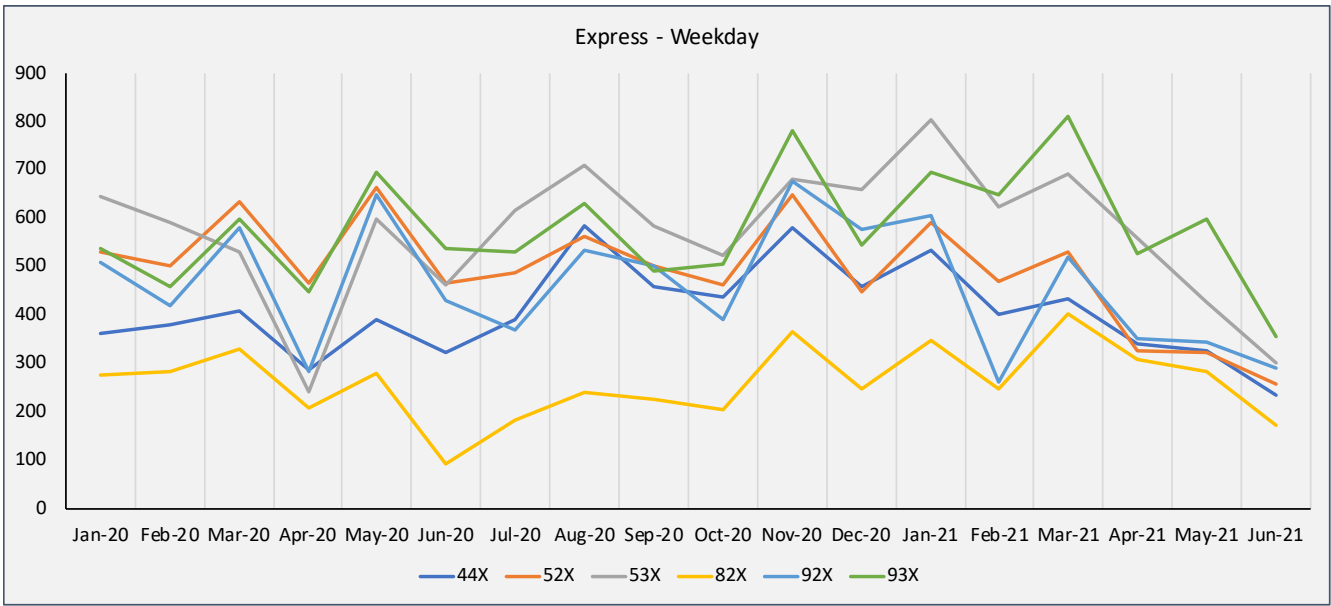
Ridership Trends

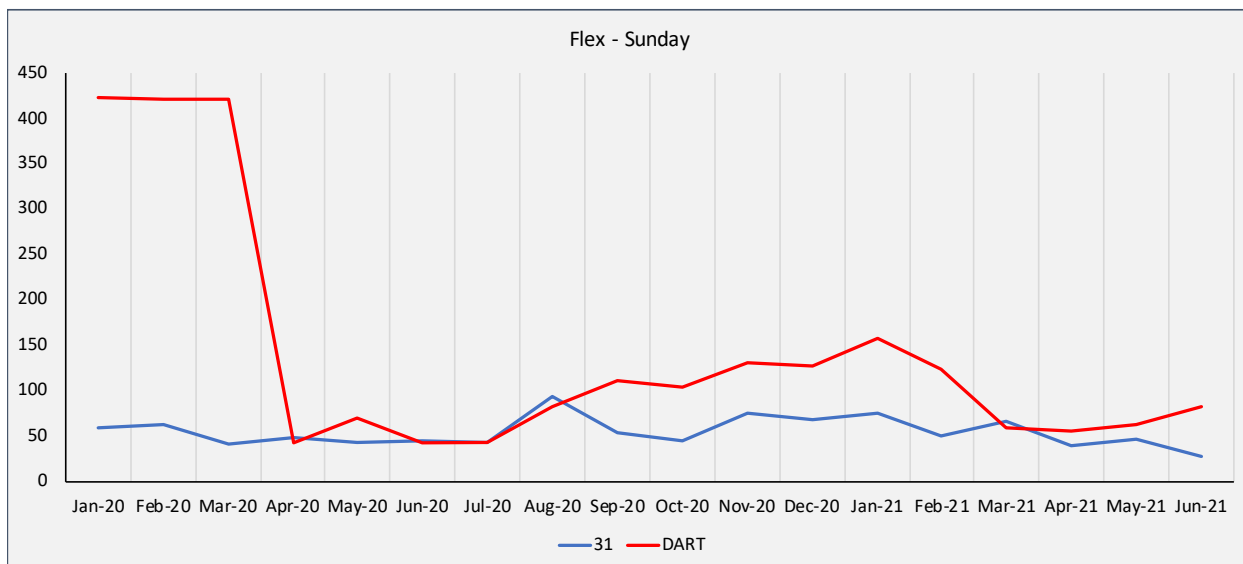
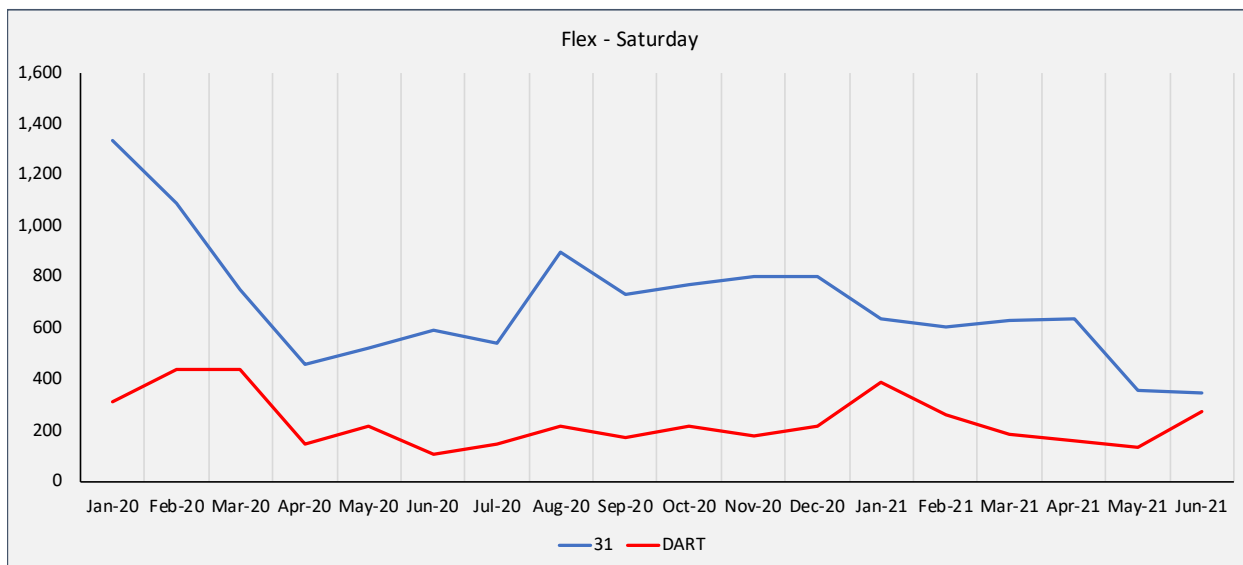
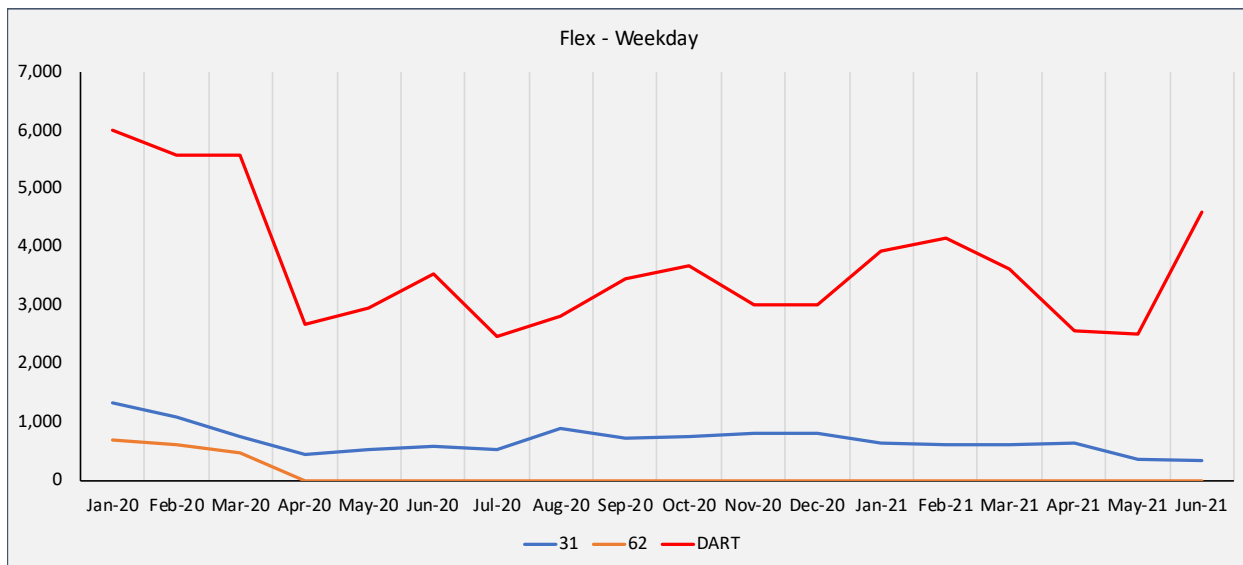


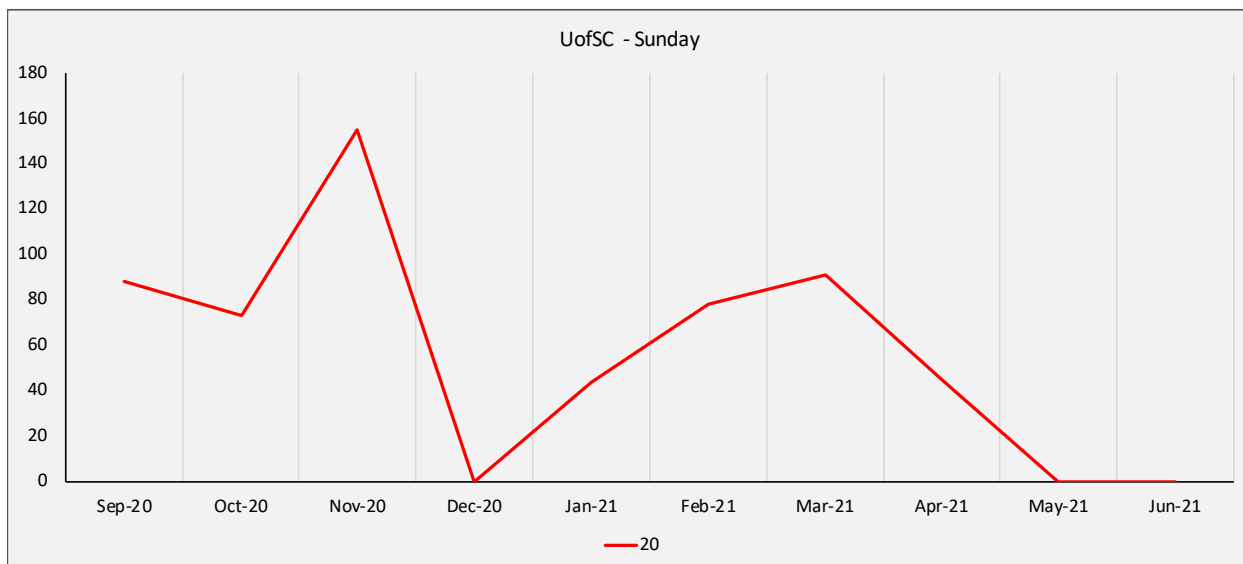
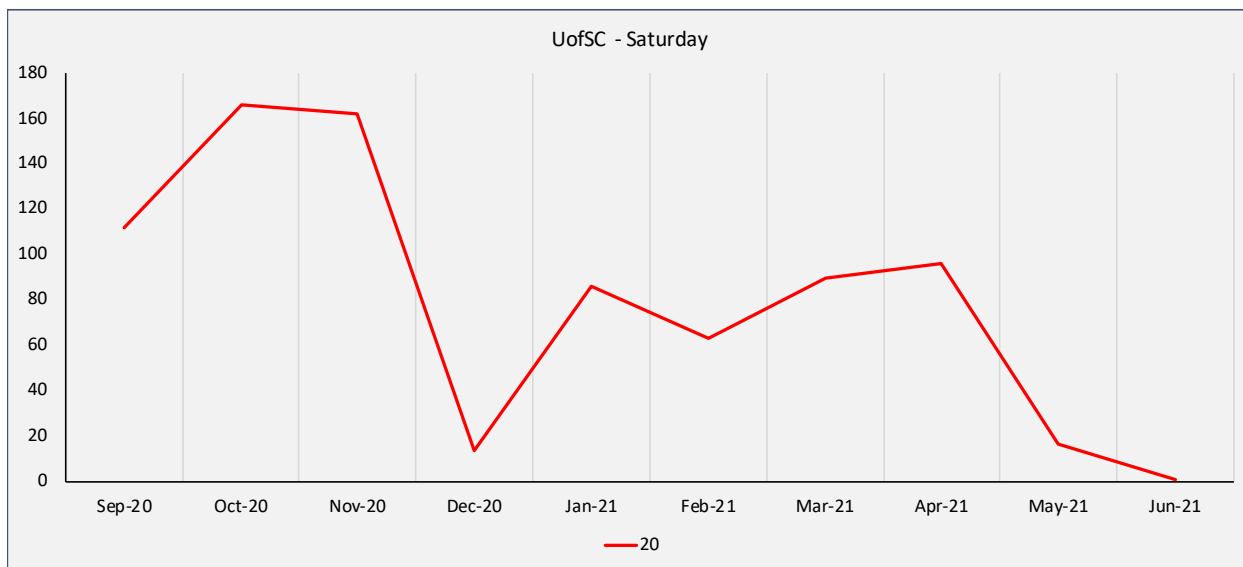
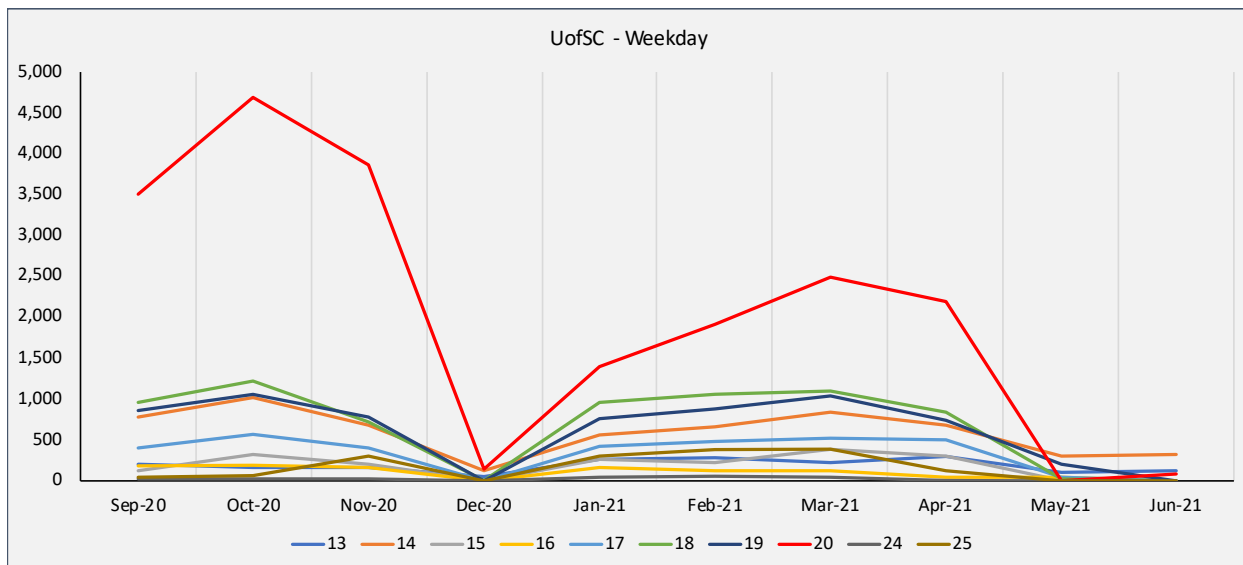














Performance Metrics

Weekly																							
Route	Type	Boardings	Total Hours	Revenue Miles	Revenue Hours	Deadhead Hours	Deadhead Miles	Revenue Miles Total	Deadhead Miles Total	Fare Revenue Collected	Operating Days	Operational Cost for Route	Passengers per Rev Veh Hr	Avg Passengers per Day	Avg Fare per Passenger	Passenger Cost Per MPH							
1	Fixed	16,842	2,104	22,978	2,011	97	93	4	20,903	1,011	2,075	1,194	100	9	\$189.49	\$11.94	\$113,865.77	0.81	67.10	\$0.07	\$8.12	\$6.76	10.4
2	Fixed	1,290	272	2,106	264	12	8	0	1,902	86	204	9	22	3	\$199.49	\$2.25	\$14,720.64	0.68	58.64	\$0.15	\$6.32	\$11.41	7.2
3	Fixed	3,022	268	3,484	266	13	2	0	3,428	156	56	56	43	3	\$2,215.74	\$6.32	\$14,504.16	0.88	70.28	\$0.73	\$53.96	\$4.80	12.9
4	Fixed	10,080	1,619	12,589	1,567	83	52	3	11,505	611	1,084	58	167	47	\$162.15	\$4.37	\$87,655.43	1.01	60.36	\$0.02	\$9.30	\$8.69	7.3
6	Fixed	42,326	3,277	43,085	3,241	155	39	2	42,037	2,014	1,048	50	251	103	\$6,371.87	\$2.51	\$177,389.10	1.01	168.63	\$0.15	\$40.40	\$4.19	13.0
7	Fixed	10,802	402	4,998	365	17	37	2	4,343	201	655	33	32	10	\$2,421.40	\$0.75	\$21,740.00	2.49	104.87	\$0.21	\$16.49	\$2.01	11.9
11	Fixed	46,719	4,927	64,228	4,772	229	156	8	60,826	2,926	3,547	172	251	251	\$3,657.73	\$1.12	\$266,675.76	0.77	186.13	\$0.08	\$13.17	\$5.71	12.7
12	Fixed	52,263	3,658	48,366	3,514	169	143	7	46,607	2,200	2,759	133	251	251	\$3,796.96	\$1.25	\$197,970.42	1.15	208.22	\$0.07	\$18.94	\$3.79	13.0
13	Fixed	1,753	1,897	14,743	1,784	87	113	5	12,673	619	2,070	101	185	185	\$102,642.37	\$1.97	\$102,642.37	0.14	9.48	\$0.00	\$0.85	\$58.55	7.1
14	Fixed	5,652	1,867	12,357	1,768	86	98	5	10,344	503	2,013	98	185	185	\$101,033.38	\$0.98	\$101,033.38	0.55	30.55	\$0.00	\$2.81	\$17.88	5.9
15	Fixed	1,835	1,442	11,227	1,374	79	68	4	9,586	528	2,773	154	147	147	\$78,016.14	\$0.15	\$78,016.14	0.19	12.48	\$0.00	\$0.66	\$42.52	7.0
16	Fixed	1,039	600	5,689	547	29	60	3	4,321	225	1,374	72	147	147	\$32,474.16	\$0.24	\$32,474.16	0.24	7.07	\$0.00	\$0.76	\$31.26	7.9
17	Fixed	3,378	1,392	12,154	1,310	75	80	5	10,301	580	1,853	103	147	147	\$75,307.98	\$0.33	\$75,307.98	0.33	22.98	\$0.00	\$1.82	\$22.29	7.9
18	Fixed	6,646	2,438	20,860	2,306	126	131	7	18,109	975	2,779	148	169	169	\$131,949.97	\$0.37	\$131,949.97	0.37	39.33	\$0.00	\$2.39	\$19.85	7.9
19	Fixed	8,144	2,499	23,471	2,362	131	139	8	20,650	1,097	2,806	154	169	169	\$87,486.86	\$0.49	\$87,486.86	0.39	48.19	\$0.11	\$2.90	\$16.61	8.7
20	Fixed	20,486	3,594	31,584	3,420	166	173	8	27,808	1,349	3,478	168	207	207	\$194,501.33	\$0.74	\$194,501.33	0.74	98.97	\$0.01	\$5.89	\$9.49	8.1
21	Fixed	30,301	3,124	39,334	2,963	143	161	8	36,850	1,729	3,483	169	229	229	\$1,724.86	\$1.72	\$1,724.86	0.85	132.32	\$0.06	\$8.70	\$5.58	12.1
22	Fixed	3,948	1,143	14,764	1,082	53	62	3	13,505	658	1,259	61	229	229	\$215.38	\$1.25	\$215.38	0.29	17.24	\$0.05	\$3.14	\$15.67	12.5
23	Fixed																						
24	Fixed	576	928	9,879	848	45	79	4	8,787	454	1,092	56	169	169	\$291.76	\$1.26	\$291.76	0.07	3.41	\$0.51	\$0.53	\$87.17	10.4
25	Fixed	2,690	1,051	11,894	979	52	69	4	10,582	549	1,325	69	169	169	\$69,297.28	\$1.69	\$69,297.28	0.25	15.92	\$0.26	\$2.03	\$21.15	10.8
31	Flex	9,382	1,955	29,128	1,756	84	198	10	25,578	1,226	3,557	171	231	231	\$2,659.74	\$1.71	\$2,659.74	0.37	40.61	\$0.28	\$2.64	\$9.67	14.6
32	Fixed	26,492	3,452	55,579	3,221	155	229	11	50,795	2,428	4,383	212	251	251	\$1,247.35	\$1.21	\$1,247.35	0.52	105.55	\$6.04	\$7.05	\$15.8	
42	Fixed	57,690	3,600	48,569	3,497	167	103	5	45,994	2,200	2,387	114	251	251	\$7,231.88	\$1.14	\$7,231.88	1.25	229.84	\$0.13	\$24.17	\$3.38	13.2
44X	Express	82	683	17,288	632	30	52	2	16,237	767	1,031	48	85	85	\$16,000	\$1.48	\$16,000	0.01	0.96	\$0.20	\$0.08	\$450.78	25.7
45	Fixed	67,270	4,194	48,049	4,077	195	115	5	44,820	2,130	3,244	155	251	251	\$6,846.97	\$1.55	\$6,846.97	1.50	268.01	\$0.10	\$20.74	\$3.37	11.0
46	Reflex																						
47	Reflex	5,663	1,924	128,978	1,555	79	269	13	47,980	2,276	80,998	3,707	251	251	\$2,049.59	\$3.70	\$2,049.59	0.12	22.56	\$0.36	\$0.07	\$16.57	29.0
55	Fixed	52,286	6,397	87,650	6,240	300	158	7	81,855	3,931	5,776	277	229	229	\$6,577.24	\$2.77	\$6,577.24	0.64	208.31	\$0.13	\$9.05	\$6.62	13.1
57L	Local	2,576	2,232	51,296	2,029	98	201	10	43,713	2,120	7,583	367	229	229	\$100.00	\$1.20	\$100.00	0.06	11.25	\$0.04	\$0.34	\$46.89	21.5
61	Fixed	56,054	4,580	60,633	4,416	213	165	8	57,190	2,755	3,640	176	229	229	\$4,212.89	\$1.76	\$4,212.89	0.98	244.78	\$0.08	\$15.40	\$4.42	13.0
74	Fixed	70	233	3,849	203	9	30	1	3,122	142	727	33	22	22	\$7.00	\$1.33	\$7.00	0.02	3.18	\$0.10	\$0.10	\$180.14	15.4
75	Fixed	58,990	3,146	44,307	3,128	151	17	1	42,395	2,041	1,912	92	251	251	\$170,237.17	\$2.92	\$170,237.17	1.39	225.02	\$0.10	\$0.85	\$2.89	13.6
76	Fixed	2,623	1,034	17,402	951	44	82	4	15,329	712	2,066	96	126	126	\$5,960.08	\$1.96	\$5,960.08	0.17	20.82	\$0.61	\$1.27	\$21.33	16.1
77	Fixed	10,585	2,648	50,145	2,446	118	203	10	44,323	2,146	3,849	286	251	251	\$1,687.98	\$1.26	\$1,687.98	0.24	146.07	\$0.16	\$1.81	\$13.54	18.1
83L	Local	36,663	3,891	60,626	3,758	181	134	6	57,327	2,764	3,298	160	251	251	\$2,164.50	\$1.60	\$2,164.50	1.07	146.07	\$0.06	\$11.12	\$5.74	15.3
84	Fixed	36,850	2,414	36,515	2,326	111	88	4	34,597	1,652	1,919	92	251	251	\$130,640.81	\$1.92	\$130,640.81	0.64	146.07	\$0.08	\$19.20	\$3.55	14.9
88	Fixed	14,079	1,789	28,929	1,697	82	90	4	27,039	1,307	1,890	90	251	251	\$96,843.95	\$1.90	\$96,843.95	0.52	56.09	\$0.09	\$7.45	\$6.88	15.9
91	Fixed	40,272	3,340	48,507	3,288	158	51	2	47,007	2,254	1,501	71	251	251	\$2,363.03	\$1.71	\$2,363.03	0.86	160.45	\$0.06	\$26.83	\$4.49	14.3
92X	Express	6,691	998	15,185	810	39	186	9	11,724	563	3,515	170	229	229	\$52,017.71	\$1.70	\$52,017.71	0.57	29.22	\$0.08	\$1.90	\$8.07	14.5
93X	Express	826	674	12,986	604	28	69	3	11,565	534	1,421	66	107	107	\$614.49	\$1.66	\$614.49	0.07	7.72	\$0.74	\$0.58	\$44.16	19.1
94	Fixed																						
96	Fixed	20,400	2,933	48,475	2,727	129	203	10	43,732	2,077	4,743	225	251	251	\$6,414.99	\$1.23	\$6,414.99	0.47	81.27	\$0.31	\$4.30	\$7.78	16.0
97	Fixed	6,046	858	54,175	762	35	97	5	13,654	638	2,584	123	251	251	\$14,141.62	\$2.25	\$14,141.62	0.44	24.09	\$0.59	\$2.34	\$7.30	17.9
101	Fixed	168,094	7,456	76,728	7,221	347	236	11	71,300	3,418	5,428	259	251	251	\$403,536.04	\$2.59	\$403,536.04	2.36	689.70	\$0.08	\$30.97	\$2.40	9.9
301	Fixed	109,185	6,881	95,961	6,663	319	217	10	90,016	4,310	5,845	281	251	251	\$12,889.75	\$2.81	\$12,889.75	1.21	435.00	\$0.12	\$18.68	\$3.41	13.5
401	Fixed	121,699	7,178	77,901	6,909	371	371	18	70,144	3,359	7,857	376	251	251	\$38,496.63	\$3.76	\$38,496.63	1.73	484.86	\$0.08	\$15.49	\$3.19	10.2
501	Fixed	179,461	8,175	114,864	7,788	373	387	19	123,111	5,038	9,760	468	251	251	\$21,507.55	\$4.68	\$21,507.55	1.71	714.98	\$0.12	\$18.39	\$2.47	13.5
701	Fixed	120,375	9,202	134,179	8,714	415	488	23	123,111	5,838	11,068	527	251	251	\$7,613.94	\$5.27	\$7,613.94	0.98	479.58	\$0.06	\$10.88	\$4.14	14.1
801	Fixed	284,155	24,189	320,297	23,062	991	1,128	48	291,940	11,969	28,356	1,218	229	229	\$1,309,129.79	\$1.21	\$1,309,129.79	0.97	1132.09	\$0.27	\$10.02	\$4.61	12.7
DART	Paratransit	27,160	19,814	343,543	19,935	971	2,325	113	328,783	16,146	48,801	2,407	229	229	\$921,970.28	\$2.40	\$921,970.28	0.08	118.60	\$0.00	\$0.56	\$33.95	16.5
TOTAL		1,797,727	175,230	2,533,935.6	168,093.39	8,036.95	9,679.35	463.11	2,231,048.22	105,740.8	299,784.9	14,217.4	229	229	\$9,305,487.37	\$9.33	\$9,305,487.37	34.00	7481.75	\$75.4	\$490.43	\$1,304.18	13.8


Saturday																					
Route	Type	Boardings	Total Hours	Total Miles	Revenue Hours	Revenue Hours	Deadhead Hours	Deadhead Hours	Revenue Miles Total	Revenue Miles Total	Deadhead Miles Total	Deadhead Miles	Fare Revenue Collected	Operating Days	Operational Cost for Route	Passengers per Rev Veh Hr	Avg Passengers per Day	Avg Fare per Passenger	Passenger per Rev Mile	Cost Per Passenger	MPH
1	Fixed	2,060	403	4,677	386	91	17	4	4,222	987	446	104	55	47	21,814	0.49	43.83	\$0.03	\$4.62	\$10.59	10.9
2	Fixed																				
3	Fixed	355	54	662	620	158	0	0	648	186	14	11	\$308.25	5	\$2,938.72	0.55	71.00	\$0.87	\$25.36	\$8.28	1.0
4	Fixed																				
6	Fixed	6,866	676	7,892	672	160	7	2	8,504	2,012	144	35	\$757.21	51	\$36,580.79	0.81	134.63	\$0.11	\$47.76	\$5.33	12.6
7	Fixed	2,176	64	815	60	15	5	1	739	185	75	19	\$346.00	17	\$3,463.68	2.94	128.00	\$0.16	\$28.89	\$1.59	12.4
11	Fixed	7,388	965	12,889	969	225	27	7	12,326	2,888	557	131	\$542.15	47	\$53,326.06	0.60	157.40	\$0.07	\$13.28	\$7.21	12.9
12	Fixed	6,751	689	9,331	658	155	32	7	8,697	2,051	639	151	\$521.95	47	\$37,277.86	0.78	143.64	\$0.08	\$10.56	\$5.52	13.2
13	Fixed																				
14	Fixed																				
15	Fixed																				
16	Fixed																				
17	Fixed																				
18	Fixed																				
19	Fixed																				
20	Fixed	808	238	2,126	216	50	23	5	1,719	397	407	94	\$0.00	35	\$12,898.96	0.47	23.09	\$0.00	\$1.99	\$15.96	8.0
21	Fixed	4,664	660	8,145	630	150	30	7	7,359	1,747	786	184	\$241.70	47	\$35,702.96	0.63	99.23	\$0.05	\$5.93	\$7.66	11.7
22	Fixed	468	193	2,531	184	44	8	2	2,339	554	192	45	\$0.00	34	\$10,420.26	0.20	13.76	\$0.00	\$2.44	\$22.27	12.7
23	Fixed																				
24	Fixed																				
25	Fixed																				
31	Flex	1,204	433	6,250	378	91	55	13	5,458	1,312	785	187	\$314.10	51	\$19,828.42	0.22	23.61	\$0.26	\$1.53	\$16.47	14.4
32	Fixed	3,773	622	8,708	581	197	38	9	8,157	1,926	754	174	\$168.00	47	\$33,686.37	0.46	80.28	\$0.04	\$5.00	\$8.88	14.0
42	Fixed	7,465	675	9,075	654	154	22	5	8,642	2,030	432	103	\$965.56	51	\$36,585.35	0.86	146.37	\$0.13	\$17.27	\$4.90	13.2
44X	Express																				
46	ReFlex	7,418	701	7,804	674	159	26	6	7,181	1,699	617	145	\$803.47	51	\$37,929.46	1.03	145.45	\$0.11	\$12.03	\$5.11	10.7
47	ReFlex	465	250	6,879	221	51	338	69	6,249	1,460	726	171	\$66.00	51	\$11,361.59	0.07	9.12	\$0.18	\$0.64	\$24.43	28.3
55	Local	9,418	1,363	18,891	1,362	322	30	7	17,747	4,189	1,137	268	\$875.51	51	\$73,783.42	0.53	184.67	\$0.09	\$8.28	\$7.83	13.0
57L	Local	398	353	7,895	323	75	30	7	6,658	1,555	1,237	283	\$8.00	43	\$19,108.69	0.06	9.26	\$0.02	\$0.32	\$48.01	20.6
61	Fixed	8,279	987	12,948	966	226	32	8	12,289	2,898	658	157	\$426.18	47	\$53,433.22	0.67	176.15	\$0.05	\$12.58	\$6.45	12.9
62	ReFlex																				
74	Fixed	11,094	622	8,735	605	143	18	4	8,162	1,927	574	136	\$706.33	51	\$33,638.83	1.36	217.53	\$0.06	\$19.34	\$3.03	13.5
75	Fixed	388	239	3,556	218	52	20	5	3,025	721	532	123	\$269.88	31	\$12,934.68	0.13	12.52	\$0.70	\$33.34	\$2.73	13.9
77	Fixed	2,117	551	10,500	512	121	40	9	9,291	2,207	1,238	291	\$242.06	51	\$29,815.25	0.23	41.51	\$0.11	\$1.71	\$14.08	18.1
83L	Local	4,346	767	11,781	741	174	28	6	11,182	2,635	644	153	\$329.35	47	\$41,501.38	0.59	92.47	\$0.08	\$6.75	\$9.55	15.1
84	Fixed	4,182	477	7,286	463	110	14	3	6,946	1,644	340	81	\$338.75	51	\$25,812.53	0.60	82.00	\$0.08	\$12.31	\$6.17	15.0
88	Fixed	1,064	271	4,363	259	61	11	3	4,064	966	299	70	\$173.00	38	\$14,670.31	0.26	28.00	\$0.11	\$3.56	\$13.79	15.7
91	Fixed	4,014	560	7,660	560	131	1	0	7,484	1,752	169	39	\$202.75	47	\$30,289.88	0.54	85.40	\$0.05	\$23.79	\$7.55	13.4
92X	Express	857	172	2,645	136	32	35	8	1,961	463	692	162	\$70.00	47	\$9,307.02	0.44	18.23	\$0.08	\$1.24	\$10.86	14.4
94	Fixed																				
96	Fixed	2,493	457	7,427	414	98	31	7	6,553	1,544	874	204	\$827.40	51	\$24,748.53	0.38	48.88	\$0.33	\$2.85	\$9.83	15.8
97	Fixed																				
101	Fixed	23,952	1,209	12,733	1,167	276	42	10	11,903	2,812	1,011	239	\$1,817.06	51	\$65,433.24	2.01	469.65	\$0.08	\$23.68	\$2.73	10.2
301	Fixed	13,775	725	10,218	707	168	20	5	9,815	2,331	423	101	\$1,552.65	51	\$39,230.51	1.40	270.10	\$0.11	\$32.59	\$2.55	13.9
401	Fixed	12,469	813	8,777	782	186	31	7	8,072	1,924	710	168	\$1,020.47	51	\$43,974.12	1.54	244.46	\$0.08	\$17.55	\$3.53	10.3
501	Fixed	26,552	1,285	18,054	1,213	287	71	17	16,328	3,861	1,725	406	\$2,635.11	51	\$69,533.38	1.63	520.63	\$0.10	\$15.99	\$2.62	13.5
701	Fixed	18,870	909	13,182	861	204	48	11	12,110	2,878	1,071	255	\$976.78	51	\$49,199.41	1.56	370.00	\$0.05	\$17.62	\$2.61	14.1
801	Fixed	44,903	3,119	38,394	3,563	831	122	26	36,613	8,238	2,781	620	\$8,833.24	51	\$159,463.50	1.23	880.45	\$0.20	\$16.15	\$3.55	10.3
DAHT	Paratransit	2,292	1,772	35,595	1,605	381	143	34	29,112	6,964	3,160	748	\$0.00	47	\$84,348.00	0.08	48.77	\$0.00	\$0.73	\$36.80	18.1
TOTAL		245,389	23,738	336,006.7	23,769.83	5,623.92	1,428.64	324.16	307,435.15	72,441.3	26,532.9	6,227.7	\$7,674.00	1,330	\$1,259,153.85	25.16	5020.11	\$4.48	\$394.47	\$369.52	12.9

Sundry																					
Route	Type	Boardings	Total Hours	Total Miles	Revenue Hours	Revenue Hours	Deadhead Hours	Deadhead Hours	Revenue Miles Total	Revenue Miles	Deadhead Miles	Deadhead Miles	Fare Revenue Collected	Operating Days	Operational Cost for Route	Passengers per Rev Veh Hr	Avg Passengers per Day	Avg Fare per Passenger	Passenger per Rev Mile	Cost Per Passenger	MPH
1	Fixed	2350	459	5,432	439	94	21	4	5,291	1,143	438	94	82	56	\$24,840.54	0.44	41.96	\$0.03	\$5.37	\$10.57	12.0
2	Fixed																				
3	Fixed																				
4	Fixed	5,211	689	8,500	683	149	5	1	8,351	1,821	149	34	\$540.47	56	\$37,279.48	0.62	89.05	\$0.10	\$35.07	\$7.15	12.2
6	Fixed	1,773	72	735	68	18	4	1	666	174	79	25	\$280.00	9	\$3,903.13	0.47	102.87	\$0.06	\$7.70	\$9.82	9.6
7	Fixed	5,349	950	11,991	921	197	29	6	11,298	2,412	695	147	\$304.75	52	\$51,432.94	1.06	132.33	\$0.07	\$16.34	\$5.44	12.3
11	Fixed	6,881	691	6,893	674	145	16	3	6,471	1,390	421	89	\$488.12	52	\$37,414.24						9.6
12	Fixed																				
13	Fixed																				
14	Fixed																				
15	Fixed																				
16	Fixed																				
17	Fixed																				
18	Fixed																				
19	Fixed																				
20	Fixed	574	163	1,559	149	32	15	3	1,272	271	287	61	\$0.00	33	\$8,829.14	0.45	17.39	\$0.00	\$2.00	\$15.38	8.5
21	Fixed	3,061	635	7,864	613	133	22	5	7,114	1,530	750	162	\$194.27	52	\$34,357.54	0.43	58.87	\$0.06	\$4.08	\$11.22	11.6
22	Fixed	393	195	2,577	187	39	8	2	2,333	491	244	53	\$0.00	39	\$10,545.28	0.17	10.08	\$0.00	\$1.61	\$26.83	12.5
23	Fixed																				
24	Fixed																				
25	Fixed																				
31	Flex	952	344	5,118	285	63	59	13	4,179	916	939	205	\$230.61	56	\$15,843.85	0.23	17.00	\$0.24	\$1.01	\$16.64	14.6
32	Fixed	4,093	562	8,567	541	115	40	9	7,885	1,665	702	149	\$186.05	52	\$31,483.23	0.52	78.71	\$0.05	\$5.83	\$7.69	14.6
42	Fixed	5,495	679	8,990	660	145	20	4	8,530	1,892	460	101	\$606.99	56	\$36,761.55	0.64	98.13	\$0.11	\$11.95	\$6.69	12.9
44X	Express																				
46	ReFlex	6,766	654	6,289	639	137	16	3	6,312	1,353	487	105	\$571.09	52	\$35,404.76	1.07	130.12	\$0.08	\$13.88	\$5.23	9.9
47	ReFlex																				
55	Fixed	7,017	1,349	18,255	1,303	283	46	10	16,889	3,660	1,368	299	\$628.16	56	\$72,987.31	0.42	125.30	\$0.09	\$5.13	\$10.40	13.0
57L	Local																				
61	Fixed	5,423	930	11,771	898	192	33	7	11,032	2,353	737	159	\$266.79	52	\$50,332.14	0.49	104.29	\$0.05	\$7.35	\$9.28	12.3
62	ReFlex																				
74	Fixed																				
75	Fixed	7,504	646	9,161	626	135	22	5	8,538	1,837	618	134	\$724.21	56	\$34,952.32	0.88	134.00	\$0.10	\$12.14	\$4.66	13.6
76	Fixed	258	167	2,943	155	36	14	3	2,557	590	387	86	\$214.00	27	\$9,098.04	0.10	9.56	\$0.83	\$35.03	\$3.91	16.5
77	Fixed	1,856	549	10,108	504	108	45	9	8,933	1,912	1,134	238	\$205.11	56	\$29,717.29	0.21	33.14	\$0.11	\$1.64	\$16.01	17.7
83L	Local	3,438	690	10,449	673	145	18	4	9,910	2,128	540	117	\$337.13	52	\$37,344.96	0.35	66.12	\$0.10	\$6.37	\$10.86	14.7
84	Fixed	5,733	404	6,110	385	83	20	4	5,662	1,219	455	99	\$196.29	52	\$21,873.68	1.01	110.25	\$0.03	\$12.60	\$3.82	14.7
88	Fixed	1,344	263	4,260	251	53	12	3	4,033	855	227	49	\$52.00	43	\$14,247.63	0.33	31.26	\$0.04	\$5.92	\$10.60	16.1
91	Fixed																				
92X	Express	1,310	204	3,236	172	38	32	7	2,518	550	718	153	\$110.00	52	\$11,062.13	0.52	25.19	\$0.08	\$1.82	\$9.44	14.6
93X	Express																				
94	Fixed																				
96	Fixed																				
97	Fixed																				
101	Fixed	20,543	1,172	12,214	1,134	245	38	8	11,399	2,457	845	183	\$1,520.82	56	\$63,454.62	1.80	366.84	\$0.07	\$24.30	\$3.09	10.1
301	Fixed	9,472	685	9,394	669	147	16	4	9,014	1,977	380	83	\$1,113.06	56	\$37,059.21	1.05	169.14	\$0.12	\$24.93	\$3.91	13.5
401	Fixed	11,866	753	8,021	720	157	31	7	7,333	1,607	693	152	\$792.80	56	\$40,748.57	1.62	211.89	\$0.07	\$17.13	\$3.43	10.2
501	Fixed	18,958	1,229	17,803	1,229	266	62	13	16,139	3,479	1,682	353	\$2,018.31	56	\$69,912.76	1.17	398.54	\$0.11	\$11.41	\$3.69	13.1
701	Fixed	16,266	863	12,549	822	180	42	9	11,642	2,582	911	198	\$974.97	56	\$46,731.54	1.40	290.82	\$0.06	\$17.87	\$2.87	14.2
801	Fixed	31,119	2,967	35,719	2,844	633	97	21	33,205	7,284	2,350	520	\$7,298.24	56	\$154,451.44	0.94	555.70	\$0.23	\$13.24	\$4.96	11.7
DAHT	Fixed	1,045	874	15,641	780	170	108	25	13,996	3,057	1,731	373	\$0.00	52	\$41,084.44	0.07	20.10	\$0.00	\$0.60	\$39.32	18.0
TOTAL	Parameter	188,673	20,527	269,981.0	19,529.26	4,268.56	921.13	201.94	248,943.29	54,188.0	21,041.3	4,586.3	#VALUE!	1,455	\$1,095,794.70	18.48	337.63	\$2.91	\$567.97	\$292.85	12.7

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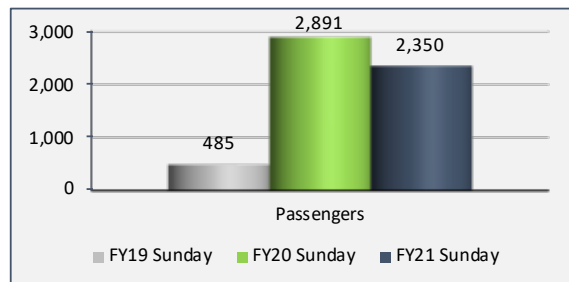
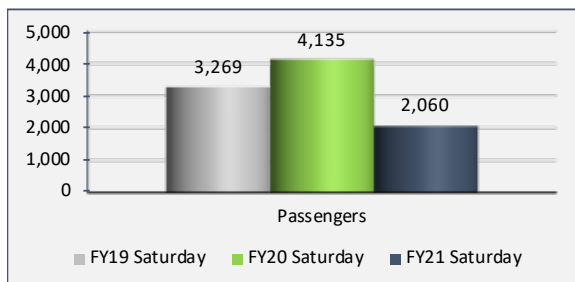
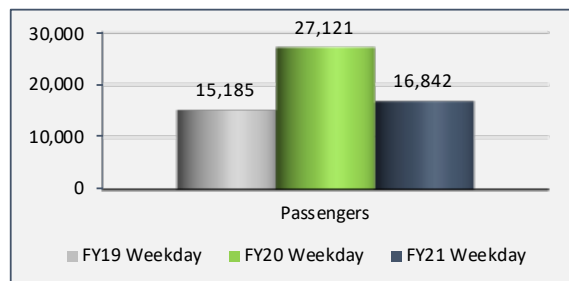
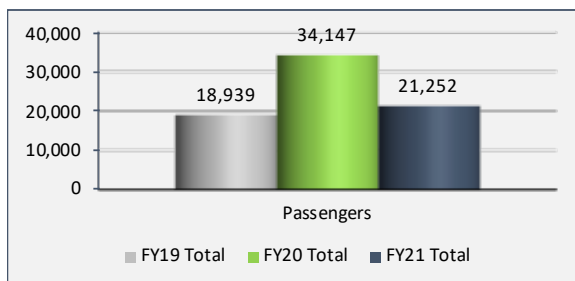


Service Route Profiles

Service Information	Soda Cap Connector 1	
	West Columbia/Cayce	
	Days of Service: Wkdy Every 30 minutes Sat: Every 30 minutes Sun: Every 30 minutes	

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	16,842	1,404	68	2,011	168	8	20,903	1,742	84
	Saturday	2,060	172	8	386	32	2	4,222	352	17
	Sunday	2,350	196	21	439	37	4	2,591	216	23
	Total	21,252	1,771	59	2,836	236	8	27,716	2,310	76
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$113,866	\$9,489	\$457	\$1,194	\$100	\$5	\$112,672	\$9,389	\$452
	Saturday	\$21,814	\$1,818	\$88	\$55	\$5	\$0	\$21,759	\$1,813	\$87
	Sunday	\$24,841	\$2,070	\$218	\$82	\$7	\$1	\$24,759	\$2,063	\$217
	Total	\$160,521	\$13,377	\$442	\$1,331	\$111	\$4	\$159,190	\$13,266	\$439
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	8	\$6.69	\$56.62	1.0%					
	Saturday	5	\$10.56	\$56.51	0.3%					
	Sunday	5	\$10.54	\$56.58	0.3%					
	Total	7	\$7.49	\$56.60	0.8%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	27,121	2,315	\$158,850	\$507	\$158,343	12	\$12	\$68.62	0.3%
	FY20 Saturday	4,135	747	\$50,426	\$85	\$50,341	6	\$6	\$67.51	0.2%
	FY20 Sunday	2,891	468	\$ 32,321	0	\$32,321	6	\$6	\$69.06	0.0%
	FY20 Total	34,147	3,530	\$241,598	\$592	\$241,006	10	\$10	\$68.44	0.2%
	FY19 Weekday	15,185	2,999	\$ 195,980	\$1,131	\$194,848	5	\$5	\$65.35	0.6%
	FY19 Saturday	3,269	755	\$ 48,802	\$184	\$48,617	4	\$4	\$64.64	0.4%
	FY19 Sunday	485	177	\$ 11,429	\$77	\$11,352	3	\$3	\$64.57	0.7%
	FY19 Total	18,939	3,931	\$ 256,211	\$1,393	\$254,818	5	\$5	\$65.18	0.5%



Soda Cap Connector 2

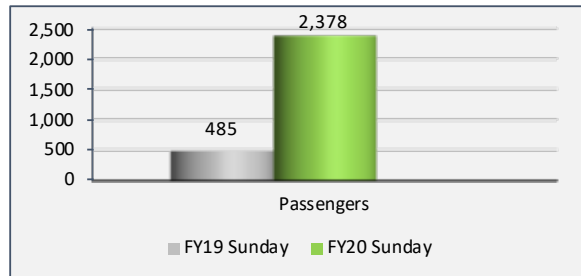
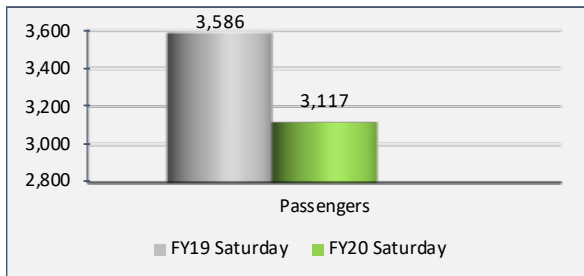
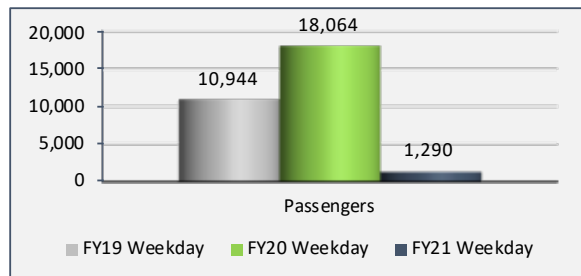
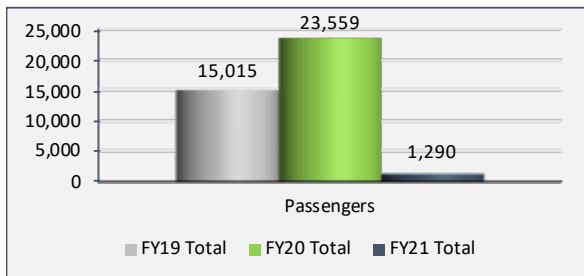
Main Street to Five Points & UofSC

Days of Service:

Wkdy: Every 30 minutes
Sat: Every 30 minutes
Sun: Every 30 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	1,290	108	5	264	22	1	1,902	159	8
	Saturday									
	Sunday									
	Total	1,290	108	4	264	22	1	1,902	159	5
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$14,721	\$1,227	\$59	\$199	\$17	\$1	\$14,521	\$1,210	\$58
	Total	\$14,721	\$1,227	\$41	\$199	\$17	\$1	\$14,521	\$1,210	\$40
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	5	\$11.26	\$55.76	1.4%					
	Total	5	\$11.26	\$55.76	1.4%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	18,064	2,286	\$ 155,157	\$ 51	\$155,106	8	\$8	\$67.87	0.0%
	FY20 Saturday	3,117	731	\$ 48,732	\$ -	\$48,732	4	\$4	\$66.66	0.0%
	FY20 Sunday	2,378	455	\$ 31,080	\$ 2	\$31,078	5	\$5	\$68.31	0.0%
	FY20 Total	23,559	3,472	\$ 234,968	\$ 53	\$234,915	7	\$7	\$67.68	0.0%
	FY19 Weekday	10,944	3,412	\$ 209,800	\$ 89	\$209,711	3	\$3	\$61.49	0.0%
	FY19 Saturday	3,586	830.61	\$ 53,437	\$ 4	\$53,433	4	\$4	\$64.33	0.0%
	FY19 Sunday	485	216.04	\$ 13,823	\$ -	\$13,823	2	\$2	\$63.98	0.0%
	FY19 Total	15,015	4,459	\$ 277,060	\$ 93	\$276,968	3	\$3	\$62.14	0.0%



Soda Cap Connector 3

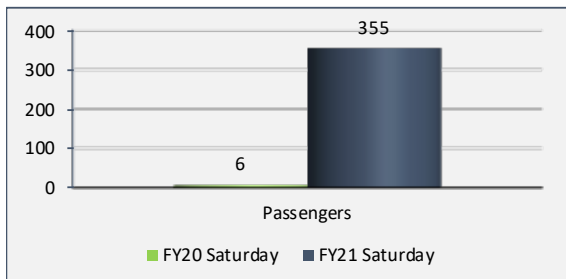
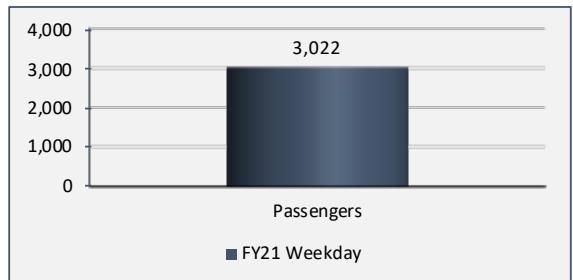
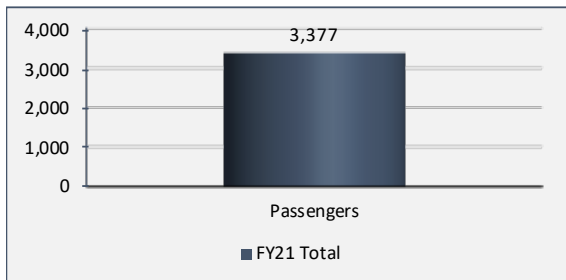
Segra Park to Hampton & Main

Days of Service:

Wkdy: Every 25-30 mins
Sat: Every 25-30 mins
Sun: Every 25-30 mins

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	3,022	252	12	266	22	1	3,428	286	14
	Saturday	355	30	1	620	52	2	648	54	3
	Sunday									
	Total	3,377	281	9	886	74	2	4,076	340	11
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$14,504	\$1,209	\$58	\$2,216	\$185	\$9	\$12,288	\$1,024	\$49
	Saturday	\$2,939	\$245	\$12	\$308	\$26	\$1	\$2,630	\$219	\$11
	Sunday									
	Total	\$17,443	\$1,454	\$48	\$2,524	\$210	\$7	\$14,919	\$1,243	\$41
Historic Trends		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		11	\$4.07	\$54.53	15.3%					
	Weekday	1	\$7.41	\$4.74	10.5%					
	Saturday									
	Total	4	\$4.42	\$19.69	14.5%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday	6	0		\$0	\$14,919	4	\$4	\$19.69	14.5%
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Orbit 4

COMET Central to Assembly & Richland

Days of Service:

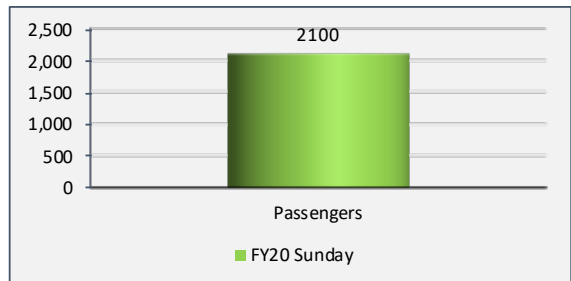
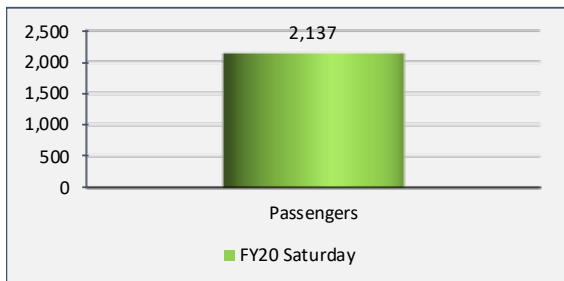
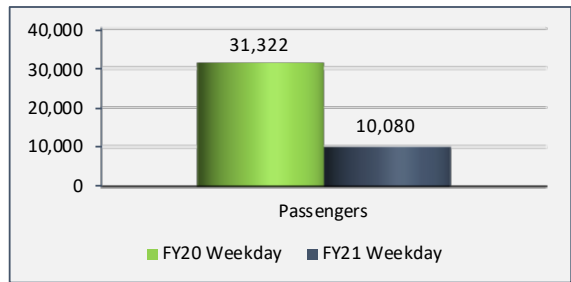
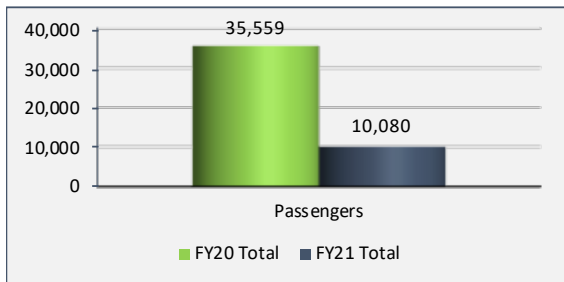
Wkdy: Every 30 minutes

Sat: No Service

Sun: No Service

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	10,080	840	40	1,567	131	6	11,505	959	46
	Saturday									
	Sunday									
	Total	10,080	840	28	1,567	131	4	11,505	959	32
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$87,635	\$7,303	\$352	\$162	\$14	\$1	\$87,473	\$7,289	\$351
	Saturday									
	Sunday									
	Total	\$87,635	\$7,303	\$241	\$162	\$14	\$0	\$87,473	\$7,289	\$241
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		6	\$8.68	\$55.93	0.2%					
	Total	6	\$8.68	\$55.93	0.2%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	31,322	2,820	\$190,836	\$ 7	\$190,829	11	\$11	\$67.67	0.0%
	FY20 Saturday	2,137	422	\$ 28,848	\$ 7	\$28,841	5	\$5	\$68.36	0.0%
	FY20 Sunday	2100	431	\$ 29,626	\$ 2	\$29,624	5	\$5	\$68.74	0.0%
	FY20 Total	35,559	3,673	\$249,310	\$16	\$249,294	10	\$10	\$67.88	0.0%
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Route 6

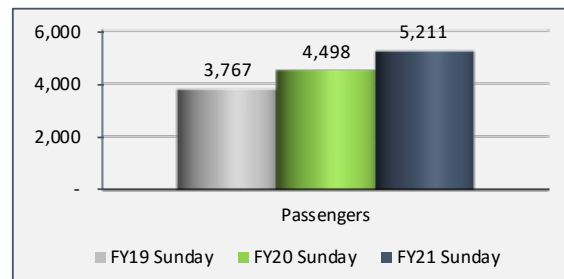
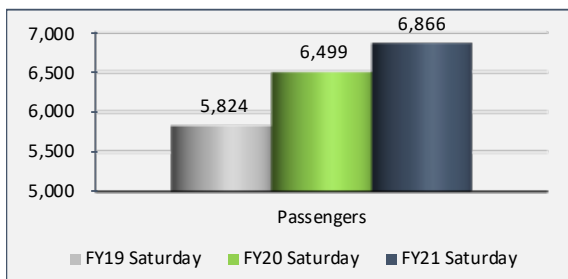
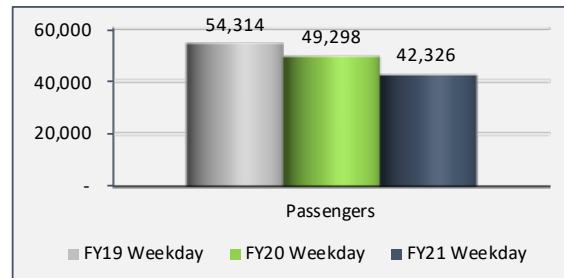
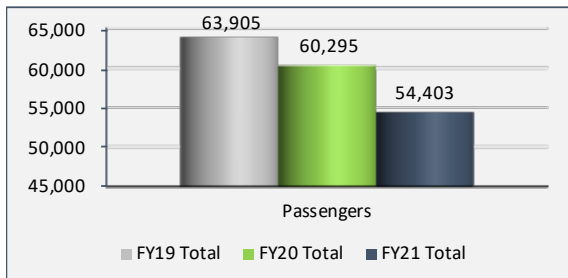
Eau Claire

Days of Service:

Wkdy: Every 60 minutes
Sat: Every 60 minutes
Sun: Every 60 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	42,326	3,527	170	3,241	270	13	42,037	3,503	169
	Saturday	6,866	572	28	672	56	3	8,504	709	34
	Sunday	5,211	434	46	683	57	6	8,351	696	73
	Total	54,403	4,534	150	4,596	383	13	58,892	4,908	162
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$177,369	\$14,781	\$712	\$6,372	\$531	\$26	\$170,997	\$14,250	\$687
	Saturday	\$36,581	\$3,048	\$147	\$757	\$63	\$3	\$35,824	\$2,985	\$144
	Sunday	\$37,279	\$3,107	\$327	\$540	\$45	\$5	\$36,739	\$3,062	\$322
	Total	\$251,229	\$20,936	\$692	\$7,670	\$639	\$21	\$243,560	\$20,297	\$671
	Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery						
Weekday	13	\$4.04	\$54.73	3.6%						
Saturday	10	\$5.22	\$54.44	2.1%						
Sunday	8	\$7.05	\$54.58	1.4%						
Total	12	\$4.48	\$54.66	3.1%						

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	49,298	3,631	\$237,556	\$ 21,850	\$215,706	14	\$14	\$65.42	9.2%
	FY20 Saturday	6,499	689	\$ 45,742	\$ 7	\$ 45,735	9	\$9	\$66.39	0.0%
	FY20 Sunday	4,498	627	\$ 41,260	\$ 2,400	\$ 38,860	7	\$7	\$65.81	5.8%
	FY20 Total	60,295	4,947	\$324,558	\$ 24,257	\$300,301	12	\$12	\$65.61	7.5%
	FY19 Weekday	54,314	3,735	\$232,911	\$ 32,375	\$200,536	15	\$15	\$62.35	13.9%
	FY19 Saturday	5,824	555	\$ 35,055	\$ 3,993	\$ 31,062	10	\$10	\$63.16	11.4%
	FY19 Sunday	3,767	546	\$ 34,474	\$ 2,593	\$ 31,880	7	\$7	\$63.12	7.5%
	FY19 Total	63,905	4,837	\$302,440	\$ 38,962	\$263,478	13	\$13	\$62.53	12.9%



Route 7

IWC Shuttle

Days of Service:

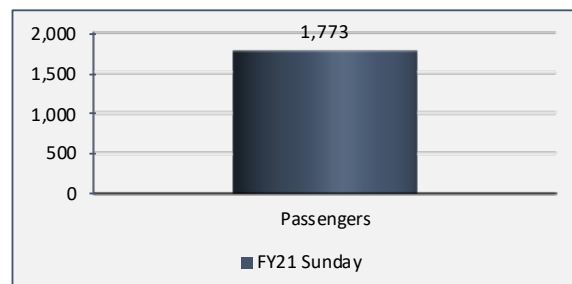
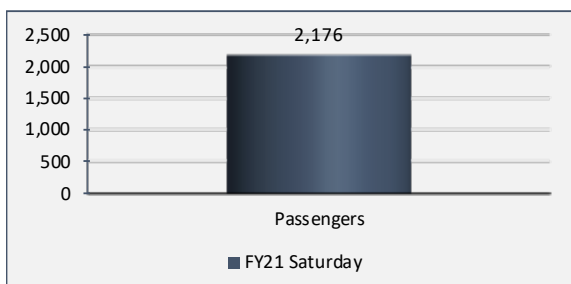
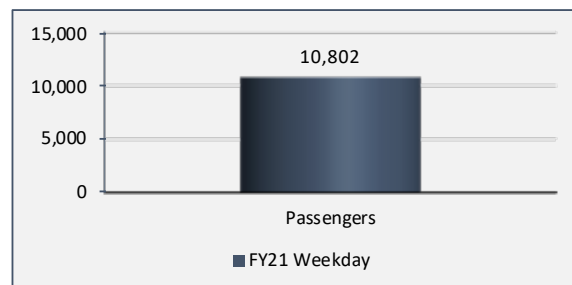
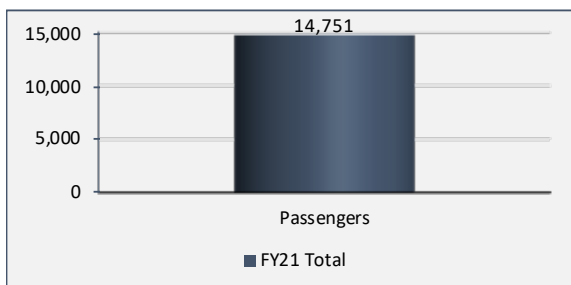
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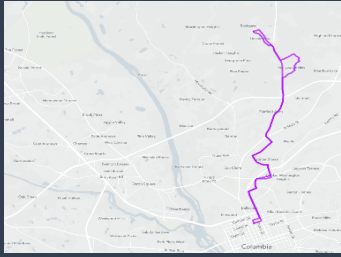
Sat: Every 15 minutes

Sun: Every 15 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	10,802	900	43	365	30	1	4,343	362	17
	Saturday	2,176	181	9	60	5	0	739	62	3
	Sunday	1,773	148	16	68	6	1	656	55	6
	Total	14,751	1,229	41	493	41	1	5,738	478	16
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$21,740	\$1,812	\$87	\$2,221	\$185	\$9	\$19,519	\$1,627	\$78
	Saturday	\$3,464	\$289	\$14	\$346	\$29	\$1	\$3,118	\$260	\$13
	Sunday	3,903	\$325	\$34	\$280	\$23	\$2	\$3,623	\$302	\$32
	Total	\$29,107	\$2,426	\$80	\$2,847	\$237	\$8	\$26,259	\$2,188	\$72
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	30	\$1.81	\$59.56	10.2%					
	Saturday	36	\$1.43	\$57.73	10.0%					
	Sunday	26	\$2.04	\$57.40	7.2%					
	Total	30	\$1.78	\$59.04	9.8%					

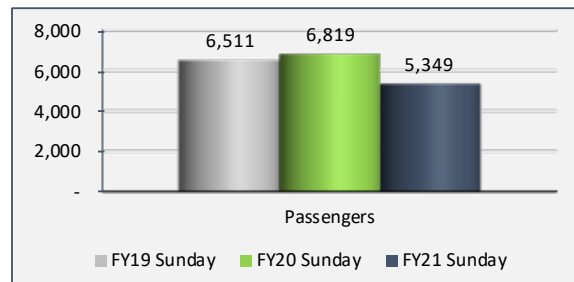
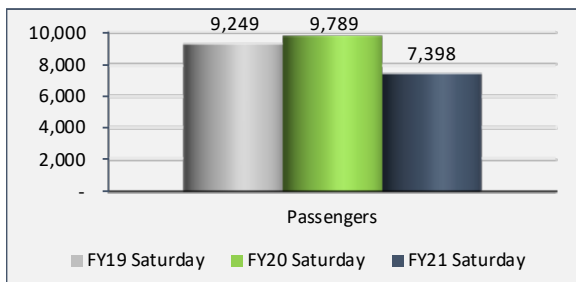
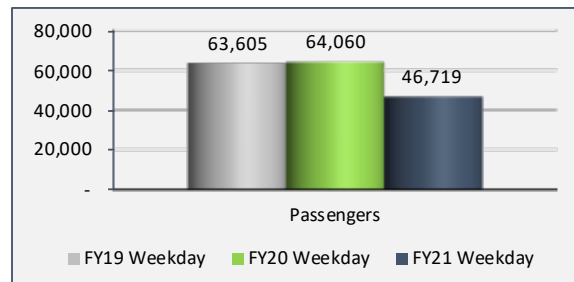
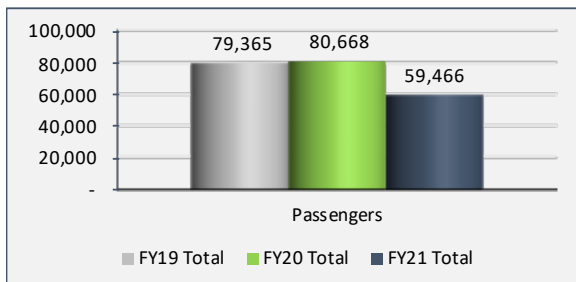
Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday									
	FY20 Sunday									
	FY2020 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Service Information	Route 11	
	Fairfield	
	Days of Service: Wkdy: Every 60 minutes Sat: Every 60 minutes Sun: Every 60 minutes	

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	46,719	3,893	188	4,772	398	19	60,826	5,069	244
	Saturday	7,398	617	30	959	80	4	12,326	1,027	50
	Sunday	5,349	446	47	921	77	8	11,298	942	99
	Total	59,466	4,956	164	6,652	554	18	84,450	7,038	233
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$266,676	\$22,223	\$1,071	\$3,658	\$305	\$15	\$263,018	\$21,918	\$1,056
	Saturday	\$53,326	\$4,444	\$214	\$542	\$45	\$2	\$52,784	\$4,399	\$212
	Sunday	\$51,433	\$4,286	\$451	\$305	\$25	\$3	\$51,128	\$4,261	\$448
	Total	\$371,435	\$30,953	\$1,023	\$4,505	\$375	\$12	\$366,930	\$30,578	\$1,011
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	10	\$5.63	\$55.88	1.4%					
	Saturday	8	\$7.13	\$55.61	1.0%					
	Sunday	6	\$9.56	\$55.84	0.6%					
	Total	9	\$6.17	\$55.84	1.2%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	64,060	5,551	\$369,100	\$ 29,051	\$340,049	12	\$12	\$66.49	7.9%
	FY20 Saturday	9,789	981	\$ 66,398	\$ 2,929	\$63,469	10	\$10	\$67.68	4.4%
	FY20 Sunday	6,819	951	\$ 64,808	\$ 3,775	\$61,033	7	\$7	\$68.15	5.8%
	FY20 Total	80,668	7,483	\$500,306	\$ 35,755	\$464,551	11	\$11	\$66.86	7.1%
	FY19 Weekday	63,605	5,155	\$323,093	\$ 40,054	\$283,039	12	\$12	\$62.67	12.4%
	FY19 Saturday	9,249	918	\$ 58,265	\$ 5,707	\$52,558	10	\$10	\$63.48	9.8%
	FY19 Sunday	6,511	897	\$ 56,953	\$ 4,073	\$52,880	7	\$7	\$63.50	7.2%
	FY19 Total	79,365	6,970	\$438,311	\$ 49,834	\$388,477	11	\$11	\$62.88	11.4%

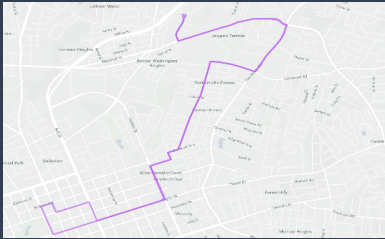


Route 12

Edgewood

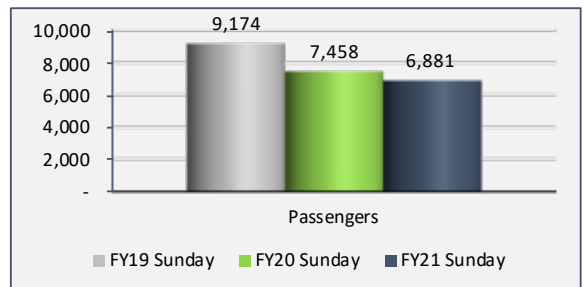
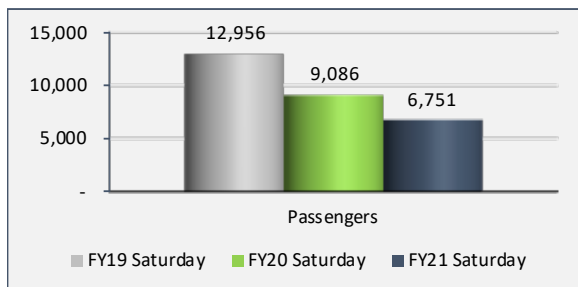
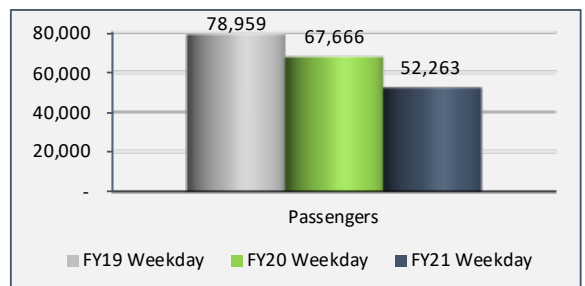
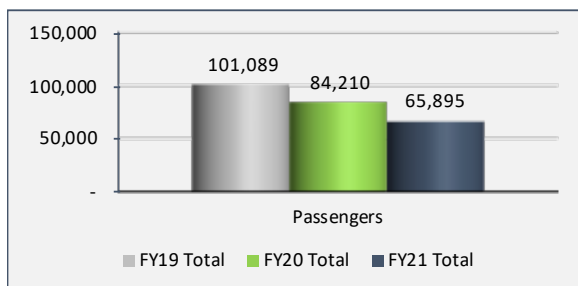
Days of Service:


Wkdy: Every 60 minutes
Sat: Every 60 minutes
Sun: Every 60 minutes



FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	52,263	4,355	210	3,514	293	14	45,607	3,801	183
	Saturday	6,751	563	27	658	55	3	8,697	725	35
	Sunday	6,881	573	60	674	56	6	6,471	539	57
	Total	65,895	5,491	182	4,846	404	13	60,775	5,065	167
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$197,970	\$16,498	\$795	\$3,797	\$316	\$15	\$194,173	\$16,181	\$780
	Saturday	\$37,278	\$3,106	\$150	\$522	\$43	\$2	\$36,756	\$3,063	\$148
	Sunday	\$37,414	\$3,118	\$328	\$488	\$41	\$4	\$36,926	\$3,077	\$324
	Total	\$272,663	\$22,722	\$751	\$4,807	\$401	\$13	\$267,855	\$22,321	\$738
	Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery						
Weekday	15	\$3.72	\$56.34	1.9%						
Saturday	10	\$5.44	\$56.65	1.4%						
Sunday	10	\$5.37	\$55.51	1.3%						
Total	14	\$4.06	\$56.27	1.8%						

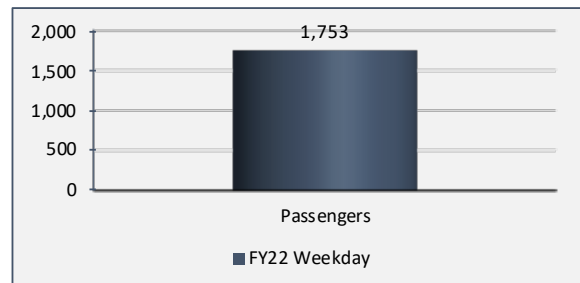
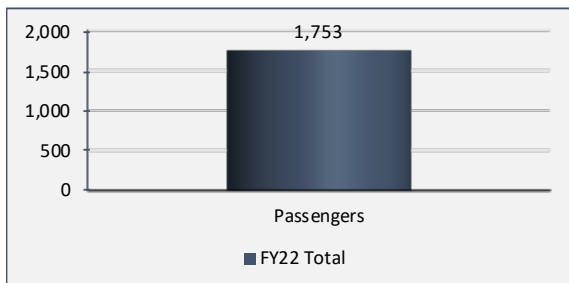
Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	67,666	4,120	\$274,879	\$ 29,051	\$245,828	16	\$16	\$66.72	10.6%
	FY20 Saturday	9,086	821	\$ 55,353	\$ 4,621	\$ 50,732	11	\$11	\$67.42	8.3%
	FY20 Sunday	7,458	747	\$ 50,157	\$ 2,400	\$ 47,757	10	\$10	\$67.14	4.8%
	FY20 Total	84,210	5,688	\$380,388	\$ 36,072	\$344,316	15	\$15	\$66.88	9.5%
	FY19 Weekday	78,959	4,042	\$254,123	\$ 41,823	\$212,300	20	\$20	\$62.86	16.5%
	FY19 Saturday	12,956	774	\$ 49,068	\$ 6,883	\$ 42,185	17	\$17	\$63.37	14.0%
	FY19 Sunday	9,174	726	\$ 45,687	\$ 5,301	\$ 40,386	13	\$13	\$62.96	11.6%
	FY19 Total	101,089	5,542	\$348,878	\$ 54,006	\$294,872	18	\$18	\$62.95	15.5%



Service Information	Route 13	
	North Loop	
	Days of Service: Wkdy: Every 20 minutes Sat: No Service Sun: No Service	

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	1,753	146	7	1,784	149	7	12,673	1,056	51
	Saturday									
	Sunday									
	Total	1,753	146	5	1,784	149	5	12,673	1,056	35
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$102,642	\$8,554	\$412	\$5	\$0	\$0	\$102,637	\$8,553	\$412
	Total	\$102,642	\$8,554	\$283	\$5	\$0	\$0	\$102,637	\$8,553	\$283
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		1	\$58.55	\$57.53	0.0%					
	Total	1	\$58.55	\$57.53	0.0%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Total									



Route 14


Express

Days of Service:

Wkdy: Every 15 minutes

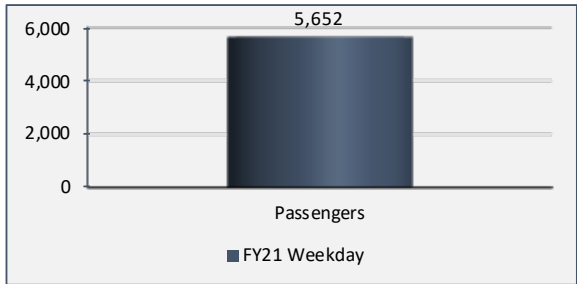
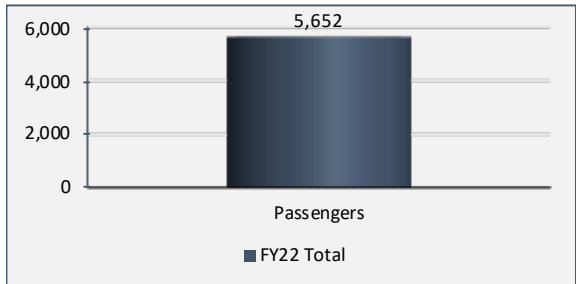
Sat: No Service

Sun: No Service



FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	5,652	471	23	1,768	147	7	10,344	862	42
	Saturday									
	Sunday									
	Total	5,652	471	16	1,768	147	5	10,344	862	28
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$101,033	\$8,419	\$406	\$0	\$0	\$0	\$101,033	\$8,419	\$406
	Saturday									
	Sunday									
	Total	\$101,033	\$8,419	\$278	\$0	\$0	\$0	\$101,033	\$8,419	\$278
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	3	\$17.88	\$57.15	0.0%					
	Saturday									
	Sunday									
	Total	3	\$17.88	\$57.15	0.0%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



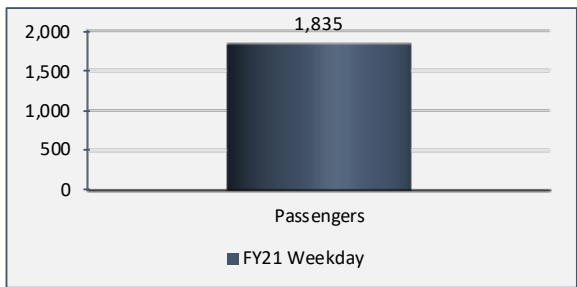
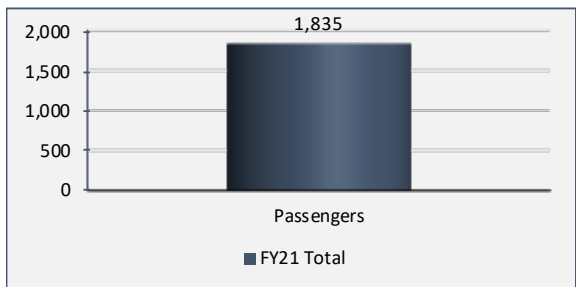
Route 15
Yellow

Days of Service:

Wkdy: Every 20 minutes
Sat: No Service
Sun: No Service

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	1,835	153	7	1,374	115	6	9,586	799	38
	Saturday									
	Sunday									
	Total	1,835	153	5	1,374	115	4	9,586	799	26
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$78,016	\$6,501	\$313	\$0	\$0	\$0	\$78,016	\$6,501	\$313
	Saturday									
	Sunday									
	Total	\$78,016	\$6,501	\$215	\$0	\$0	\$0	\$78,016	\$6,501	\$215
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		1	\$42.52	\$56.78	0.0%					
	Weekday									
	Saturday									
	Sunday									
	Total	1	\$42.52	\$56.78	0.0%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
		FY20 Weekday								
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Route 16

Greek Village Lunch Express

Days of Service:

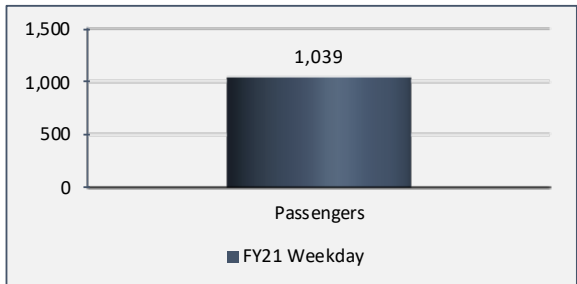
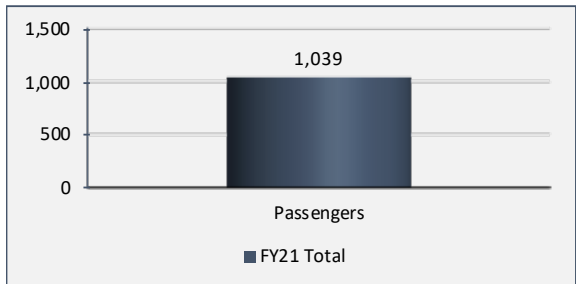
Wkdy: Every 15 minutes

Sat: No Service

Sun: No Service

FY2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	1,039	87	4	547	46	2	4,321	360	17
	Saturday									
	Sunday									
	Total	1,039	87	3	547	46	2	4,321	360	12
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$32,474	\$2,706	\$130	\$0	\$0	\$0	\$32,474	\$2,706	\$130
	Saturday									
Sunday										
Total	\$32,474	\$2,706	\$89	\$0	\$0	\$0	\$32,474	\$2,706	\$89	
	Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery						
	Weekday	2	\$31.26	\$59.37	0.0%					
	Saturday									
	Sunday									
Total	2	\$31.26	\$59.37	0.0%						

	Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY20 Weekday									
FY20 Saturday									
FY20 Sunday									
FY20 Total									
FY19 Weekday									
FY19 Saturday									
FY19 Sunday									
FY19 Total									



Route 17

Green

Days of Service:

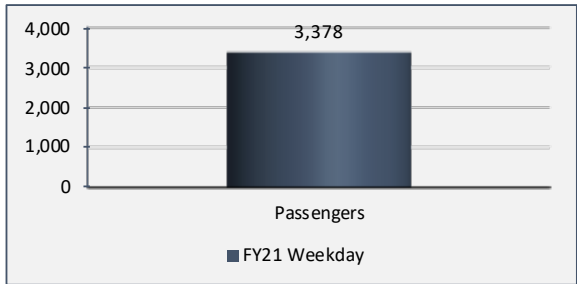
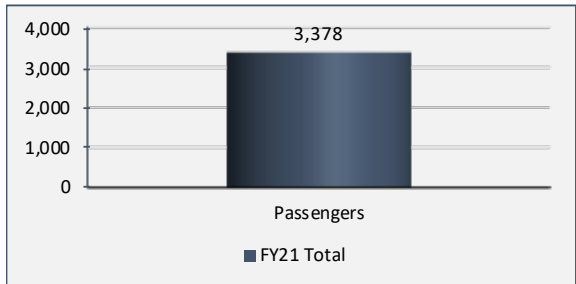
Wkdy: Every 15 minutes

Sat: No Service

Sun: No Service

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	3,378	282	14	1,310	109	5	10,301	858	41
	Saturday									
	Sunday									
	Total	3,378	282	9	1,310	109	4	10,301	858	28
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$75,308	\$6,276	\$302	\$1	\$0	\$0	\$75,307	\$6,276	\$302
	Saturday									
	Sunday									
	Total	\$75,308	\$6,276	\$207	\$1	\$0	\$0	\$75,307	\$6,276	\$207
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		3	\$22.29	\$57.49	0.0%					
	Weekday									
	Saturday									
	Sunday									
	Total	3	\$22.29	\$57.49	0.0%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Route 18

Red

Days of Service:

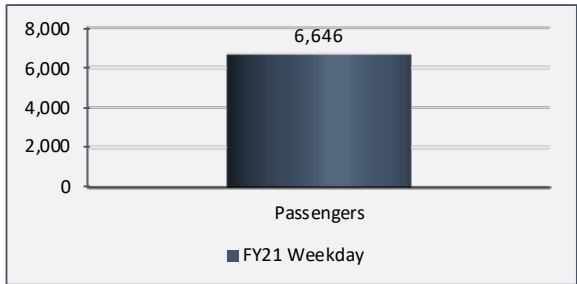
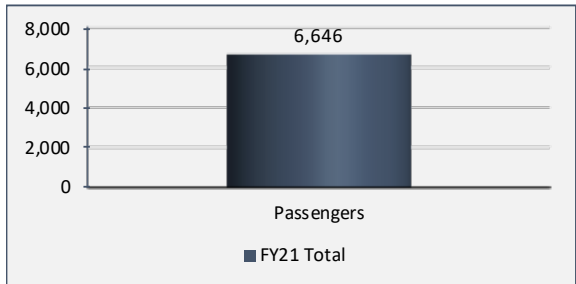
Wkdy: Every 15 minutes

Sat: No Service

Sun: No Service

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	6,646	554	27	2,306	192	9	18,109	1,509	73
	Saturday									
	Sunday									
	Total	6,646	554	18	2,306	192	6	18,109	1,509	50
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$131,950	\$10,996	\$530	\$9	\$1	\$0	\$131,941	\$10,995	\$530
	Saturday									
	Sunday									
	Total	\$131,950	\$10,996	\$363	\$9	\$1	\$0	\$131,941	\$10,995	\$363
	Passengers		Subsidy per	Cost per	Farebox					
	per		Passenger	Revenue	Recovery					
	Weekday	3	\$19.85	\$57.22	0.0%					
	Saturday									
	Sunday									
	Total	3	\$19.85	\$57.22	0.0%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Route 19

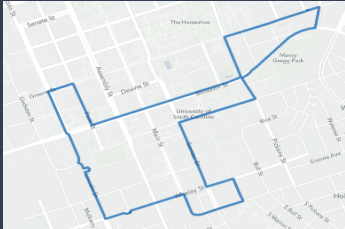
Blue

Days of Service:

Wkdy: Every 15 minutes

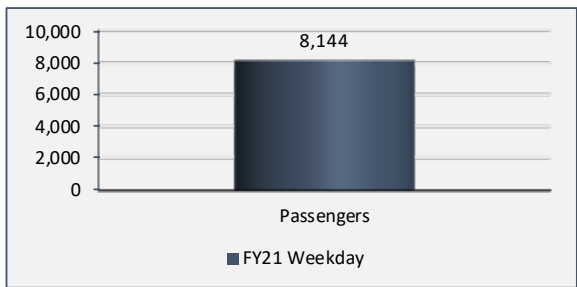
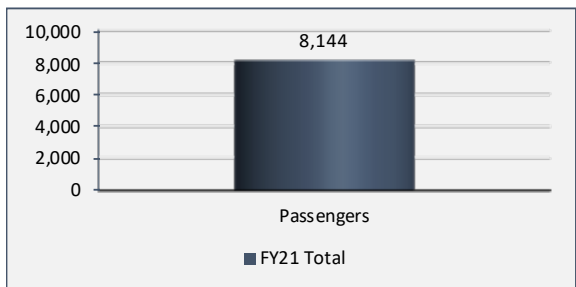
Sat: No Service


Sun: No Service



FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	8,144	679	33	2,362	197	9	20,650	1,721	83
	Saturday									
	Sunday									
	Total	8,144	679	22	2,362	197	7	20,650	1,721	57
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$135,248	\$11,271	\$543	\$875	\$73	\$4	\$134,373	\$11,198	\$540
	Saturday									
	Sunday									
	Total	\$135,248	\$11,271	\$373	\$875	\$73	\$2	\$134,373	\$11,198	\$370
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		3	\$16.50	\$57.26	0.6%					
	Weekday									
	Saturday									
	Sunday									
	Total	3	\$16.50	\$57.26	0.6%					

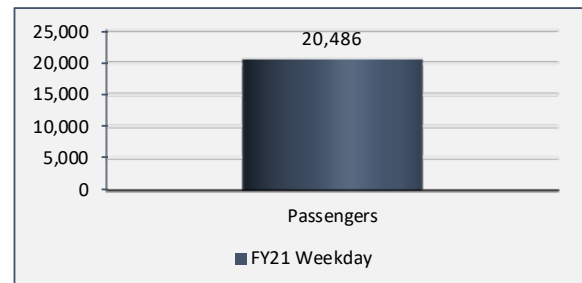
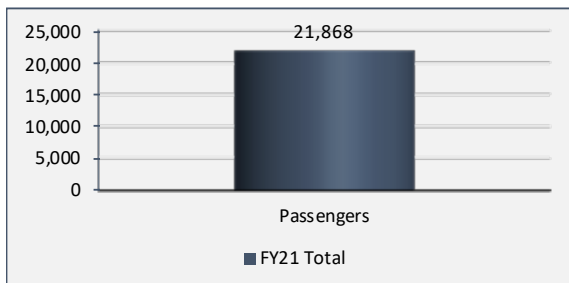
Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Service Information	Route 20	
	West Campus	
	Days of Service: Wkdy: Every 10 minutes Sat: Every 20 minutes Sun: Every 20 minutes	

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	20,486	1,707	82	3,420	285	14	27,808	2,317	112
	Saturday	808	67	3	216	18	1	1,719	143	7
	Sunday	574	48	5	149	12	1	1,272	106	11
	Total	21,868	1,822	60	3,785	315	10	30,799	2,567	85
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$194,501	\$16,208	\$781	\$189	\$16	\$1	\$194,312	\$16,193	\$780
	Saturday	\$12,899	\$1,075	\$52	\$0	\$0	\$0	\$12,899	\$1,075	\$52
	Sunday	\$8,829	\$736	\$77	\$0	\$0	\$0	\$8,829	\$736	\$77
	Total	\$216,229	\$18,019	\$596	\$189	\$16	\$1	\$216,040	\$18,003	\$595
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	6	\$9.49	\$56.87	0.1%					
	Saturday	4	\$15.96	\$59.72	0.0%					
	Sunday	4	\$15.38	\$59.26	0.0%					
	Total	6	\$9.88	\$57.13	0.1%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Route 21

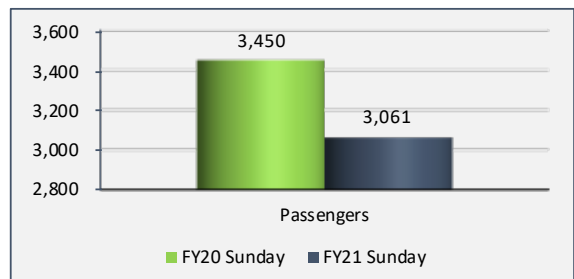
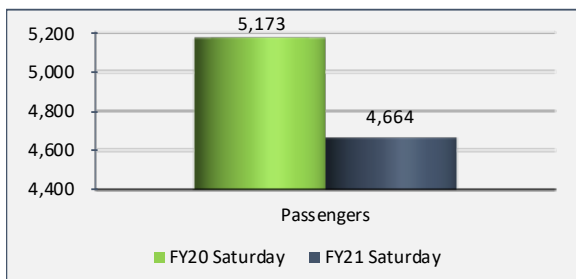
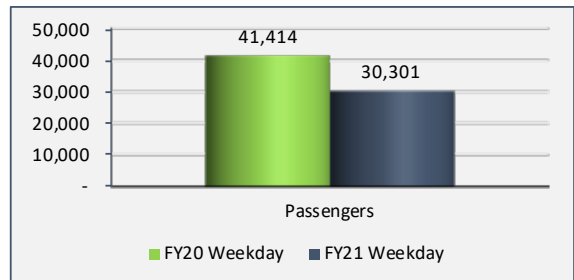
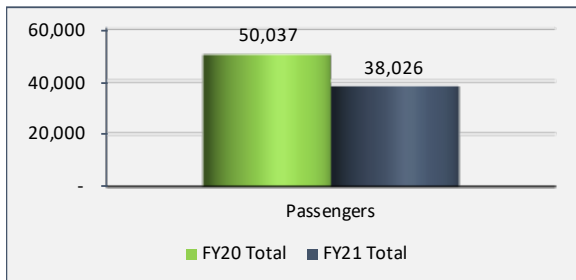
Rosewood

Days of Service:

Wkdy: Every 60 minutes
Sat: Every 60 minutes
Sun: Every 60 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	30,301	2,525	122	2,963	247	12	35,850	2,988	144
	Saturday	4,664	389	19	630	53	3	7,359	613	30
	Sunday	3,061	255	27	613	51	5	7,114	593	62
	Total	38,026	3,169	105	4,206	351	12	50,323	4,194	139
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$169,064	\$14,089	\$679	\$1,725	\$144	\$7	\$167,339	\$13,945	\$672
	Saturday	\$35,703	\$2,975	\$143	\$242	\$20	\$1	\$35,461	\$2,955	\$142
	Sunday	\$34,358	\$2,863	\$301	\$194	\$16	\$2	\$34,163	\$2,847	\$300
	Total	\$239,124	\$19,927	\$659	\$2,161	\$180	\$6	\$236,964	\$19,747	\$653
	Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery						
	Weekday	10	\$5.52	\$57.06	1.0%					
	Saturday	7	\$7.60	\$56.67	0.7%					
	Sunday	5	\$11.16	\$56.05	0.6%					
	Total	9	\$6.23	\$56.85	0.9%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	41,414	4,219	\$ 282,065	\$ 13,409	\$ 268,656	10	\$10	\$66.86	4.8%
	FY20 Saturday	5,173	664	\$ 44,386	\$ 1,597	\$ 42,789	8	\$8	\$66.85	3.6%
	FY20 Sunday	3,450	648	\$ 43,851	\$ 1,417	\$ 42,434	5	\$5	\$67.67	3.2%
	FY20 Total	50,037	5,531	\$ 370,302	\$ 16,423	\$ 353,879	9	\$9	\$66.95	4.4%
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Route 22

Harden

Days of Service:

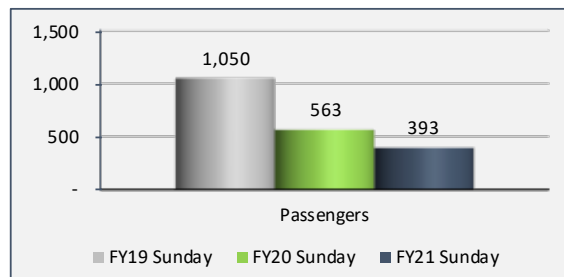
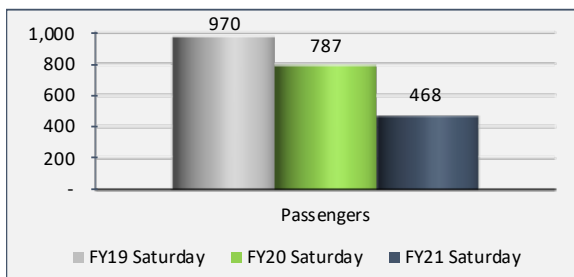
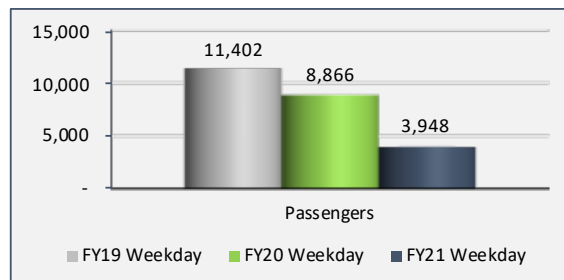
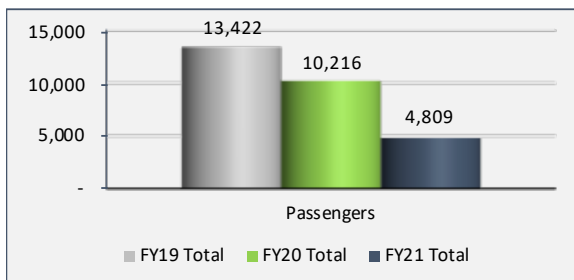
Wkdy: Every 60 minutes

Sat: Every 60 minutes

Sun: Every 60 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	3,948	329	16	1,082	90	4	13,505	1,125	54
	Saturday	468	39	2	184	15	1	2,339	195	9
	Sunday	393	33	3	187	16	2	2,333	194	20
	Total	4,809	401	13	1,453	121	4	18,177	1,515	50
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$61,876	\$5,156	\$248	\$215	\$18	\$1	\$61,661	\$5,138	\$248
	Saturday	\$10,420	\$868	\$42	\$0	\$0	\$0	\$10,420	\$868	\$42
	Sunday	\$10,545	\$879	\$93	\$0	\$0	\$0	\$10,545	\$879	\$93
	Total	\$82,842	\$6,904	\$228	\$215	\$18	\$1	\$82,627	\$6,886	\$228
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	4	\$15.62	\$57.19	0.3%					
	Saturday	3	\$22.27	\$56.63	0.0%					
	Sunday	2	\$26.83	\$56.39	0.0%					
	Total	3	\$17.18	\$57.01	0.3%					

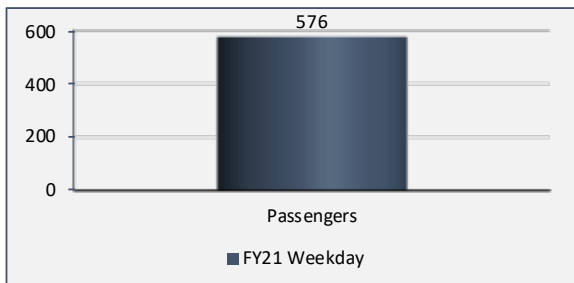
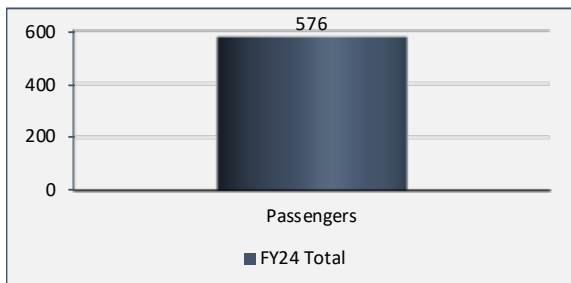
Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	8,866	2,738	\$ 183,464	\$ 4,630	\$ 178,834	3	\$3	\$67.01	2.5%
	FY20 Saturday	787	303	\$ 20,762	\$ 322	\$ 20,440	3	\$3	\$68.52	1.6%
	FY20 Sunday	563	274	\$ 18,947	\$ 393	\$ 18,554	2	\$2	\$69.15	2.1%
	FY20 Total	10,216	3,315	\$ 223,174	\$ 5,345	\$ 217,829	3	\$3	\$67.32	2.4%
	FY19 Weekday	11,402	2,942	\$ 184,272	\$ 4,603	\$ 179,669	4	\$4	\$62.64	2.5%
	FY19 Saturday	970	477	\$ 30,006	\$ 581	\$ 29,424	2	\$2	\$62.95	1.9%
	FY19 Sunday	1,050	462	\$ 29,094	\$ 427	\$ 28,667	2	\$2	\$62.97	1.5%
	FY19 Total	13,422	3,880	\$ 243,371	\$ 5,611	\$ 237,761	3	\$3	\$62.72	2.3%



Service Information	Route 24 Evening 1	
	Days of Service:	
	Wkdy: Every 30 minutes Sat: No Service Sun: No Service	

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	576	48	2	848	71	3	8,787	732	35
	Saturday									
	Sunday									
	Total	576	48	2	848	71	2	8,787	732	24
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$50,208	\$4,184	\$202	\$292	\$24	\$1	\$49,916	\$4,160	\$200
	Total	\$50,208	\$4,184	\$138	\$292	\$24	\$1	\$49,916	\$4,160	\$138
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		1	\$86.66	\$59.21	0.6%					
	Total	1	\$86.66	\$59.21	0.6%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Total									



Route 25

Evening 2

Days of Service:

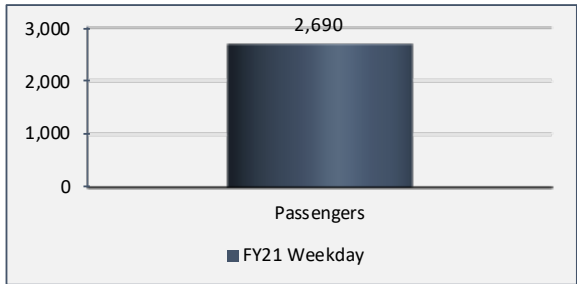
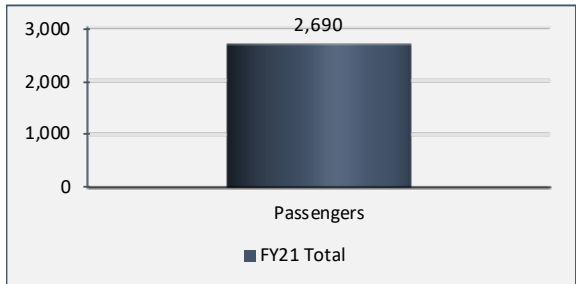
Wkdy: Every 30 minutes

Sat: No Service

Sun: No Service

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	2,690	224	11	979	82	4	10,582	882	42
	Saturday									
	Sunday									
	Total	2,690	224	7	979	82	3	10,582	882	29
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$56,907	\$4,742	\$229	\$697	\$58	\$3	\$56,209	\$4,684	\$226
	Saturday									
	Sunday									
	Total	\$56,907	\$4,742	\$157	\$697	\$58	\$2	\$56,209	\$4,684	\$155
Historic Trends		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		3	\$20.90	\$58.13	1.2%					
	Weekday									
	Saturday									
	Sunday									
	Total	3	\$20.90	\$58.13	1.2%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday									
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total									
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									

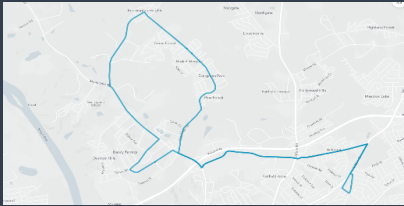


Route 31

Denny Terrace ReFlex

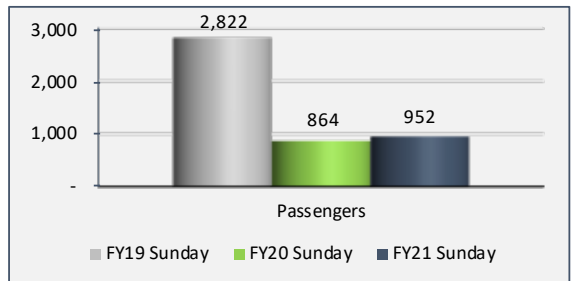
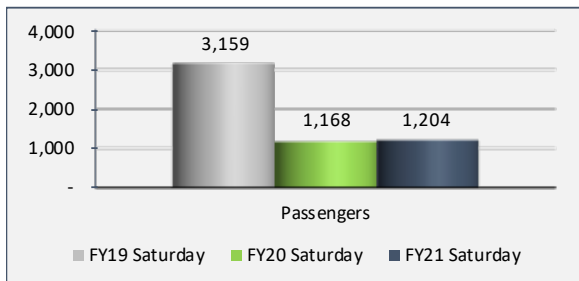
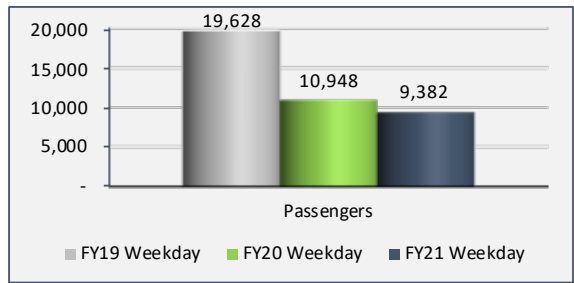
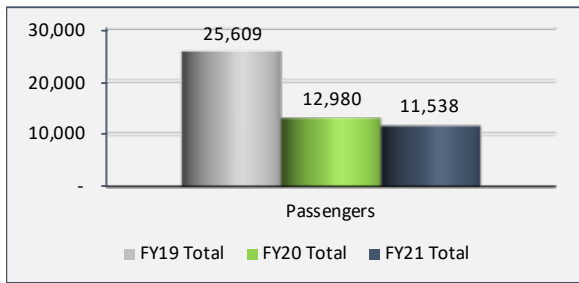
Days of Service:

Wkdy: Every 60 minutes
Sat: Every 60 minutes
Sun: Every 60 minutes



FY2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	9,382	782	38	1,756	146	7	25,758	2,147	103
	Saturday	1,204	100	5	378	32	2	5,458	455	22
	Sunday	952	79	8	285	24	3	4,179	348	37
	Total	11,538	962	32	2,419	202	7	35,395	2,950	98
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$90,716	\$7,560	\$364	\$2,640	\$220	\$11	\$88,076	\$7,340	\$354
	Saturday	\$19,826	\$1,652	\$80	\$314	\$26	\$1	\$19,512	\$1,626	\$78
	Sunday	\$15,844	\$1,320	\$139	\$231	\$19	\$2	\$15,613	\$1,301	\$137
	Total	\$126,386	\$10,532	\$348	\$3,184	\$265	\$9	\$123,202	\$10,267	\$339
	Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery						
	Weekday	5	\$9.39	\$51.66	2.9%					
	Saturday	3	\$16.21	\$52.45	1.6%					
	Sunday	3	\$16.40	\$55.59	1.5%					
	Total	5	\$10.68	\$52.25	2.5%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	10,948	2,018	\$ 129,088	\$ 4,795	\$124,293	5	\$5	\$63.97	3.7%
	FY20 Saturday	1,168	389	\$ 24,923	\$ 847	\$ 24,076	3	\$3	\$64.07	3.4%
	FY20 Sunday	864	318	\$ 20,595	\$ 256	\$ 20,339	3	\$3	\$64.76	1.2%
	FY20 Total	12,980	2,725	\$ 174,605	\$ 5,898	\$168,707	5	\$5	\$64.08	3.4%
	FY19 Weekday	19,628	2,245	\$ 155,691	\$ 11,441	\$144,250	9	\$9	\$69.37	7.3%
	FY19 Saturday	3,159	181	\$ 31,517	\$ 92	\$ 31,424	17	\$17	\$174.16	0.3%
	FY19 Sunday	2,822	401	\$ 47,786	\$ 928	\$ 46,859	7	\$7	\$119.23	1.9%
	FY19 Total	25,609	2,826	\$ 234,994	\$ 12,461	\$222,533	9	\$9	\$83.15	5.3%



Route 32

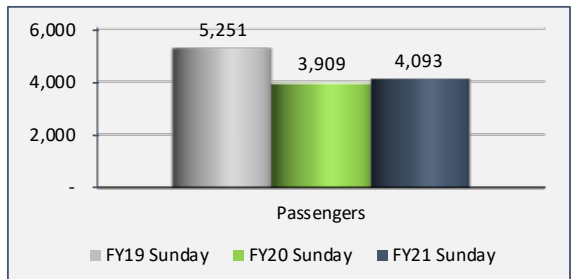
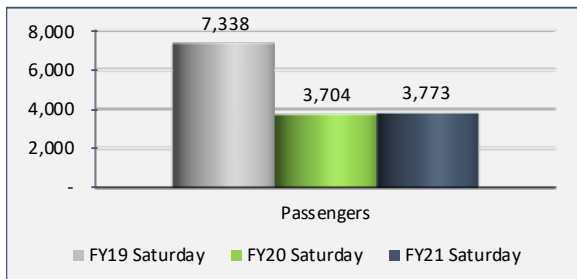
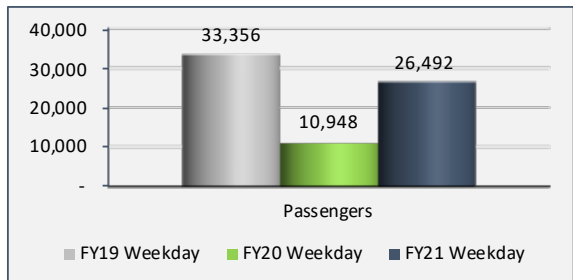
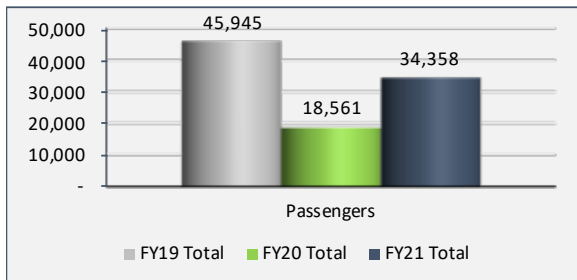
North Main/Hardscrabble

Days of Service:

Wkdy: Every 30 minutes
Sat: Every 30 minutes
Sun: Every 30 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	26,492	2,208	106	3,221	268	13	50,795	4,233	204
	Saturday	3,773	314	15	581	48	2	8,157	680	33
	Sunday	4,093	341	36	541	45	5	7,885	657	69
	Total	34,358	2,863	95	4,343	362	12	66,837	5,570	184
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$186,840	\$15,570	\$750	\$1,247	\$104	\$5	\$185,593	\$15,466	\$745
	Saturday	\$33,685	\$2,807	\$135	\$168	\$14	\$1	\$33,517	\$2,793	\$135
	Sunday	\$31,483	\$2,624	\$276	\$186	\$16	\$2	\$31,297	\$2,608	\$275
	Total	\$252,009	\$21,001	\$694	\$1,601	\$133	\$4	\$250,407	\$20,867	\$690
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	8	\$7.01	\$58.01	0.7%					
	Saturday	6	\$8.88	\$57.98	0.5%					
	Sunday	8	\$7.65	\$58.19	0.6%					
	Total	8	\$7.29	\$58.03	0.6%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	10,948	3,459	\$ 233,155	\$ 7,770	\$ 225,385	3	\$3	\$67.41	3.3%
	FY20 Saturday	3,704	706	\$ 47,606	\$ 1,178	\$ 46,428	5	\$5	\$67.43	2.5%
	FY20 Sunday	3,909	691	\$ 46,896	\$ 441	\$ 46,455	6	\$6	\$67.87	0.9%
	FY20 Total	18,561	4,856	\$ 327,657	\$ 9,389	\$ 318,268	4	\$4	\$67.47	2.9%
	FY19 Weekday	33,356	3,652	\$ 237,622	\$ 13,230	\$ 224,393	9	\$9	\$65.07	5.6%
	FY19 Saturday	7,338	748	\$ 48,780	\$ 1,931	\$ 46,850	10	\$10	\$65.25	4.0%
	FY19 Sunday	5,251	732	\$ 47,786	\$ 2,063	\$ 45,724	7	\$7	\$65.25	4.3%
	FY19 Total	45,945	5,132	\$ 334,189	\$ 17,223	\$ 316,966	9	\$9	\$65.12	5.2%

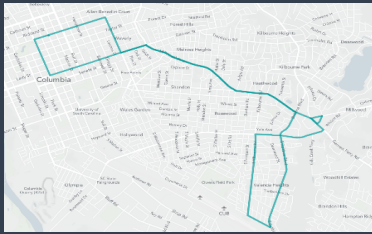


Route 42

Millwood

Days of Service:

Wkdy: Every 30 minutes
Sat: Every 30 minutes
Sun: Every 30 minutes

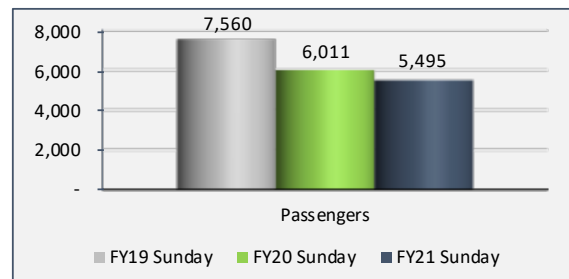
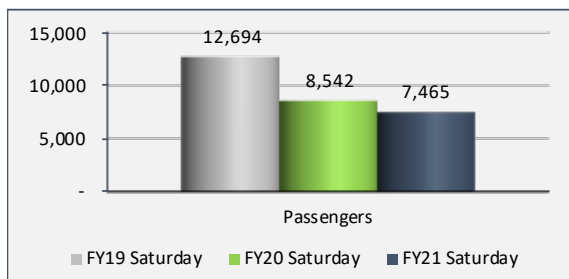
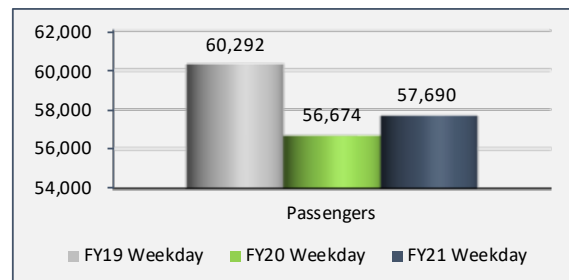
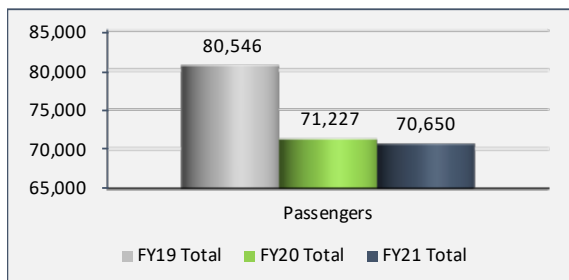


	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	57,690	4,808	232	3,497	291	14	45,994	3,833	185
Saturday	7,465	622	30	654	55	3	8,642	720	35
Sunday	5,495	458	48	660	55	6	8,530	711	75
Total	70,650	5,888	195	4,811	401	13	63,166	5,264	174

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$194,832	\$16,236	\$782	\$7,232	\$603	\$29	\$187,600	\$15,633	\$753
Saturday	\$36,555	\$3,046	\$147	\$966	\$80	\$4	\$35,590	\$2,966	\$143
Sunday	\$36,762	\$3,063	\$322	\$607	\$51	\$5	\$36,155	\$3,013	\$317
Total	\$268,149	\$22,346	\$739	\$8,804	\$734	\$24	\$259,344	\$21,612	\$714

	Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery
Weekday	16	\$3.25	\$55.71	3.7%
Saturday	11	\$4.77	\$55.90	2.6%
Sunday	8	\$6.58	\$55.70	1.7%
Total	15	\$3.67	\$55.74	3.3%

	Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY20 Weekday	56,674	3,458	\$233,155	\$ 7,770	\$225,385	16	\$16	\$67.42	3.3%
FY20 Saturday	8,542	651	\$ 43,744	\$ 299	\$ 43,445	13	\$13	\$67.19	0.7%
FY20 Sunday	6,011	643	\$ 43,564	\$ 2,686	\$ 40,878	9	\$9	\$67.75	6.2%
FY20 Total	71,227	4,752	\$320,463	\$ 10,755	\$309,708	15	\$15	\$67.44	3.4%
FY19 Weekday	60,292	3,655	\$230,855	\$ 32,909	\$197,947	16	\$16	\$63.16	14.3%
FY19 Saturday	12,694	667	\$ 42,274	\$ 6,122	\$ 36,153	19	\$19	\$63.36	14.5%
FY19 Sunday	7,560	659	\$ 41,772	\$ 4,108	\$ 37,664	11	\$11	\$63.35	9.8%
FY19 Total	80,546	4,982	\$314,902	\$ 43,138	\$271,764	16	\$16	\$63.21	13.7%



Route 44X

Lower Richland Blvd.
Express

Days of Service:

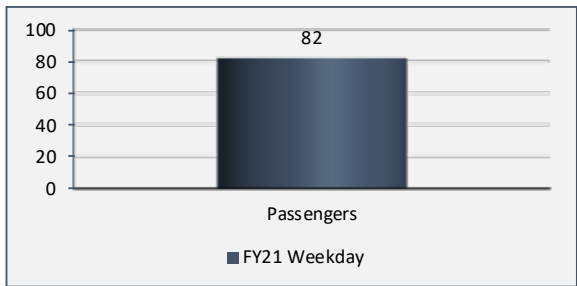
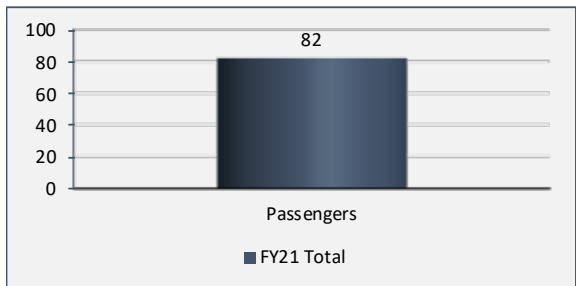
Wkdy: Two trips

Sat: No Service

Sun: No Service

FY2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	82	7	0	632	53	3	16,237	1,353	65
	Saturday									
	Sunday									
	Total	82	7	0	632	53	2	16,237	1,353	45
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$36,964	\$3,080	\$148	\$16	\$1	\$0	\$36,948	\$3,079	\$148
	Saturday									
	Sunday									
	Total	\$36,964	\$3,080	\$102	\$16	\$1	\$0	\$36,948	\$3,079	\$102
Historic Trends		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		0	\$450.58	\$58.49	0.0%					
	Weekday									
	Saturday									
	Sunday									
	Total	0	\$450.58	\$58.49	0.0%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	33	557	\$43,097	\$69	\$43,028	0	\$0	\$77.37	0.2%
	FY20 Saturday									
	FY20 Sunday									
	FY 2020 Total	33	557	43,097	69	\$43,028	0	\$0	\$77.37	0.2%
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Route 45

Leesburg/Hazelwood

Days of Service:

Wkdy: Every 30 minutes

Sat: Every 30 minutes

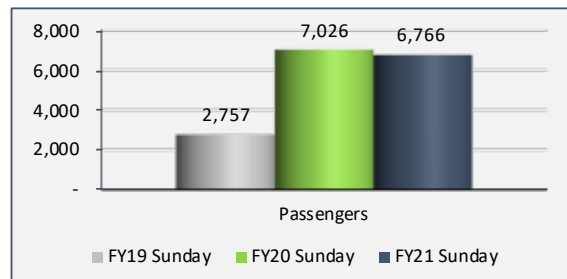
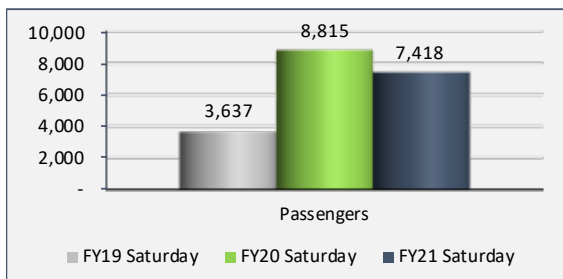
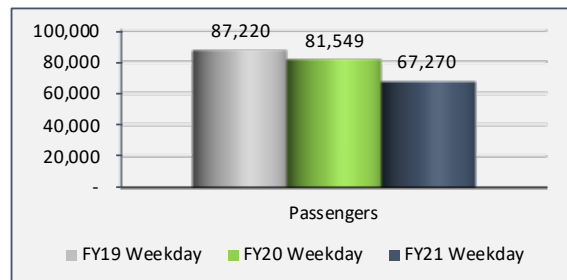
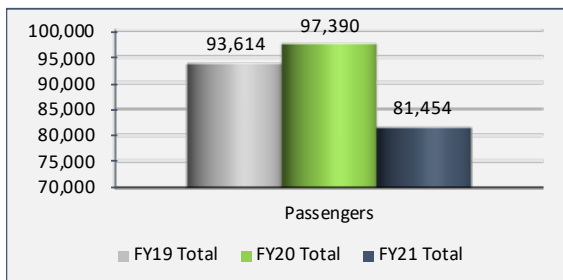
Sun: Every 30 minutes

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	67,270	5,606	270	4,077	340	16	44,820	3,735	180
Saturday	7,418	618	30	674	56	3	7,181	598	29
Sunday	6,766	564	59	639	53	6	6,312	526	55
Total	81,454	6,788	224	5,390	449	15	58,313	4,859	161

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$226,963	\$18,914	\$911	\$6,865	\$572	\$28	\$220,098	\$18,342	\$884
Saturday	\$37,929	\$3,161	\$152	\$803	\$67	\$3	\$37,126	\$3,094	\$149
Sunday	\$35,405	\$2,950	\$311	\$571	\$48	\$5	\$34,834	\$2,903	\$306
Total	\$300,297	\$25,025	\$827	\$8,240	\$687	\$23	\$292,058	\$24,338	\$805

	Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery
Weekday	16	\$3.27	\$55.67	3.0%
Saturday	11	\$5.00	\$56.28	2.1%
Sunday	11	\$5.15	\$55.41	1.6%
Total	15	\$3.59	\$55.71	2.7%

	Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY20 Weekday	81,549	7,530	\$ 507,301	\$ 36,756	\$470,545	11	\$11	\$67.37	7.2%
FY20 Saturday	8,815	998	\$ 66,101	\$ 3,510	\$ 62,591	9	\$9	\$66.23	5.3%
FY20 Sunday	7,026	950	\$ 63,060	\$ 3,343	\$ 59,717	7	\$7	\$66.38	5.3%
FY20 Total	97,390	9,478	\$ 636,462	\$ 43,609	\$592,853	10	\$10	\$67.15	6.9%
FY19 Weekday	87,220	6,143	\$ 398,622	\$ 44,934	\$353,689	14	\$14	\$64.89	11.3%
FY19 Saturday	3,637	1,018	\$ 66,150	\$ 5,635	\$ 60,516	4	\$4	\$64.99	8.5%
FY19 Sunday	2,757	1,005	\$ 65,252	\$ 3,502	\$ 61,750	3	\$3	\$64.95	5.4%
FY19 Total	93,614	8,166	\$ 530,025	\$ 54,071	\$475,954	11	\$11	\$64.91	10.2%



Route 47

Eastover/Gadsden

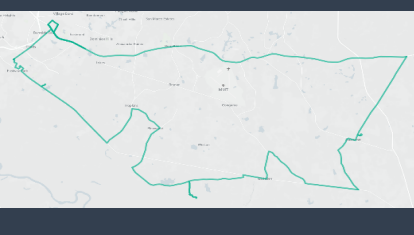
ReFlex

Days of Service:

Wkdy: Every 120 mins

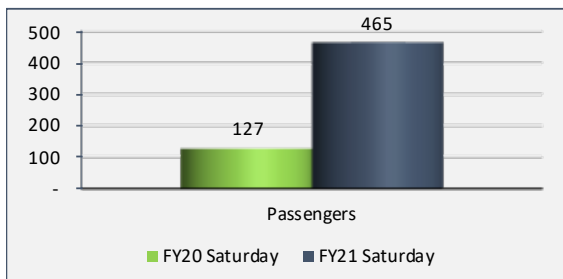
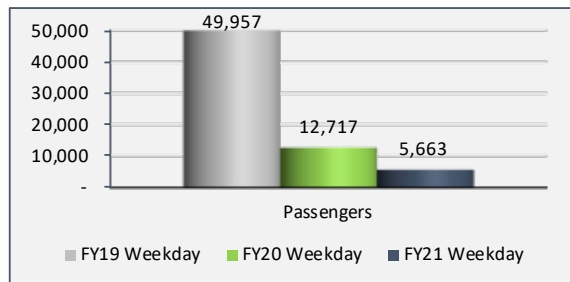
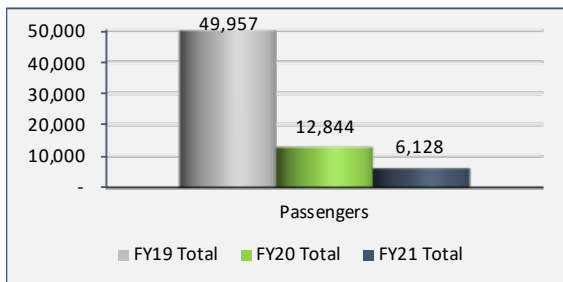
Sat: Every 120 minutes

Sun: No Service



FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	5,663	472	23	1,439	120	6	39,318	3,277	158
	Saturday	465	39	2	221	18	1	1,460	122	6
	Sunday									
	Total	6,128	511	17	1,660	138	5	40,778	3,398	112
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$82,932	\$6,911	\$333	\$2,050	\$171	\$8	\$80,883	\$6,740	\$325
	Saturday	\$11,362	\$947	\$46	\$86	\$7	\$0	\$11,276	\$940	\$45
	Sunday									
	Total	\$94,294	\$7,858	\$260	\$2,136	\$178	\$6	\$92,158	\$7,680	\$254
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	4	\$14.28	\$57.63	2.5%					
	Saturday	2	\$24.25	\$51.41	0.8%					
	Sunday									
Total	4	\$15.04	\$56.80	2.3%						

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	12,717	2,527	\$167,528	\$ 6,591	\$160,937	5	\$5	\$66.30	3.9%
	FY20 Saturday	127	1,600	\$ -	\$ 206	\$ (206)	0	\$0	\$0.00	#DIV/0!
	FY20 Sunday									
	FY20 Total	12,844	4,127	\$167,528	\$ 6,797	\$160,731	3	\$3	\$40.59	4.1%
	FY19 Weekday	49,957	4,024	\$263,415	\$ 18,294	\$245,120	12	\$12	\$65.46	6.9%
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total	49,957	4,024	263,415	18,294	\$245,120	12	\$12	\$65.46	6.9%

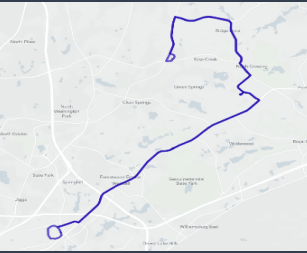


Route 55

Sandhills

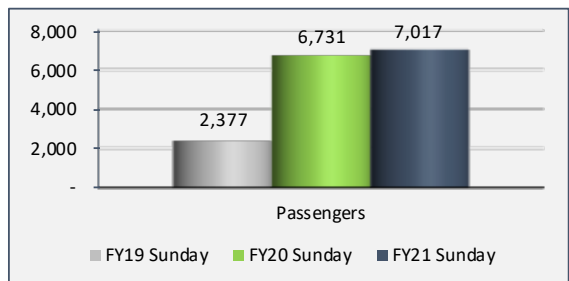
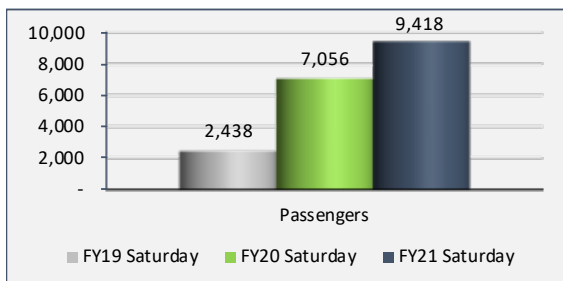
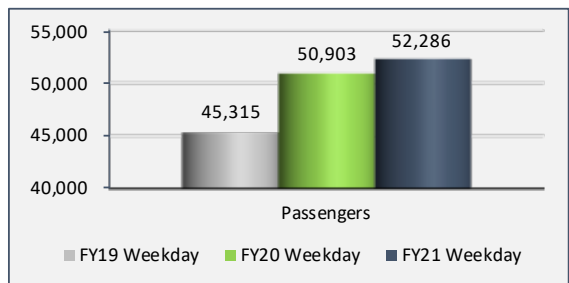
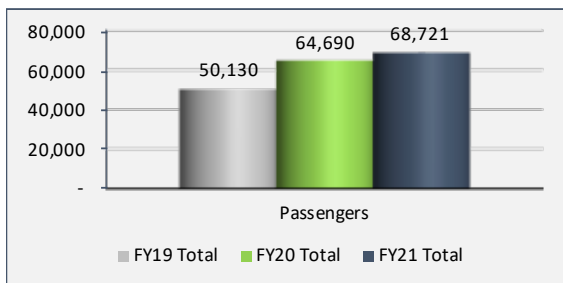
Days of Service:

Wkdy: Every 60 minutes
Sat: Every 60 minutes
Sun: Every 60 minutes



FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	52,286	4,357	210	6,240	520	25	81,855	6,821	329
	Saturday	9,418	785	38	1,362	114	5	6,658	555	27
	Sunday	7,017	585	62	1,303	109	11	16,889	1,407	148
	Total	68,721	5,727	189	8,905	742	25	105,402	8,784	290
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$346,195	\$28,850	\$1,390	\$6,577	\$548	\$26	\$339,618	\$28,302	\$1,364
	Saturday	\$73,783	\$6,149	\$296	\$876	\$73	\$4	\$72,908	\$6,076	\$293
	Sunday	\$72,987	\$6,082	\$640	\$628	\$52	\$6	\$72,359	\$6,030	\$635
	Total	\$492,966	\$41,081	\$1,358	\$8,081	\$673	\$22	\$484,885	\$40,407	\$1,336
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	8	\$6.50	\$55.48	1.9%					
	Saturday	7	\$7.74	\$54.17	1.2%					
	Sunday	5	\$10.31	\$56.01	0.9%					
	Total	8	\$7.06	\$55.36	1.6%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	50,903	5,599	\$382,299	\$ 23,924	\$358,375	9	\$9	\$68.28	6.3%
	FY20 Saturday	7,056	828	\$ 55,287	\$ 3,082	\$ 52,205	9	\$9	\$66.77	5.6%
	FY20 Sunday	6,731	824	\$ 55,370	\$ 2,776	\$ 52,594	8	\$8	\$67.20	5.0%
	FY20 Total	64,690	7,251	\$492,956	\$ 29,782	\$463,174	9	\$9	\$67.98	6.0%
	FY19 Weekday	45,315	4,111	\$259,120	\$ 23,759	\$235,361	11	\$11	\$63.02	9.2%
	FY19 Saturday	2,438	1,412	\$ 88,513	\$ 2,403	\$ 86,110	2	\$2	\$62.71	2.7%
	FY19 Sunday	2,377	699	\$ 44,662	\$ 2,640	\$ 42,022	3	\$3	\$63.85	5.9%
	FY19 Total	50,130	6,222	\$392,295	\$ 28,802	\$363,494	8	\$8	\$63.05	7.3%



Route 57L

Killian/Clemson

Days of Service:

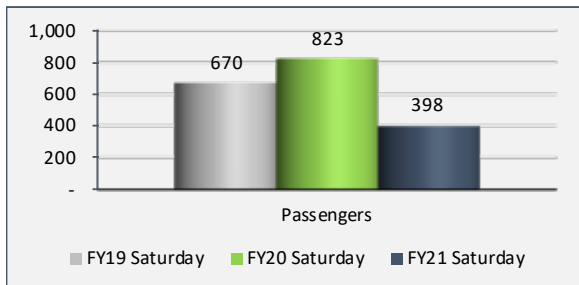
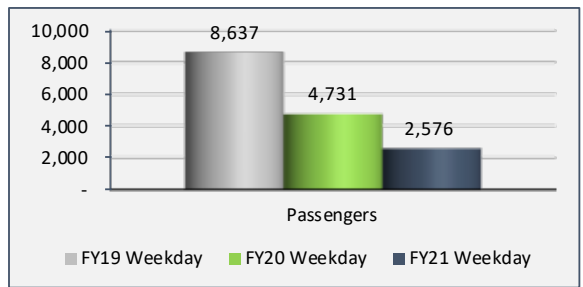
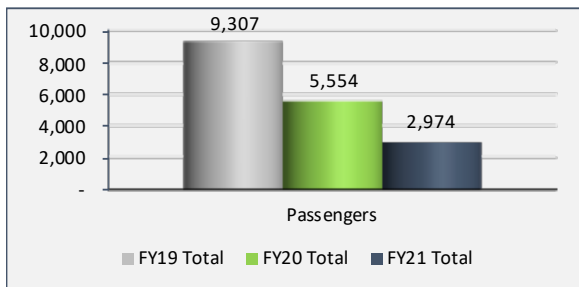
Wkdy: Every 60 minutes

Sat: Every 60 minutes

Sun: No Service

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	2,576	215	10	2,029	169	8	43,713	3,643	176
	Saturday	398	33	2	323	27	1	6,658	555	27
	Sunday									
	Total	2,974	248	8	2,352	196	6	50,371	4,198	139
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$120,801	\$10,067	\$485	\$100	\$8	\$0	\$120,701	\$10,058	\$485
	Saturday	\$19,109	\$1,592	\$77	\$8	\$1	\$0	\$19,101	\$1,592	\$77
	Sunday									
	Total	\$139,909	\$11,659	\$385	\$108	\$9	\$0	\$139,801	\$11,650	\$385
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	1	\$46.86	\$59.54	0.1%					
	Saturday	1	\$47.99	\$59.16	0.0%					
	Sunday									
	Total	1	\$47.01	\$59.49	0.1%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	4,731	3,744	\$247,713	\$ 2,301	\$245,412	1	\$1	\$66.16	0.9%
	FY20 Saturday	823	660	\$ 43,744	\$ 299	\$ 43,445	1	\$1	\$66.28	0.7%
	FY20 Sunday									
	FY20 Total	5,554	4,404	\$291,457	\$ 2,600	\$288,857	1	\$1	\$66.18	0.9%
	FY19 Weekday	8,637	3,797	\$239,236	\$ 3,956	\$235,280	2	\$2	\$63.00	1.7%
	FY19 Saturday	670	1,136	\$ 69,866	\$ 722	\$ 69,144	1	\$1	\$61.48	1.0%
	FY19 Sunday									
	FY19 Total	9,307	4,934	\$309,102	\$ 4,678	\$304,424	2	\$2	\$62.65	1.5%



Route 61

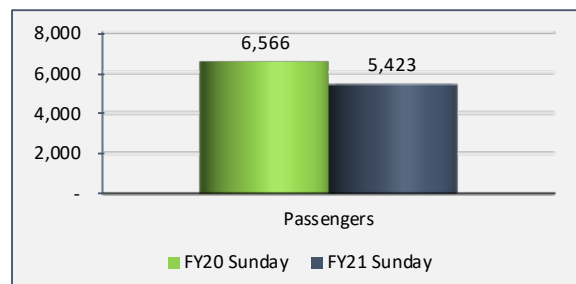
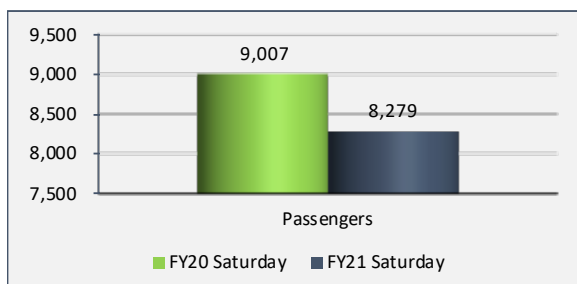
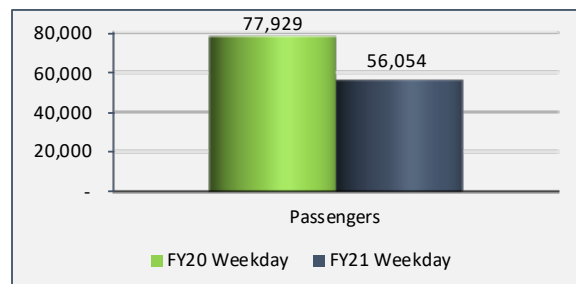
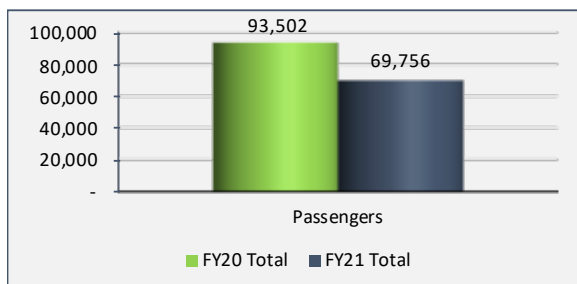
Shop

Days of Service:

Wkdy: Every 60 minutes
Sat: Every 60 minutes
Sun: Every 60 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	56,054	4,671	225	4,416	368	18	57,190	4,766	230
	Saturday	8,279	690	33	956	80	4	12,289	1,024	49
	Sunday	5,423	452	48	898	75	8	11,032	919	97
	Total	69,756	5,813	192	6,270	523	17	80,511	6,709	222
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$247,867	\$20,656	\$995	\$4,213	\$351	\$17	\$243,654	\$20,305	\$979
	Saturday	\$53,433	\$4,453	\$215	\$426	\$36	\$2	\$53,007	\$4,417	\$213
	Sunday	\$50,332	\$4,194	\$442	\$266	\$22	\$2	\$50,066	\$4,172	\$439
	Total	\$351,632	\$29,303	\$969	\$4,905	\$409	\$14	\$346,727	\$28,894	\$955
Historic Trends		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	13	\$4.35	\$56.13	1.7%					
	Saturday	9	\$6.40	\$55.89	0.8%					
	Sunday	6	\$9.23	\$56.05	0.5%					
	Total	11	\$4.97	\$56.08	1.4%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	77,929	6,481	\$436,266	\$ 34,237	\$402,029	12	\$12	\$67.31	7.8%
	FY20 Saturday	9,007	1,011	\$ 68,119	\$ 4,090	\$ 64,029	9	\$9	\$67.38	6.0%
	FY20 Sunday	6,566	897	\$ 60,429	\$ 2,819	\$ 57,610	7	\$7	\$67.37	4.7%
	FY20 Total	93,502	8,389	\$564,813	\$ 41,146	\$523,667	11	\$11	\$67.33	7.3%
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									

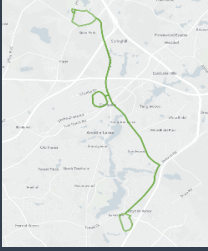


Route 75

Decker/Parklane

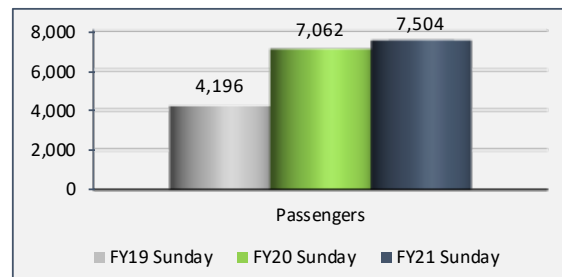
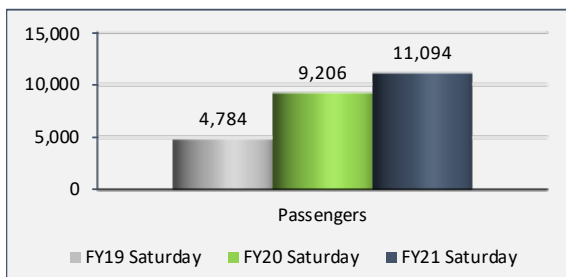
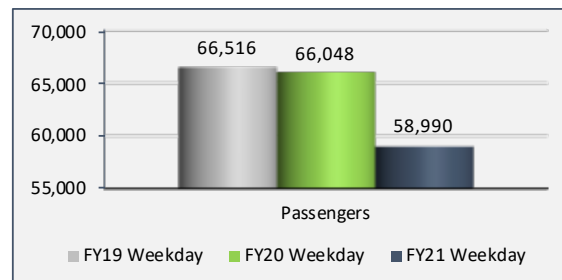
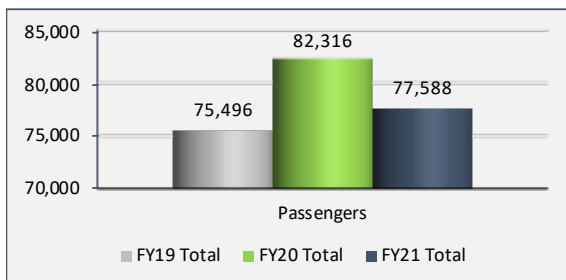
Days of Service:

Wkdy: Every 60 minutes
Sat: Every 60 minutes
Sun: Every 60 minutes



FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	58,990	4,916	237	3,128	261	13	42,395	3,533	170
	Saturday	11,094	925	45	605	50	2	8,162	680	33
	Sunday	7,504	625	66	626	52	5	8,538	712	75
	Total	77,588	6,466	214	4,359	363	12	59,095	4,925	163
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$170,237	\$14,186	\$684	\$5,657	\$471	\$23	\$164,580	\$13,715	\$661
	Saturday	\$33,639	\$2,803	\$135	\$706	\$59	\$3	\$32,933	\$2,744	\$132
	Sunday	\$34,952	\$2,913	\$307	\$774	\$65	\$7	\$34,178	\$2,848	\$300
	Total	\$238,828	\$19,902	\$658	\$7,138	\$595	\$20	\$231,690	\$19,308	\$638
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	19	\$2.79	\$54.42	3.3%					
	Saturday	18	\$2.97	\$55.60	2.1%					
	Sunday	12	\$4.55	\$55.83	2.2%					
	Total	18	\$2.99	\$54.79	3.0%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	66,048	5,268	\$371,508	\$9,606	\$361,902	13	\$13	\$70.52	2.6%
	FY20 Saturday	9,206	685	\$44,934	\$3,997	\$40,937	13	\$13	\$65.60	8.9%
	FY20 Sunday	7,062	674	\$45,278	\$2,878	\$42,400	10	\$10	\$67.18	6.4%
	FY20 Total	82,316	6,627	\$461,720	\$16,481	\$445,239	12	\$12	\$69.67	3.6%
	FY19 Weekday	66,516	5,328	\$35,667	\$31,619	\$4,048	12	\$12	\$6.69	88.7%
	FY19 Saturday	4,784	694	\$43,175	\$3,726	\$39,449	7	\$7	\$62.17	8.6%
	FY19 Sunday	4,196	680	\$43,214	\$3,344	\$39,871	6	\$6	\$63.57	7.7%
	FY19 Total	75,496	6,702	\$122,056	\$38,689	\$83,367	11	\$11	\$18.21	31.7%



Route 76

Fort Jackson

Days of Service:

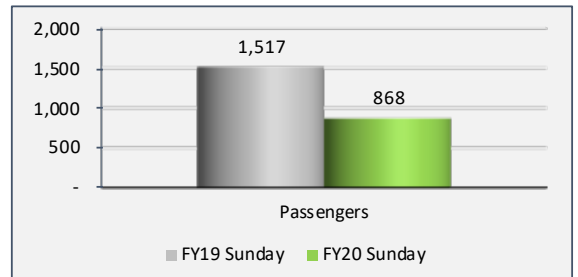
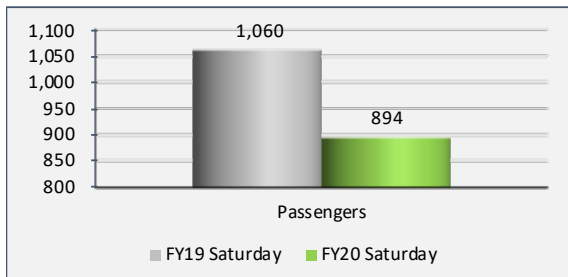
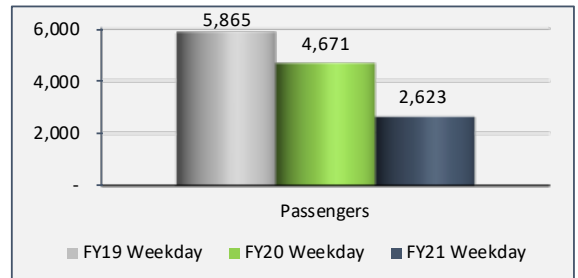
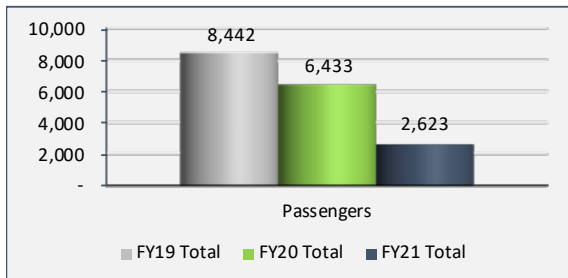
Wkdy: Every 60/120 minutes

Sat: No Service

Sun: No Service

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	2,623	219	11	951	79	4	15,329	1,277	62
Saturday									
Sunday									
Total	2,623	219	7	951	79	3	15,329	1,277	42
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$55,960	\$4,663	\$225	\$1,606	\$134	\$6	\$54,354	\$4,529	\$218
Saturday									
Sunday									
Total	\$55,960	\$4,663	\$154	\$1,606	\$134	\$4	\$54,354	\$4,529	\$150
	Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
Weekday	3	\$20.72	\$58.84	2.9%					
Saturday									
Sunday									
Total	3	\$20.72	\$58.84	2.9%					

	Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY20 Weekday	4,671	2,148	\$149,952	\$ 2,528	\$147,424	2	\$2	\$69.81	1.7%
FY20 Saturday	894	349	\$ 24,840	\$ 553	\$ 24,287	3	\$3	\$71.18	2.2%
FY20 Sunday	868	342	\$ 24,526	\$ 367	\$ 24,159	3	\$3	\$71.71	1.5%
FY20 Total	6,433	2,839	\$199,318	\$ 3,448	\$195,870	2	\$2	\$70.21	1.7%
FY19 Weekday	5,865	2,184	\$138,982	\$ 1,872	\$137,110	3	\$3	\$63.62	1.3%
FY19 Saturday	1,060	358	\$ 23,929	\$ 633	\$ 23,296	3	\$3	\$66.84	2.6%
FY19 Sunday	1,517	351	\$ 23,462	\$ 482	\$ 22,980	4	\$4	\$66.84	2.1%
FY19 Total	8,442	2,893	\$186,373	\$ 2,987	\$183,386	3	\$3	\$64.41	1.6%

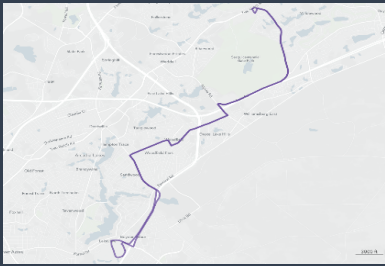


Route 77

Polo

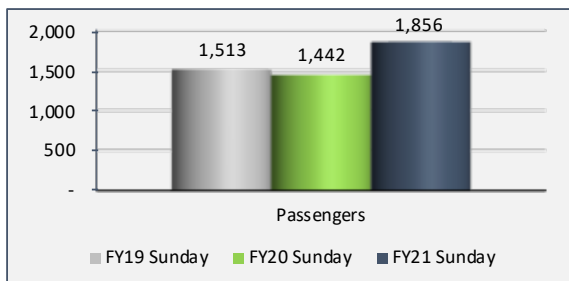
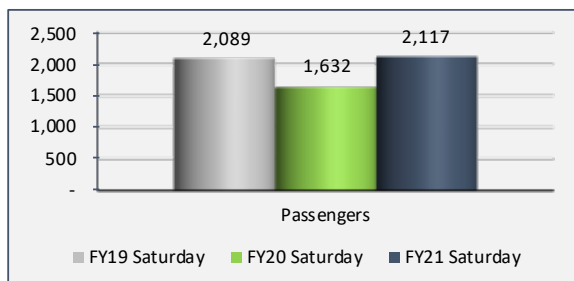
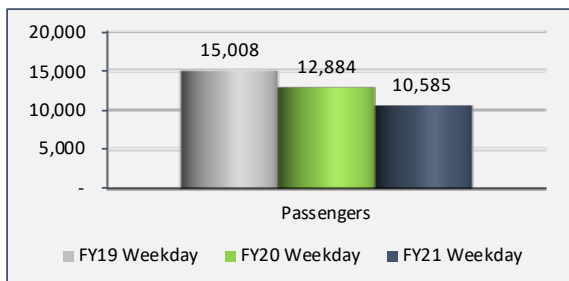
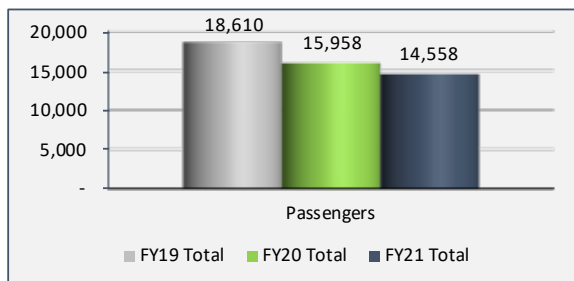
Days of Service:

Wkdy: Every 120 minutes
Sat: Every 120 minutes
Sun: Every 120 minutes



FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	10,585	882	43	2,446	204	10	44,323	3,694	178
	Saturday	2,117	176	9	512	43	2	9,291	774	37
	Sunday	1,856	155	16	504	42	4	8,933	744	78
	Total	14,558	1,213	40	3,462	289	10	62,547	5,212	172
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$143,336	\$11,945	\$576	\$1,688	\$141	\$7	\$141,648	\$11,804	\$569
	Saturday	\$29,815	\$2,485	\$120	\$242	\$20	\$1	\$29,573	\$2,464	\$119
	Sunday	\$29,717	\$2,476	\$261	\$205	\$17	\$2	\$29,512	\$2,459	\$259
	Total	\$202,869	\$16,906	\$559	\$2,135	\$178	\$6	\$200,734	\$16,728	\$553
	Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery						
	Weekday	4	\$13.38	\$58.60	1.2%					
	Saturday	4	\$13.97	\$58.23	0.8%					
	Sunday	4	\$15.90	\$58.96	0.7%					
	Total	4	\$13.79	\$58.60	1.1%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	12,884	1,990	\$132,489	\$ 5,797	\$126,692	6	\$6	\$66.58	4.4%
	FY20 Saturday	1,632	309	\$ 20,213	\$ 590	\$ 19,623	5	\$5	\$65.41	2.9%
	FY20 Sunday	1,442	303	\$ 19,915	\$ 659	\$ 19,256	5	\$5	\$65.73	3.3%
	FY20 Total	15,958	2,602	\$172,617	\$ 7,046	\$165,571	6	\$6	\$66.34	4.1%
	FY19 Weekday	15,008	2,127	\$139,372	\$ 9,182	\$130,191	7	\$7	\$65.52	6.6%
	FY19 Saturday	2,089	311	\$ 19,102	\$ 837	\$ 18,264	7	\$7	\$61.48	4.4%
	FY19 Sunday	1,513	305	\$ 18,743	\$ 700	\$ 18,044	5	\$5	\$61.48	3.7%
	FY19 Total	18,610	2,743	\$177,217	\$ 10,719	\$166,498	7	\$7	\$64.61	6.0%



Route 83L

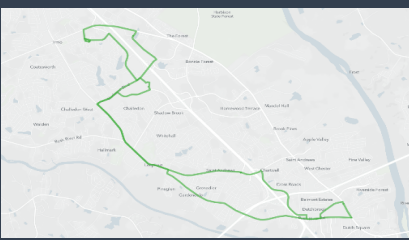
St. Andrews Local

Days of Service:

Wkdy: Every 60 minutes

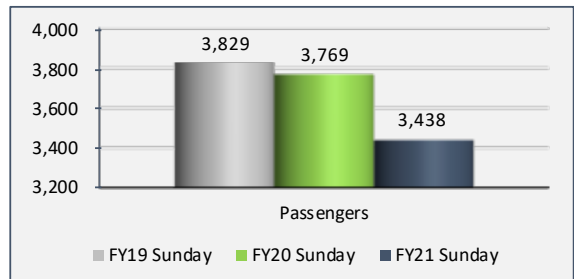
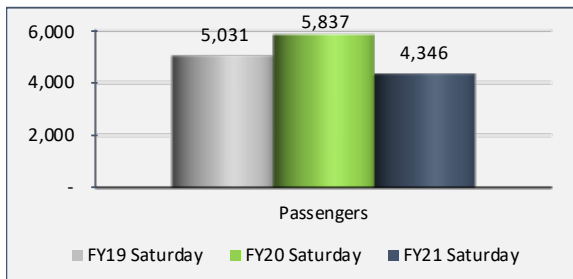
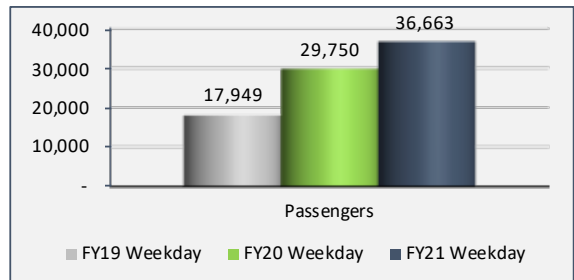
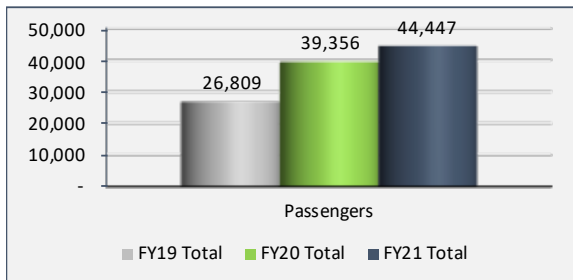
Sat: Every 60 minutes

Sun: Every 60 minutes



FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	36,663	3,055	147	3,758	313	15	57,327	4,777	230
	Saturday	4,346	362	17	741	62	3	11,182	932	45
	Sunday	3,438	287	30	673	56	6	9,910	826	87
	Total	44,447	3,704	122	5,172	431	14	78,419	6,535	216
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$210,583	\$17,549	\$846	\$2,165	\$180	\$9	\$208,418	\$17,368	\$837
	Saturday	\$41,501	\$3,458	\$167	\$329	\$27	\$1	\$41,172	\$3,431	\$165
	Sunday	\$37,345	\$3,112	\$328	\$337	\$28	\$3	\$37,008	\$3,084	\$325
	Total	\$289,429	\$24,119	\$797	\$2,831	\$236	\$8	\$286,598	\$23,883	\$790
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	10	\$5.68	\$56.04	1.0%					
	Saturday	6	\$9.47	\$56.01	0.8%					
	Sunday	5	\$10.76	\$55.49	0.9%					
	Total	9	\$6.45	\$55.96	1.0%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	29,750	4,053	\$275,232	\$ 14,578	\$260,654	7	\$7	\$67.91	5.3%
	FY20 Saturday	5,837	681	\$ 46,482	\$ 2,390	\$ 44,092	9	\$9	\$68.26	5.1%
	FY20 Sunday	3,769	645	\$ 44,183	\$ 2,047	\$ 42,136	6	\$6	\$68.50	4.6%
	FY20 Total	39,356	5,379	\$365,897	\$ 19,015	\$346,882	7	\$7	\$68.02	5.2%
	FY19 Weekday	17,949	3,269	\$209,253	\$ 9,512	\$199,742	5	\$5	\$64.01	4.5%
	FY19 Saturday	5,031	565	\$ 36,445	\$ 1,467	\$ 34,978	9	\$9	\$64.48	4.0%
	FY19 Sunday	3,829	554	\$ 35,744	\$ 1,158	\$ 34,586	7	\$7	\$64.48	3.2%
	FY19 Total	26,809	4,389	\$281,443	\$ 12,137	\$269,306	6	\$6	\$64.13	4.3%



Route 84

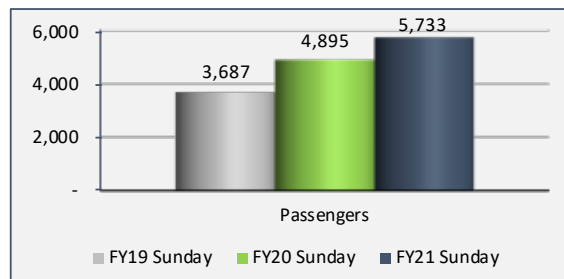
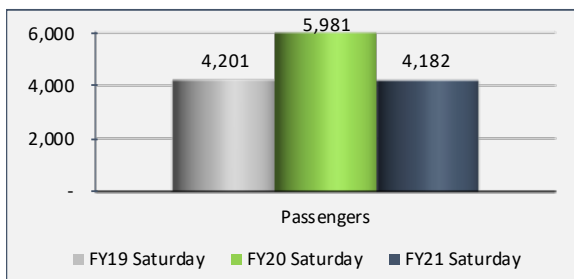
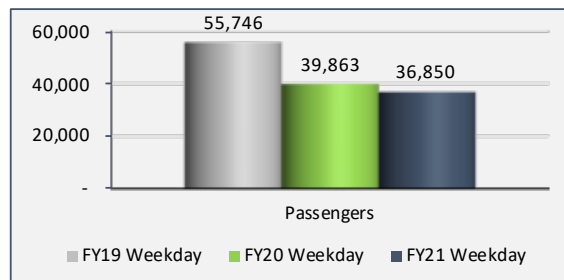
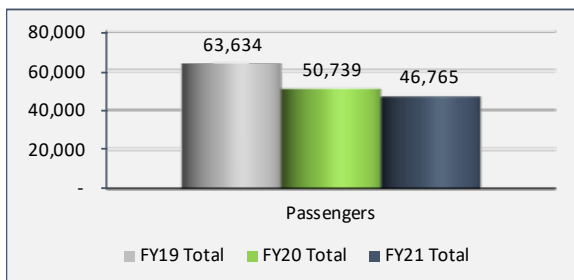
Dutch Square

Days of Service:

Wkdy: Every 60 minutes
Sat: Every 60 minutes
Sun: Every 60 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	36,850	3,071	148	2,326	194	9	34,597	2,883	139
	Saturday	4,182	349	17	463	39	2	6,946	579	28
	Sunday	5,733	478	50	385	32	3	5,662	472	50
	Total	46,765	3,897	129	3,174	265	9	47,205	3,934	130
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$130,641	\$10,887	\$525	\$2,863	\$239	\$11	\$127,778	\$10,648	\$513
	Saturday	\$25,813	\$2,151	\$104	\$339	\$28	\$1	\$25,474	\$2,123	\$102
	Sunday	\$21,874	\$1,823	\$192	\$196	\$16	\$2	\$21,677	\$1,806	\$190
	Total	\$178,327	\$14,861	\$491	\$3,398	\$283	\$9	\$174,929	\$14,577	\$482
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	16	\$3.47	\$56.17	2.2%					
	Saturday	9	\$6.09	\$55.75	1.3%					
	Sunday	15	\$3.78	\$56.81	0.9%					
	Total	15	\$3.74	\$56.18	1.9%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	39,863	3,293	\$ 218,914	\$ 13,632	\$ 205,282	12	\$12	\$66.48	6.2%
	FY20 Saturday	5,981	558	\$ 37,108	\$ 2,390	\$ 34,718	11	\$11	\$66.50	6.4%
	FY20 Sunday	4,895	517	\$ 34,555	\$ 1,070	\$ 33,485	9	\$9	\$66.84	3.1%
	FY20 Total	50,739	4,368	\$ 290,577	\$ 17,092	\$ 273,485	12	\$12	\$66.52	5.9%
	FY19 Weekday	55,746	3,797	\$ 239,236	\$ 24,741	\$ 214,495	15	\$15	\$63.00	10.3%
	FY19 Saturday	4,201	665	\$ 41,784	\$ 3,134	\$ 38,650	6	\$6	\$62.83	7.5%
	FY19 Sunday	3,687	652	\$ 40,981	\$ 2,538	\$ 38,442	6	\$6	\$62.83	6.2%
	FY19 Total	63,634	5,115	\$ 322,001	\$ 30,413	\$ 291,588	12	\$12	\$62.96	9.4%



Route 88

Beltline Crosstown

Days of Service:

Wkdy: Every 120 minutes

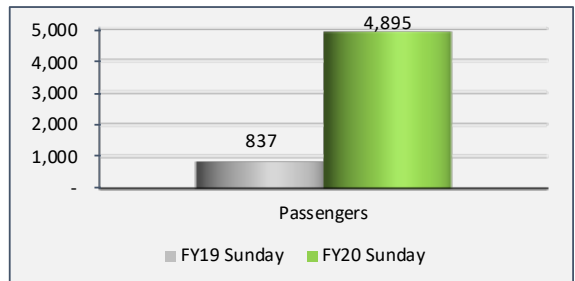
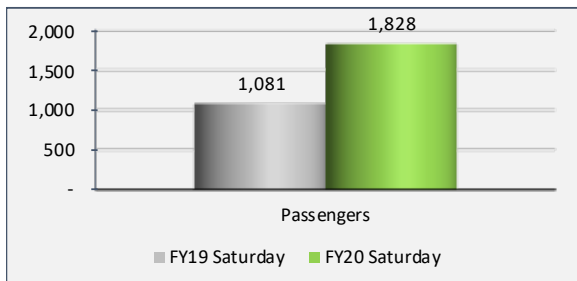
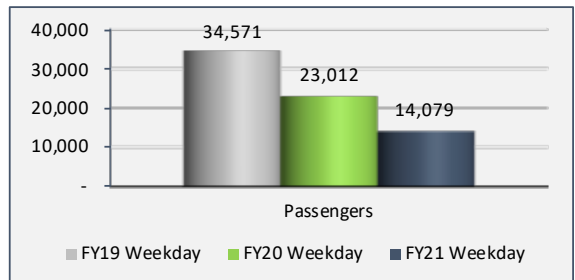
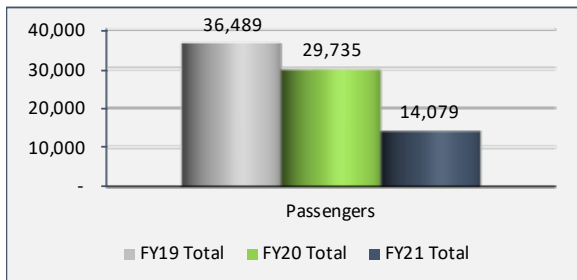
Sat: No Service

Sun: No Service



FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	14,079	1,173	57	1,697	141	7	27,039	2,253	109
	Saturday									
	Sunday									
	Total	14,079	1,173	39	1,697	141	5	27,039	2,253	74
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$96,844	\$8,070	\$389	\$1,200	\$100	\$5	\$95,644	\$7,970	\$384
	Saturday									
	Sunday									
	Total	\$96,844	\$8,070	\$267	\$1,200	\$100	\$3	\$95,644	\$7,970	\$263
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
		8	\$6.79	\$57.07	1.2%					
	Saturday									
	Total	8	\$6.79	\$57.07	1.2%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	23,012	3,716	\$ 249,270	\$ 11,830	\$ 237,440	6	\$6	\$67.08	4.7%
	FY20 Saturday	1,828	408	\$ 27,605	\$ 1,162	\$ 26,443	4	\$4	\$67.66	4.2%
	FY20 Sunday	4,895	400	\$ 34,555	\$ 1,070	\$ 33,485	12	\$12	\$86.39	3.1%
	FY20 Total	29,735	4,524	\$ 311,430	\$ 14,062	\$ 297,368	7	\$7	\$68.84	4.5%
	FY19 Weekday	34,571	4,006	\$ 255,945	\$ 18,580	\$ 237,365	9	\$9	\$63.90	7.3%
	FY19 Saturday	1,081	945	\$ 59,735	\$ 871	\$ 58,864	1	\$1	\$63.21	1.5%
	FY19 Sunday	837	408	\$ 25,930	\$ 545	\$ 25,386	2	\$2	\$63.55	2.1%
	FY19 Total	36,489	5,359	\$ 341,611	\$ 19,996	\$ 321,615	7	\$7	\$63.75	5.9%



Route 91

Springdale/Cayce

Days of Service:

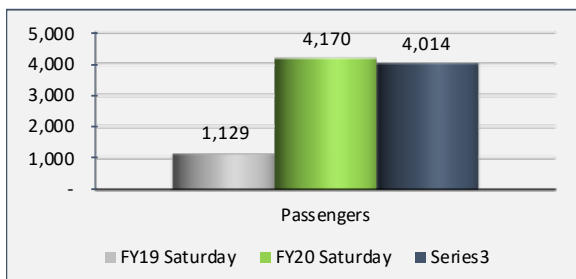
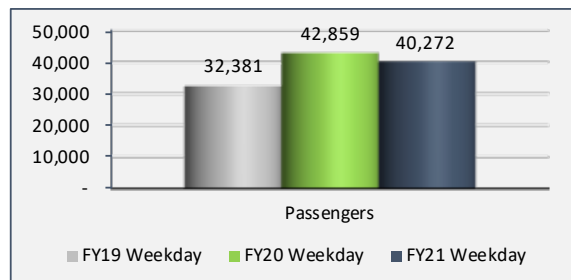
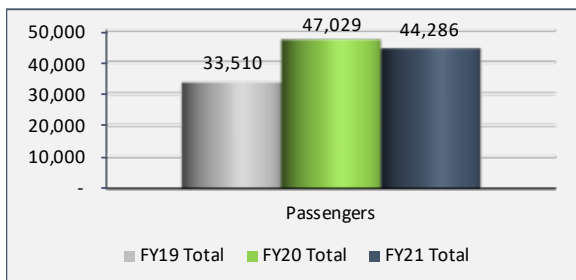
Wkdy: Every 60 minutes

Sat: Every 60 minutes

Sun: No Service

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	40,272	3,356	162	3,288	274	13	47,007	3,917	189
	Saturday	4,014	335	16	560	47	2	7,484	624	30
	Sunday									
	Total	44,286	3,691	122	3,848	321	11	54,491	4,541	150
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$180,743	\$15,062	\$726	\$2,336	\$195	\$9	\$178,407	\$14,867	\$716
	Saturday	\$30,290	\$2,524	\$122	\$203	\$17	\$1	\$30,087	\$2,507	\$121
	Sunday									
	Total	\$211,033	\$17,586	\$581	\$2,539	\$212	\$7	\$208,494	\$17,375	\$574
	Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery						
	12	\$4.43	\$54.97	1.3%						
	7	\$7.50	\$54.09	0.7%						
	Total	12	\$4.71	\$54.84	1.2%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	42,859	3,867	\$ 258,184	\$ 12,263	\$ 245,921	11	\$11	\$66.77	4.7%
	FY20 Saturday	4,170	458	\$ 31,124	\$ 2,112	\$ 29,012	9	\$9	\$67.96	6.8%
	FY20 Sunday									
	FY20 Total	47,029	4,325	\$ 289,308	\$ 14,375	\$ 274,933	11	\$11	\$66.89	5.0%
	FY19 Weekday	32,381	4,225	\$ 263,909	\$ -	\$ 263,909	8	\$8	\$62.46	0.0%
	FY19 Saturday	1,129	232	\$ 14,818	\$ -	\$ 14,818	5	\$5	\$63.75	0.0%
	FY19 Sunday									
	FY19 Total	33,510	4,458	\$ 278,727	\$ -	\$ 278,727	8	\$8	\$62.53	0.0%



Route 92X

12th Street Extension Express

Days of Service:

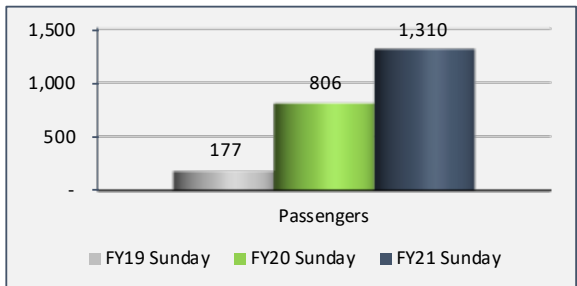
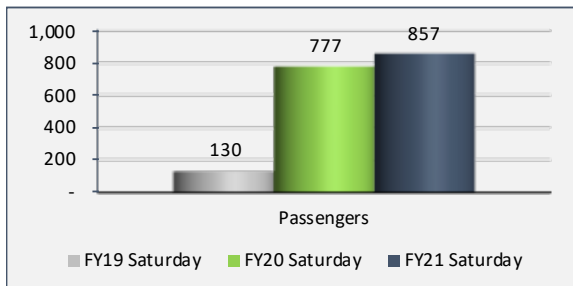
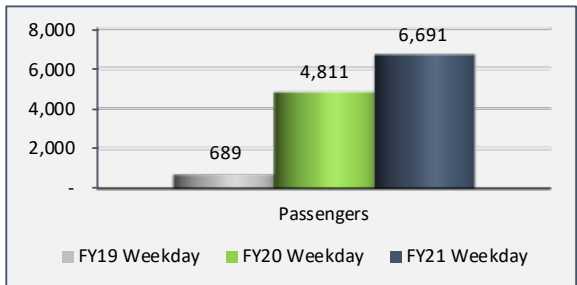
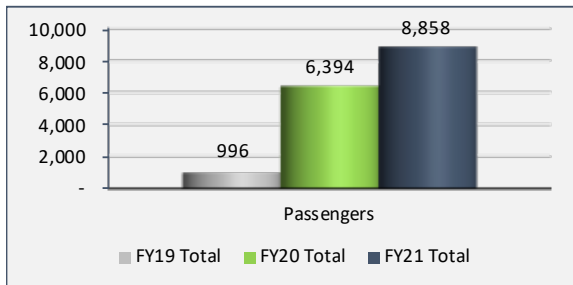
Wkdy: Two Trips

Sat: Two Trips

Sun: Two Trips

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	6,691	558	27	810	68	3	11,724	977	47
	Saturday	857	71	3	136	11	1	1,961	163	8
	Sunday	1,310	109	11	172	14	2	2,518	210	22
	Total	8,858	738	24	1,118	93	3	16,203	1,350	45
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$54,018	\$4,501	\$217	\$553	\$46	\$2	\$53,465	\$4,455	\$215
	Saturday	\$9,307	\$776	\$37	\$70	\$6	\$0	\$9,237	\$770	\$37
	Sunday	\$11,062	\$922	\$97	\$110	\$9	\$1	\$10,952	\$913	\$96
	Total	\$74,387	\$6,199	\$205	\$733	\$61	\$2	\$73,654	\$6,138	\$203
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	8	\$7.99	\$66.69	1.0%					
	Saturday	6	\$10.78	\$68.43	0.8%					
	Sunday	8	\$8.36	\$64.31	1.0%					
	Total	8	\$8.32	\$66.54	1.0%					

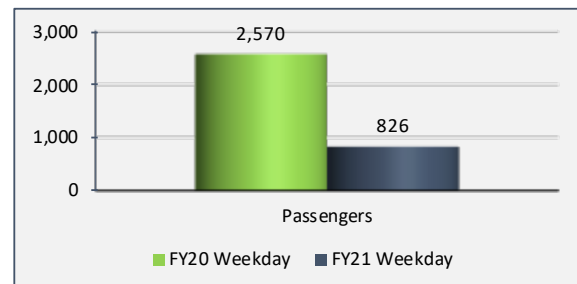
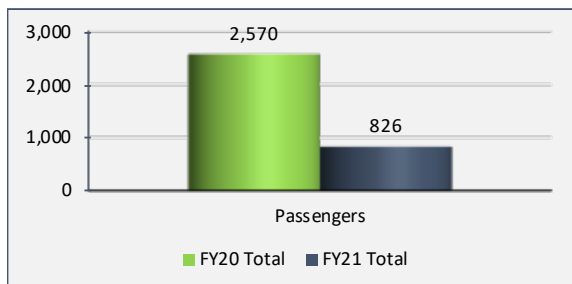
Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	4,811	771	\$ 62,398	\$ 3,464	\$ 58,934	6	\$6	\$80.93	5.6%
	FY20 Saturday	777	157	\$ 12,738	\$ 650	\$ 12,088	5	\$5	\$81.13	5.1%
	FY20 Sunday	806	154	\$ 12,568	\$ 991	\$ 11,577	5	\$5	\$81.61	7.9%
	FY20 Total	6,394	1,082	\$ 87,704	\$ 5,105	\$ 82,599	6	\$6	\$81.06	5.8%
	FY19 Weekday	689	325	\$ 24,764	\$ 291	\$ 24,473	2	\$2	\$76.10	1.2%
	FY19 Saturday	130	68	\$ 5,140	\$ 75	\$ 5,065	2	\$2	\$76.10	1.5%
	FY19 Sunday	177	68	\$ 5,140	\$ 122	\$ 5,018	3	\$3	\$76.10	2.4%
	FY19 Total	996	461	\$ 35,044	\$ 488	\$ 34,556	2	\$2	\$76.10	1.4%



Service Information	Route 93X	
	I-26 Express	
	Days of Service: Wkdy: Two Trips Sat: No Service Sun: No Service	

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	826	69	3	604	50	2	11,565	964	46
	Saturday									
	Sunday									
	Total	826	69	2	604	50	2	11,565	964	32
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$36,477	\$3,040	\$146	\$614	\$51	\$2	\$35,862	\$2,989	\$144
	Saturday									
	Sunday									
	Total	\$36,477	\$3,040	\$100	\$614	\$51	\$2	\$35,862	\$2,989	\$99
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
Weekday	1	\$43.42	\$60.39	1.7%						
Saturday										
Sunday										
Total	1	\$43.42	\$60.39	1.7%						

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	2,570	1,354	\$99,560	\$1,230	\$98,330	2	\$2	\$73.53	1.2%
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total	2,570	1,354	99,560	1,230	\$98,330	2	\$2	\$73.53	1.2%
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



Route 96L

West Columbia/Cayce

Days of Service:

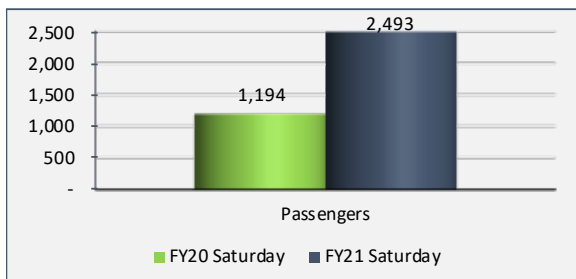
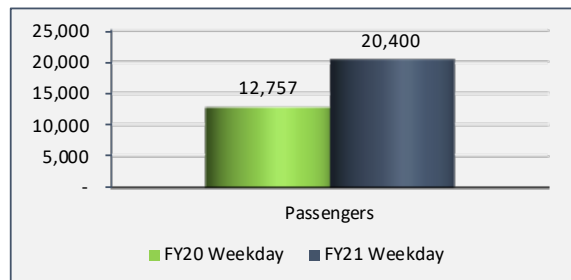
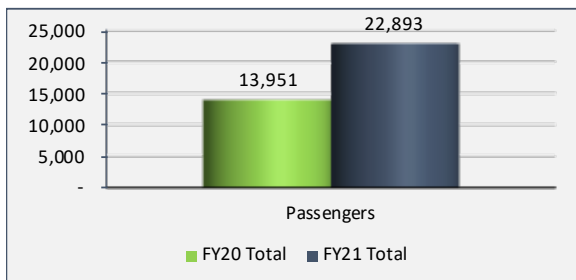
Wkdy: Every 60 minutes

Sat: Every 60 minutes

Sun: No Service

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	20,400	1,700	82	2,727	227	11	43,732	3,644	176
Saturday	2,493	208	10	414	35	2	6,553	546	26
Sunday									
Total	22,893	1,908	63	3,141	262	9	50,285	4,190	139
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$158,711	\$13,226	\$637	\$6,415	\$535	\$26	\$152,296	\$12,691	\$612
Saturday	\$24,749	\$2,062	\$99	\$827	\$69	\$3	\$23,921	\$1,993	\$96
Sunday									
Total	\$183,460	\$15,288	\$505	\$7,242	\$604	\$20	\$176,217	\$14,685	\$485
	Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
Weekday	7	\$7.47	\$58.20	4.0%					
Saturday	6	\$9.60	\$59.78	3.3%					
Sunday									
Total	7	\$7.70	\$58.41	3.9%					

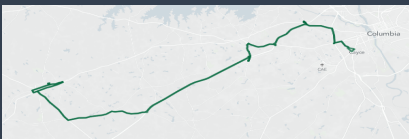
	Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY20 Weekday	12,757	2,934	\$ 185,683	\$ 6,895	\$ 178,788	4	\$4	\$63.29	3.7%
FY20 Saturday	1,194	527	\$ 37,062	\$ 860	\$ 36,202	2	\$2	\$70.33	2.3%
FY20 Sunday									
FY20 Total	13,951	3,461	\$ 222,744	\$ 7,755	\$ 214,989	4	\$4	\$64.36	3.5%
FY19 Weekday									
FY19 Saturday									
FY19 Sunday									
FY19 Total									



Route 97
 Batesburg-Leesville
 ReFlex

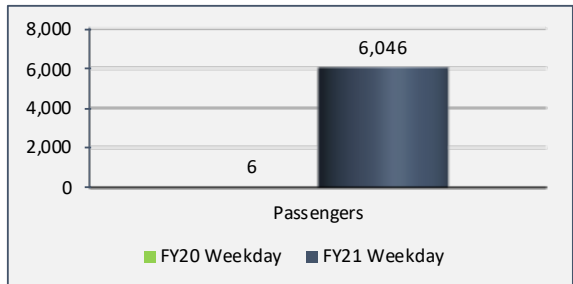
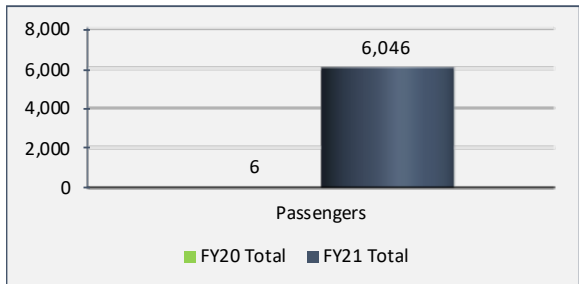
Days of Service:

 Wkdy: Variable (Thurs Only)
 Sat: No Service
 Sun: No Service



FY2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	6,046	504	24	762	64	3	13,654	1,138	55
	Saturday									
	Sunday									
	Total	6,046	504	17	762	64	2	13,654	1,138	38
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$44,142	\$3,678	\$177	\$3,565	\$297	\$14	\$40,576	\$3,381	\$163
	Saturday									
	Sunday									
	Total	\$44,142	\$3,678	\$122	\$3,565	\$297	\$10	\$40,576	\$3,381	\$112
		Passengers per	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	8	\$6.71	\$57.93	8.1%					
	Saturday									
	Sunday									
	Total	8	\$6.71	\$57.93	8.1%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	6	117	\$7,423	\$17	\$7,406	0	\$0	\$63.45	0.2%
	FY20 Saturday									
	FY20 Sunday									
	FY20 Total	6	117	7,423	17	\$7,406	0	\$0	\$63.45	0.2%
	FY19 Weekday									
	FY19 Saturday									
	FY19 Sunday									
	FY19 Total									



The 101

North Main

Days of Service:

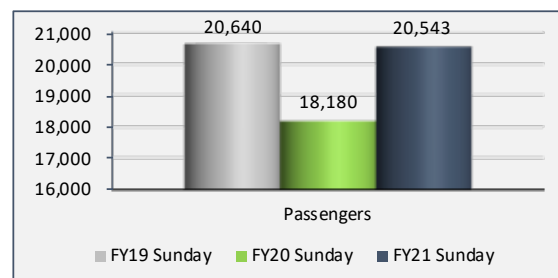
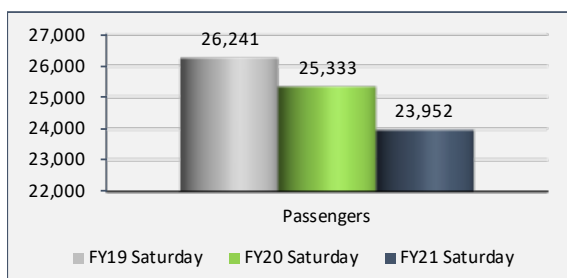
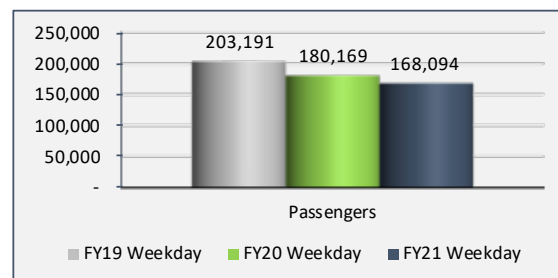
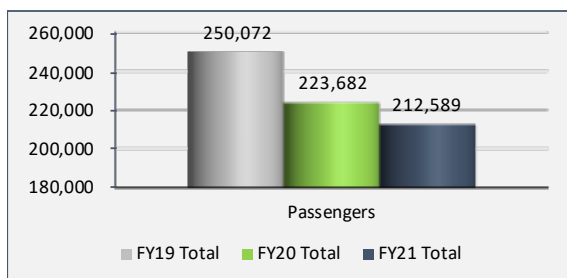
Wkdy: Every 30/60 minutes

Sat: Every 30/60 minutes

Sun: Every 30/60 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	168,094	14,008	675	7,221	602	29	71,300	5,942	286
	Saturday	23,952	1,996	96	1,167	97	5	11,903	992	48
	Sunday	20,543	1,712	180	1,134	95	10	11,399	950	100
	Total	212,589	17,716	586	9,522	794	26	94,602	7,884	261
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$403,536	\$33,628	\$1,621	\$13,465	\$1,122	\$54	\$390,071	\$32,506	\$1,567
	Saturday	\$65,433	\$5,453	\$263	\$1,817	\$151	\$7	\$63,616	\$5,301	\$255
	Sunday	\$63,455	\$5,288	\$557	\$1,521	\$127	\$13	\$61,934	\$5,161	\$543
	Total	\$532,424	\$44,369	\$1,467	\$16,803	\$1,400	\$46	\$515,621	\$42,968	\$1,420
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	23	\$2.32	\$55.88	3.3%					
	Saturday	21	\$2.66	\$56.07	2.8%					
	Sunday	18	\$3.01	\$55.96	2.4%					
	Total	22	\$2.43	\$55.92	3.2%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	180,169	9,574	\$ 651,391	\$ 74,736	\$ 576,656	19	\$19	\$68.04	11.5%
	FY20 Saturday	25,333	1,299	\$ 87,315	\$ 11,220	\$ 76,095	20	\$20	\$67.22	12.9%
	FY20 Sunday	18,180	1,163	\$ 79,100	\$ 8,007	\$ 71,093	16	\$16	\$68.01	10.1%
	FY20 Total	223,682	12,036	\$ 817,807	\$ 93,963	\$ 723,844	19	\$19	\$67.95	11.5%
	FY19 Weekday	203,191	8,575	\$ 544,371	\$ 95,330	\$ 449,041	24	\$24	\$63.49	17.5%
	FY19 Saturday	26,241	913	\$ 57,720	\$ 12,270	\$ 45,450	29	\$29	\$63.19	21.3%
	FY19 Sunday	20,640	1,392	\$ 87,854	\$ 10,484	\$ 77,369	15	\$15	\$63.14	11.9%
	FY19 Total	250,072	10,880	\$ 689,944	\$ 118,084	\$ 571,860	23	\$23	\$63.42	17.1%



The 301

Farrow

Days of Service:

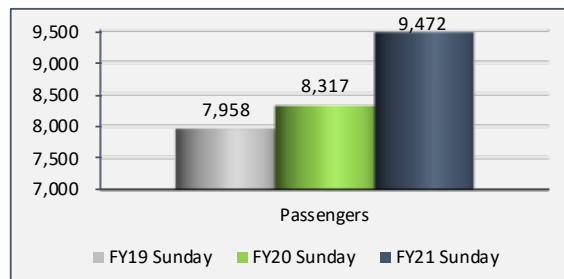
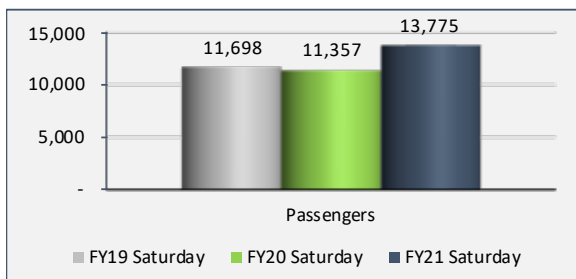
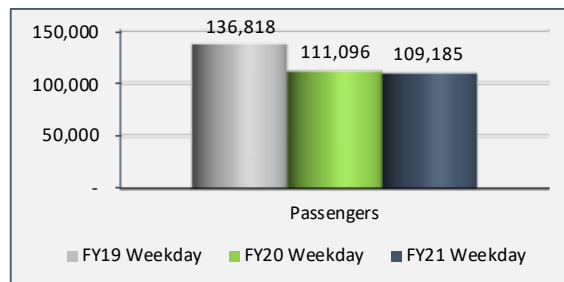
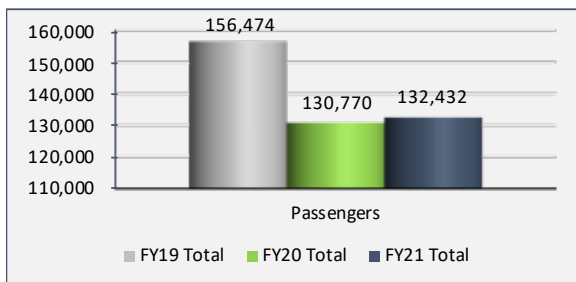
Wkdy: Every 30 minutes

Sat: Every 60 minutes

Sun: Every 60 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	109,185	9,099	438	6,663	555	27	90,016	7,501	362
	Saturday	13,775	1,148	55	707	59	3	9,815	818	39
	Sunday	9,472	789	83	669	56	6	9,014	751	79
	Total	132,432	11,036	365	8,039	670	22	108,845	9,070	300
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$372,389	\$31,032	\$1,496	\$12,900	\$1,075	\$52	\$359,489	\$29,957	\$1,444
	Saturday	\$39,231	\$3,269	\$158	\$1,553	\$129	\$6	\$37,678	\$3,140	\$151
	Sunday	\$37,059	\$3,088	\$325	\$1,113	\$93	\$10	\$35,946	\$2,996	\$315
	Total	\$448,679	\$37,390	\$1,236	\$15,565	\$1,297	\$43	\$433,113	\$36,093	\$1,193
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	16	\$3.29	\$55.89	3.5%					
	Saturday	19	\$2.74	\$55.49	4.0%					
	Sunday	14	\$3.79	\$55.39	3.0%					
	Total	16	\$3.27	\$55.81	3.5%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	111,096	7,358	\$ 489,443	\$ 44,029	\$ 445,413	15	\$15	\$66.52	9.0%
	FY20 Saturday	11,357	685	\$ 45,839	\$ 5,245	\$ 40,594	17	\$17	\$66.92	11.4%
	FY20 Sunday	8,317	579	\$ 39,293	\$ 3,272	\$ 36,022	14	\$14	\$67.86	8.3%
	FY20 Total	130,770	8,622	\$ 574,575	\$ 52,546	\$ 522,029	15	\$15	\$66.64	9.1%
	FY19 Weekday	136,818	8,157	\$ 513,477	\$ 65,561	\$ 447,916	17	\$17	\$62.95	12.8%
	FY19 Saturday	11,698	737	\$ 46,308	\$ 6,569	\$ 39,739	16	\$16	\$62.87	14.2%
	FY19 Sunday	7,958	642	\$ 40,738	\$ 5,053	\$ 35,686	12	\$12	\$63.42	12.4%
	FY19 Total	156,474	9,536	\$ 600,524	\$ 77,183	\$ 523,341	16	\$16	\$62.97	12.9%



The 401

Devine

Days of Service:

Wkdy: Every 30 minutes

Sat: Every 60 minutes

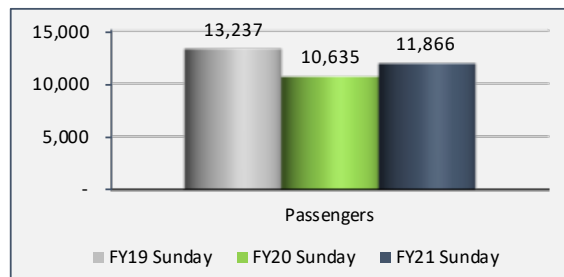
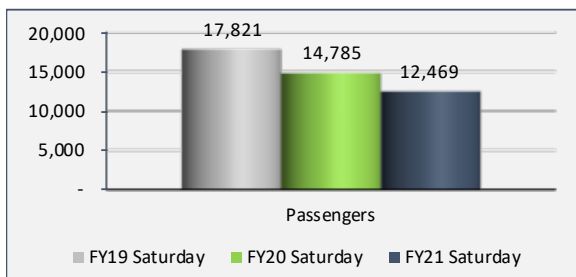
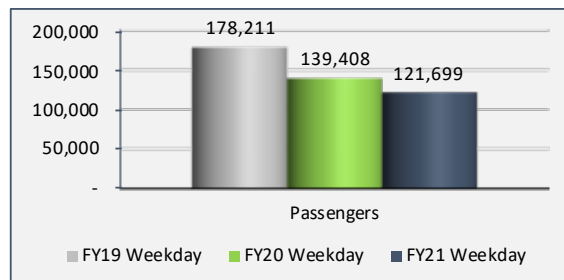
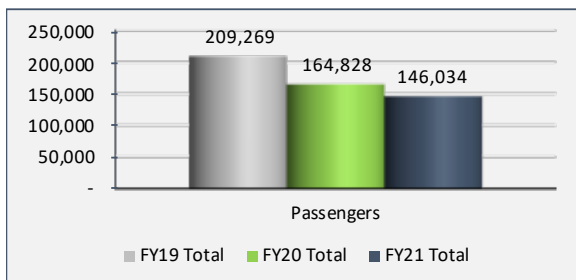
Sun: Every 60 minutes

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	121,699	10,142	489	6,909	576	28	70,144	5,845	282
Saturday	12,469	1,039	50	782	65	3	8,072	673	32
Sunday	11,866	989	104	720	60	6	7,333	611	64
Total	146,034	12,170	402	8,411	701	23	85,549	7,129	236

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$388,497	\$32,375	\$1,560	\$9,411	\$784	\$38	\$379,086	\$31,591	\$1,522
Saturday	\$43,974	\$3,665	\$177	\$1,020	\$85	\$4	\$42,954	\$3,579	\$173
Sunday	\$40,749	\$3,396	\$357	\$793	\$66	\$7	\$39,956	\$3,330	\$350
Total	\$473,219	\$39,435	\$1,304	\$11,224	\$935	\$31	\$461,996	\$38,500	\$1,273

	Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery
Weekday	18	\$3.11	\$56.23	2.4%
Saturday	16	\$3.44	\$56.23	2.3%
Sunday	16	\$3.37	\$56.60	1.9%
Total	17	\$3.16	\$56.26	2.4%

	Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY20 Weekday	139,408	7,860	\$ 532,864	\$ 36,076	\$ 496,789	18	\$18	\$67.79	6.8%
FY20 Saturday	14,785	748	\$ 50,918	\$ 4,558	\$ 46,360	20	\$20	\$68.07	9.0%
FY20 Sunday	10,635	673	\$ 46,316	\$ 3,145	\$ 43,171	16	\$16	\$68.82	6.8%
FY20 Total	164,828	9,281	\$ 630,099	\$ 43,779	\$ 586,320	18	\$18	\$67.89	6.9%
FY19 Weekday	178,211	8,461	\$ 533,934	\$ 46,275	\$ 487,660	21	\$21	\$63.11	8.7%
FY19 Saturday	17,821	765	\$ 48,642	\$ 5,816	\$ 42,826	23	\$23	\$63.57	12.0%
FY19 Sunday	13,237	749	\$ 47,639	\$ 4,354	\$ 43,285	18	\$18	\$63.58	9.1%
FY19 Total	209,269	9,975	\$ 630,215	\$ 56,444	\$ 573,771	21	\$21	\$63.18	9.0%



The 501

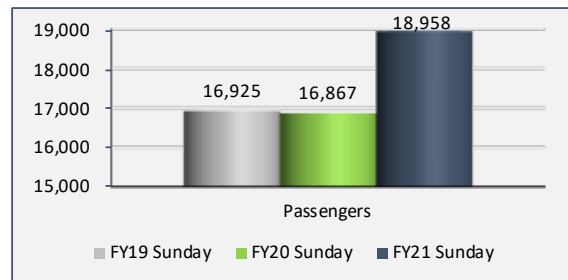
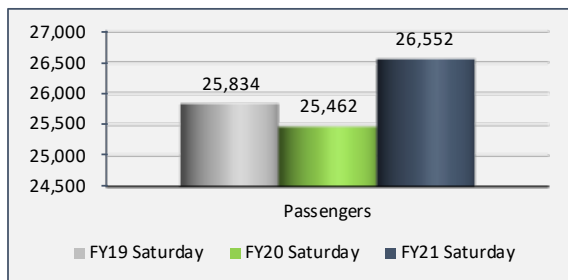
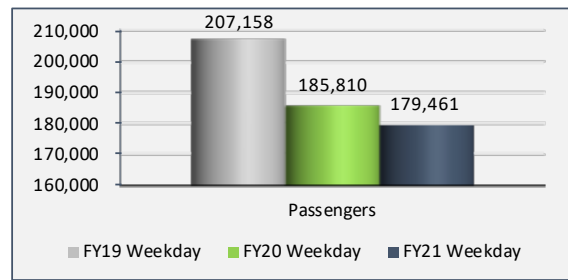
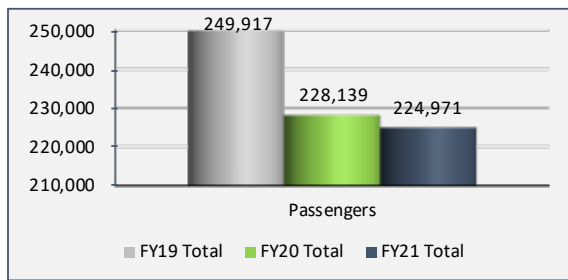
Two Notch

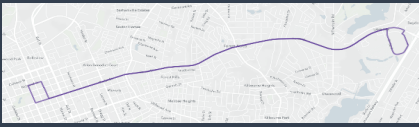
Days of Service:

Wkdy: Every 30/60 minutes
Sat: Every 30/60 minutes
Sun: Every 30/60 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	179,461	14,955	721	7,788	649	31	105,103	8,759	422
	Saturday	26,552	2,213	107	1,213	101	5	16,328	1,361	66
	Sunday	18,958	1,580	166	1,229	102	11	16,139	1,345	142
	Total	224,971	18,748	620	10,230	853	28	137,570	11,464	379
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$442,404	\$36,867	\$1,777	\$21,508	\$1,792	\$86	\$420,896	\$35,075	\$1,690
	Saturday	\$69,533	\$5,794	\$279	\$2,635	\$220	\$11	\$66,898	\$5,575	\$269
	Sunday	\$69,913	\$5,826	\$613	\$2,018	\$168	\$18	\$67,894	\$5,658	\$596
	Total	\$581,850	\$48,488	\$1,603	\$26,161	\$2,180	\$72	\$555,689	\$46,307	\$1,531
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	23	\$2.35	\$56.81	4.9%					
	Saturday	22	\$2.52	\$57.32	3.8%					
	Sunday	15	\$3.58	\$56.89	2.9%					
	Total	22	\$2.47	\$56.88	4.5%					

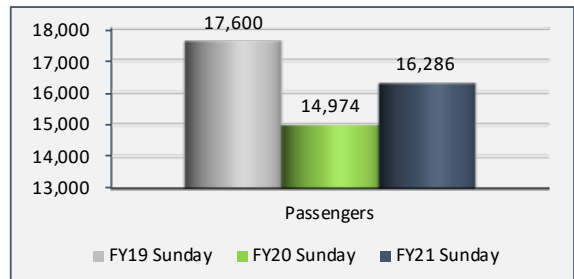
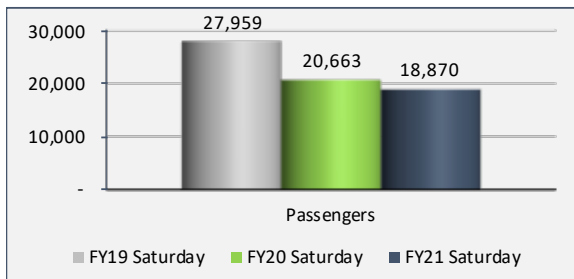
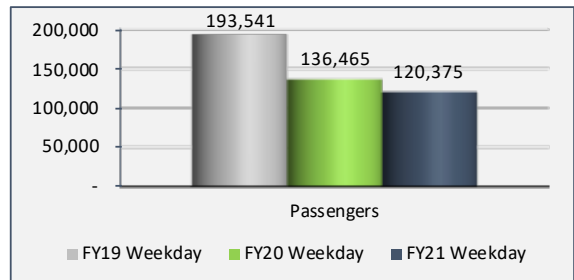
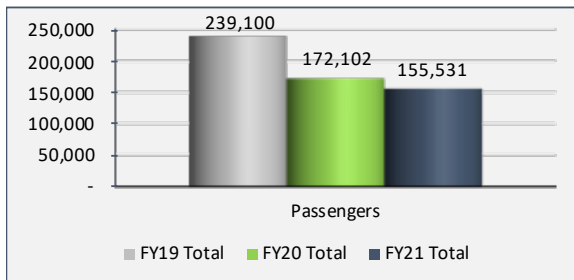
Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	185,810	10,655	\$ 722,217	\$ 71,625	\$ 650,592	17	\$17	\$67.78	9.9%
	FY20 Saturday	25,462	1,640	\$ 111,900	\$ 11,795	\$ 100,105	16	\$16	\$68.23	10.5%
	FY20 Sunday	16,867	1,628	\$ 111,174	\$ 6,565	\$ 104,609	10	\$10	\$68.29	5.9%
	FY20 Total	228,139	13,923	\$ 945,291	\$ 89,985	\$ 855,306	16	\$16	\$67.89	9.5%
	FY19 Weekday	207,158	8,899	\$ 570,606	\$ 92,594	\$ 478,012	23	\$23	\$64.12	16.2%
	FY19 Saturday	25,834	1,219	\$ 78,214	\$ 13,093	\$ 65,120	21	\$21	\$64.17	16.7%
	FY19 Sunday	16,925	1,080	\$ 69,313	\$ 8,696	\$ 60,617	16	\$16	\$64.15	12.5%
	FY19 Total	249,917	11,198	\$ 718,132	\$ 114,383	\$ 603,749	22	\$22	\$64.13	15.9%



Service Information	The 701	
	Forest	
	Days of Service: Wkdy: Every 30 minutes Sat: Every 60 minutes Sun: Every 60 minutes	

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	120,375	10,031	483	8,714	726	35	123,111	10,259	494
	Saturday	18,870	1,573	76	861	72	3	12,110	1,009	49
	Sunday	16,286	1,357	143	822	69	7	11,642	970	102
	Total	155,531	12,961	428	10,397	866	29	146,863	12,239	405
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$497,996	\$41,500	\$2,000	\$7,614	\$634	\$31	\$490,382	\$40,865	\$1,969
	Saturday	\$49,199	\$4,100	\$198	\$977	\$81	\$4	\$48,223	\$4,019	\$194
	Sunday	\$46,732	\$3,894	\$410	\$975	\$81	\$9	\$45,757	\$3,813	\$401
	Total	\$593,927	\$49,494	\$1,636	\$9,566	\$797	\$26	\$584,361	\$48,697	\$1,610
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	14	\$4.07	\$57.15	1.5%					
	Saturday	22	\$2.56	\$57.14	2.0%					
	Sunday	20	\$2.81	\$56.85	2.1%					
	Total	15	\$3.76	\$57.12	1.6%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	136,465	8,176	\$ 545,955	\$ 39,266	\$ 506,689	17	\$17	\$66.78	7.2%
	FY20 Saturday	20,663	792	\$ 53,797	\$ 6,513	\$ 47,284	26	\$26	\$67.93	12.1%
	FY20 Sunday	14,974	771	\$ 51,855	\$ 4,952	\$ 46,904	19	\$19	\$67.26	9.5%
	FY20 Total	172,102	9,739	\$ 651,608	\$ 50,731	\$ 600,877	18	\$18	\$66.91	7.8%
	FY19 Weekday	193,541	8,359	\$ 523,003	\$ 57,946	\$ 465,057	23	\$23	\$62.57	11.1%
	FY19 Saturday	27,959	1,234	\$ 78,405	\$ 8,851	\$ 69,554	23	\$23	\$63.53	11.3%
	FY19 Sunday	17,600	790	\$ 50,144	\$ 5,888	\$ 44,256	22	\$22	\$63.45	11.7%
	FY19 Total	239,100	10,384	\$ 651,553	\$ 72,685	\$ 578,868	23	\$23	\$62.75	11.2%



The 801

Broad River

Days of Service:

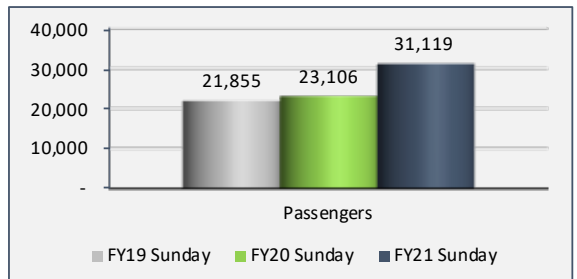
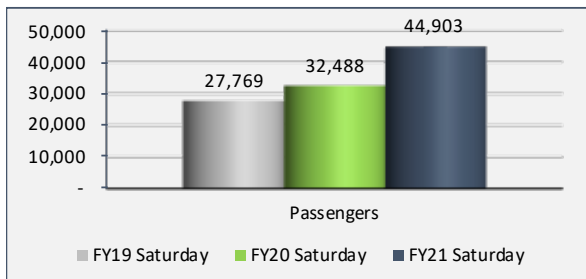
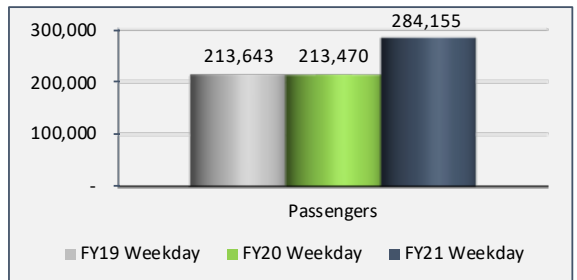
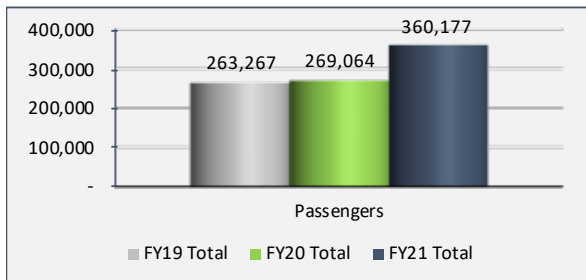
Wkdy: Every 30/60 minutes

Sat: Every 60 minutes

Sun: Every 60 minutes

FY 2021		Passengers			Revenue Hours			Revenue Miles		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	284,155	23,680	1,141	23,062	1,922	93	291,940	24,328	1172
	Saturday	44,903	3,742	180	3,563	297	14	36,613	3,051	147
	Sunday	31,119	2,593	273	2,844	237	25	33,205	2,767	291
	Total	360,177	30,015	992	29,469	2,456	81	361,758	30,147	997
		Operating Costs			Passenger Revenue			Operating Subsidy		
		Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
	Weekday	\$1,309,130	\$109,094	\$5,258	\$76,820	\$6,402	\$309	\$1,232,309	\$102,692	\$4,949
	Saturday	\$159,464	\$13,289	\$640	\$8,833	\$736	\$35	\$150,630	\$12,553	\$605
	Sunday	\$154,451	\$12,871	\$1,355	\$7,298	\$608	\$64	\$147,153	\$12,263	\$1,291
	Total	\$1,623,045	\$135,254	\$4,471	\$92,952	\$7,746	\$256	\$1,530,093	\$127,508	\$4,215
		Passengers per Revenue	Subsidy per Passenger	Cost per Revenue	Farebox Recovery					
	Weekday	12	\$4.34	\$56.77	5.9%					
	Saturday	13	\$3.35	\$44.76	5.5%					
	Sunday	11	\$4.73	\$54.31	4.7%					
	Total	12	\$4.25	\$55.08	5.7%					

Historic Trends		Passengers	Revenue Hours	Operating Cost	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
	FY20 Weekday	213,470	13,255	889,768	102,109	\$787,659	16	\$16	\$67.13	11.5%
	FY20 Saturday	32,488	1,606	75,669	15,285	\$60,384	20	\$20	\$47.12	20.2%
	FY20 Sunday	23,106	1,575	105,623	12,662	\$92,961	15	\$15	\$67.06	12.0%
	FY20 Total	269,064	16,436	1,071,059	130,056	\$941,003	16	\$16	\$65.17	12.1%
	FY19 Weekday	213,643	13,457	854,581	119,792	\$734,790	16	\$16	\$63.50	14.0%
	FY19 Saturday	27,769	1,204	24,585	17,322	\$7,262	23	\$23	\$20.42	70.5%
	FY19 Sunday	21,855	1,039	65,409	13,263	\$52,146	21	\$21	\$62.95	20.3%
	FY19 Total	263,267	15,700	944,574	150,377	\$794,198	17	\$17	\$60.16	15.9%



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Appendix

Memo

To: Central Midlands Transit Authority Board of Directors
From: Scudder Wagg, Jarrett Walker + Associates
Date: March 18, 2021
Subject: Summary of Concepts and Ridership-Coverage Policy Decision

As part of Short Range Transit Plan, The COMET is considering a full redesign of the bus system. An analysis of the existing network, demographics, and land use in the region was conducted to assess the markets and needs for transit within the Central Midlands Region. This analysis was summarized in the [Choices and Concepts Report](#).

A key question in this process is how The COMET should balance the competing goals of **Ridership** and **Coverage**.

- A high **ridership** network allocates frequent service to areas with favorable urban development patterns, forming a connected network and leads to many people having quick and easy access to most of the region, so that the high ridership network can also be described as the highly useful network.
- If The COMET were pursuing only **coverage**, meaning getting a little bit of service to everyone, it would spread out transit service so that every neighborhood and town had some service. All routes would then be infrequent, even on the main roads, and therefore most service would be less useful for getting places in a reasonable amount of time. A transit agency can pursue ridership and provide coverage within the same budget, but not with the same dollar. The more it does of one, the less it does of the other.

To help everyone better understand how this trade-off would affect The COMET service, our team, in collaboration with The COMET and local jurisdictions staff, developed two "Network Concepts" that show everyone how a higher ridership or a higher coverage network might look in the Central Midlands and what outcomes each might achieve. These concepts are just that, concepts, meant to facilitate conversation and understanding of how different choices would result in different transit network designs and each are compared to the Existing Network, which puts about 45% of resources toward ridership goals, and 45% toward coverage goals, and 10% in duplication.

The two network concepts are:

- Coverage Concept: This concept shifts more resources toward coverage of places and streets, putting 50% of resources toward ridership goals, and 50% toward coverage goals.
- Ridership Concept: This concept shifts more resources toward ridership goals, putting 80% of resources toward ridership goals, and 20% toward coverage goals.

Maps of the two concepts are available on the Reimagining The COMET webpage: <https://reimaginethecomet.org/>.

Measures of Success

In comparing the two networks, it is critical to keep in mind how they differ in outcomes on the two primary measures of success:

- Proximity to service: how many people or jobs are near service, no matter how frequent. This measure aligns with higher coverage goals.
- Usefulness of service: how much access to opportunity the network provides. This measure aligns with higher ridership goals.

PROXIMITY TO SERVICE

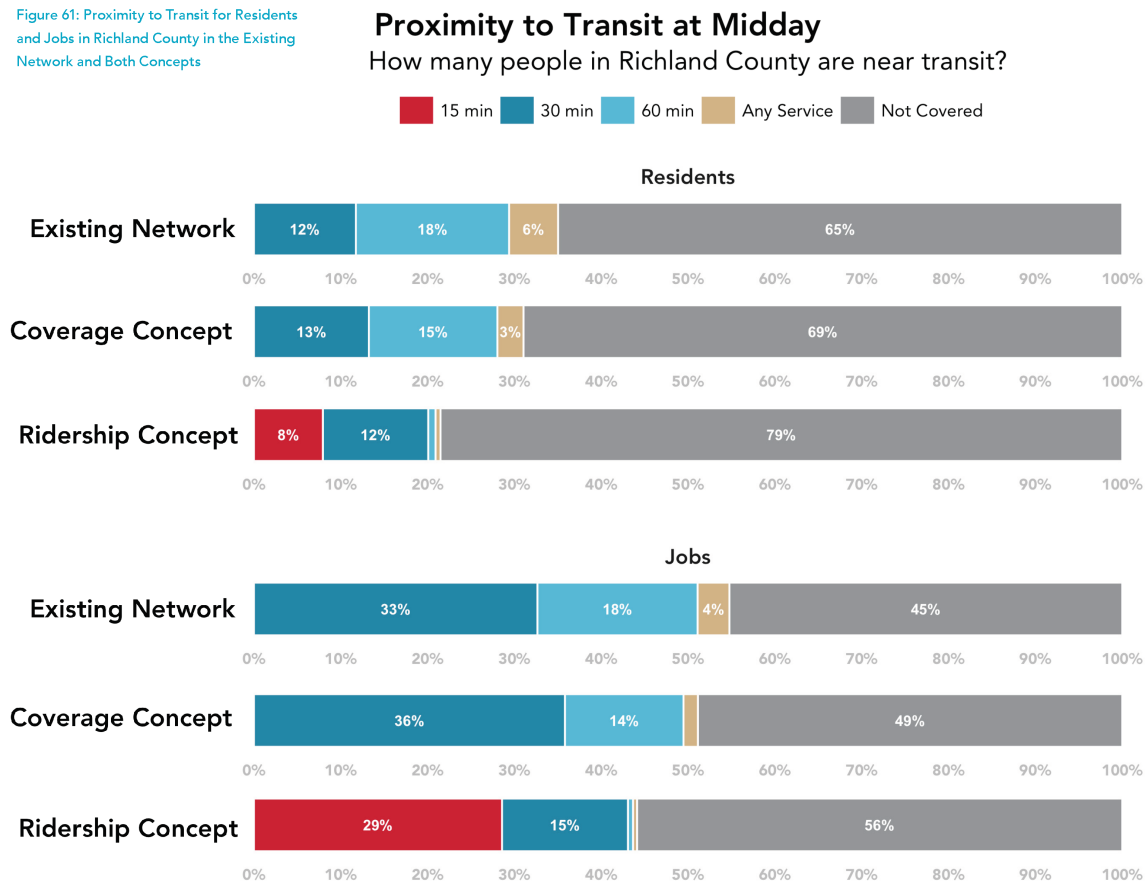
The number of people and jobs within a certain distance from transit is the simplest measure of transit outcomes. Many people have varying levels of willingness to walk to transit, but most research shows that most people are willing to walk up to ¼ mile to reach a transit stop.

The bar charts on the following page show how many residents and jobs in Richland County would be “close enough” to frequent (i.e. 15-minute) service, 30-minute, or 60-minute transit service for the Existing Network and the Coverage and Ridership Concepts. These charts assume that someone is near transit service if they are within ¼ mile of a bus stop as the crow flies. Walking ¼ mile over flat ground takes the average person about 5 minutes.

Today, 35% of residents are near transit service and in the Coverage Concept that would decline slightly to 31%, but more of those residents would be near 30-minute service. In the Ridership Concept, the percent of residents near service declines to 21%, but of those, 8% would be near frequent transit. So the trade-off for the Ridership Concept is that while fewer people are near service, those that are near service have relatively high frequency service.

For jobs, in today’s network, 55% of jobs are near some service, with 33% near 30-minute service. In the Coverage Concept this declines slightly to 51% of jobs, but more of those jobs (36%) would be near 30 minutes service. In the Ridership Concept fewer jobs are near any service, with only 44% near some service, but many jobs are served by high frequency service, with 29% of jobs near a bus route coming every 15 minutes.

Figure 61: Proximity to Transit for Residents and Jobs in Richland County in the Existing Network and Both Concepts

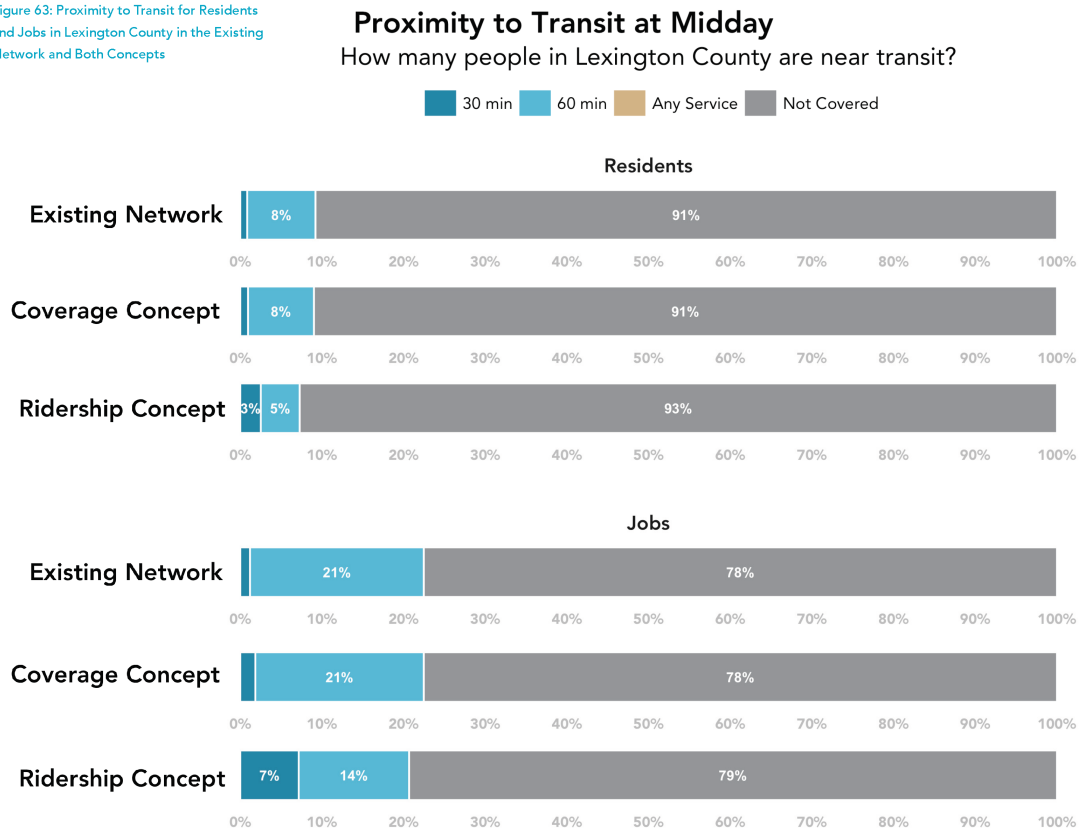


The bar charts on the following page show the same proximity analysis for Lexington County. Today very few people in Lexington County are near transit service at all mostly because there is very little transit service in the County. The County and municipalities within it provide very little funding for service and such limited resources can reach only a few people. Since there is so little service to adjust, the Ridership and Coverage Concepts are only marginally different in Lexington County.

The Coverage Concept does not substantially change how many residents or job are near transit, leaving only 9% of residents and 22% of jobs with service and mostly hourly service.

In the Ridership Concept, the percent of residents near service declines slightly to 7% and the percent of jobs near service declines slightly to 21% since Routes 83L, 91, 96L are simplified. Yet the percent of people near 30-minute service increases from 1% to 3% and the percent of jobs near 30-minute service increases from 1% to 7% with the Ridership Concept.

Figure 63: Proximity to Transit for Residents and Jobs in Lexington County in the Existing Network and Both Concepts



USEFULNESS OF SERVICE

People ride transit if they find it useful. High transit ridership results when transit is useful to large numbers of people. A helpful way to illustrate the usefulness of a network is to visualize where a person could go using public transit and walking, from a certain location, in a certain amount of time.

The maps in the figure below show someone's access to and from the Downtown Columbia in 45 minutes, at noon on a weekday in the Ridership and Coverage Concepts. Each concept is compared to the Existing Network. The technical term for this illustration is isochrone. A more useful transit network is one in which these isochrones are larger, so that each person is likely to find the network useful for more trips.

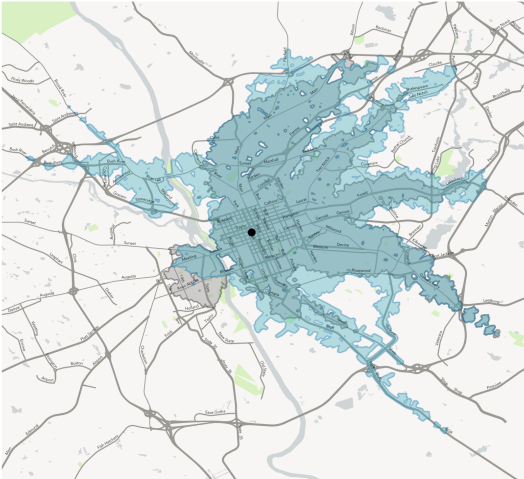
The dark blue represents areas that are reachable today and would remain reachable in the corresponding concept. Areas that are newly reachable are shown in light blue, and areas that would no longer be reachable are shown in gray. The maps show that for trips beginning in Downtown Columbia, the Ridership Concept would increase access to residents and jobs over the existing network by over 17%. The Coverage Concept would slightly increase access to jobs by 7.5%. We measure the jobs and people you can reach in these isochrones because it is not just the area you can reach that matters, but what is in that area: the job opportunities, the shopping destinations, the medical facilities. The

total number of jobs reachable is a key proxy for all of those things that are important to reach by transit.

How far can I travel in 45 minutes from
Downtown
at noon?

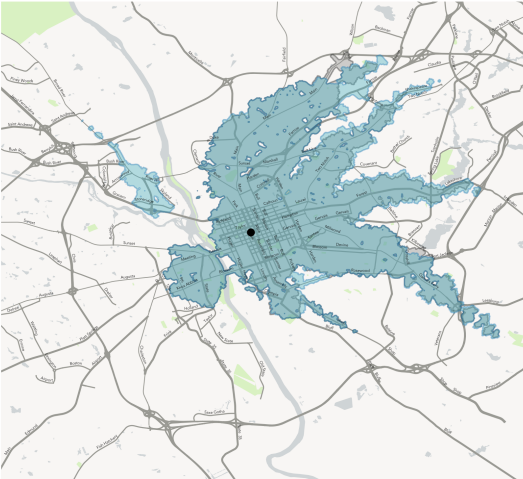


Ridership Concept



	Change	Change %
Jobs Accessible	+14,530	+17.0%
Resients Accessible	+19,960	+31.0%

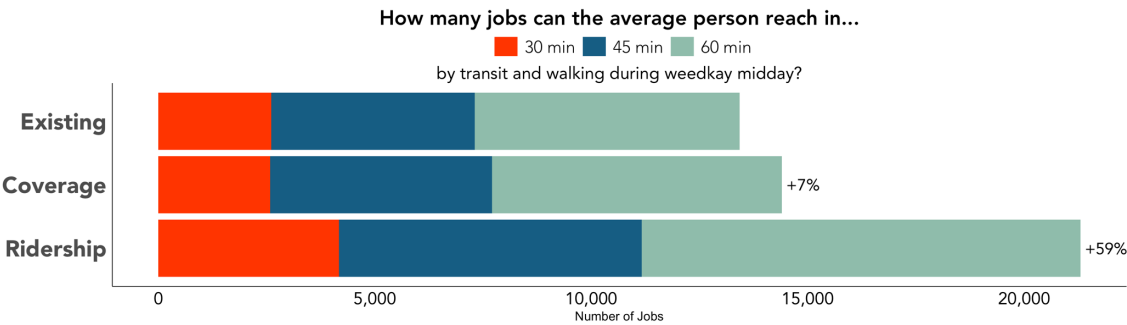
Coverage Concept



	Change	Change %
Jobs Accessible	+6,400	+7.5%
Resients Accessible	+6,450	+10.0%

CHANGE IN JOB ACCESS

By adding up all the increases and decreases in job access across the region for each concept and weighting those changes by population, we can estimate how each concept changes the access to jobs for the average person. The chart below shows that today, the average Central Midlands resident can reach 13,000 jobs by walking and transit in 45 minutes. The Coverage Concept would increase this by 7%. The Ridership Concept would dramatically increase the number of jobs reachable in 45 minutes to over 20,000, a 59% increase. It does this by reducing waiting time with higher frequency service in the busiest areas of the region.



These are the basic trade-offs in outcomes between a higher coverage system and a higher ridership system. In a higher coverage system, more people and jobs are near some service, but more of that service is infrequent and less useful. In a higher ridership system, a smaller percentage of residents and jobs are near any service, but far more are near frequent and useful service.

Public and Stakeholder Engagement

The consultant team and The COMET staff actively engaged the public from November 2020 through January 2021 to ask riders and the general public which of these concepts they preferred. People were encouraged to take the online survey, or take a paper survey at in-person tabling events.

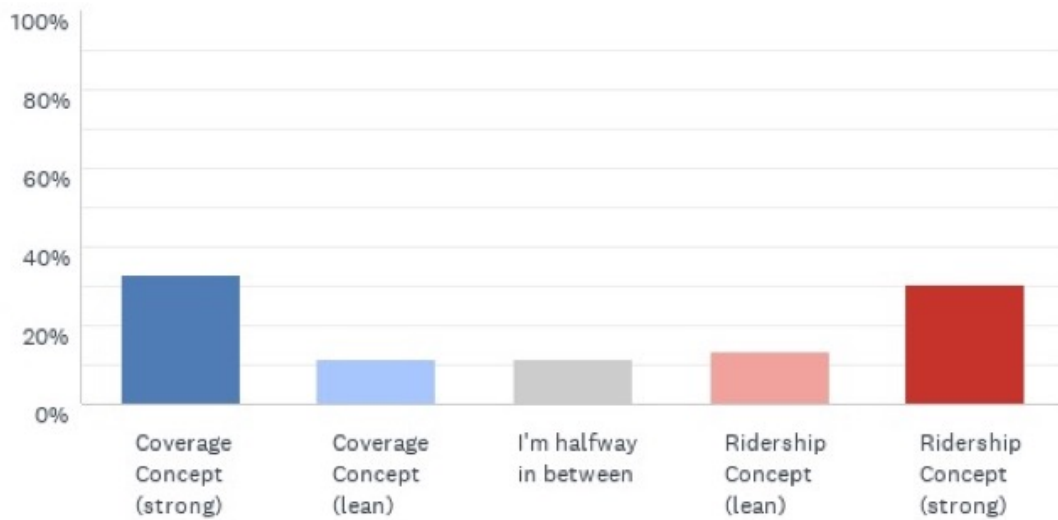
The COMET and consultant staff did interviews with local media to spread the word about the concepts and the project and ask people to take the online survey. Media coverage included

- WOLO,
- WIS News 10 Sunrise,
- WLTX,
- Cola Today Online Publication,
- SCETV Public Radio, and
- Onpoint! with Cynthia Hardy.

The team held a pair of stakeholder meetings with more than 20 representatives of key stakeholder groups across the region on November 10th and 12th. We held two virtual town hall meetings on December 2nd and 9th with about 20 total participants. The consultant team held seven tabling events at The COMET Central and other key transit stops in December and January. This effort resulted in 352 survey responses.

On the question of which network concept they preferred, survey respondents were split. About 33% strongly preferred the Coverage Concept, 11% leaned toward the Coverage Concept, 11% were halfway in between, 13% leaned toward the Ridership Concept, and about 30% strongly preferred the Ridership Concept.

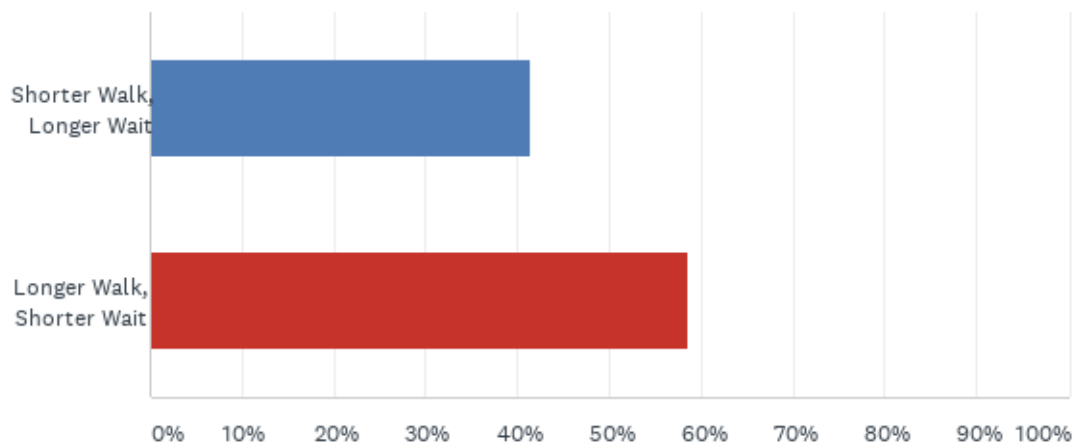
Q1 Which concept do you prefer?



The result above suggests a wide variance in the opinion of respondents on the question of whether to pursue a higher ridership or a higher coverage network design.

The survey also asked respondents if they preferred a shorter walk with a longer wait or a longer walk with a shorter wait. The first option is more like a high coverage network. The second option is more like a high ridership network.

Q2 Walking vs. Waiting

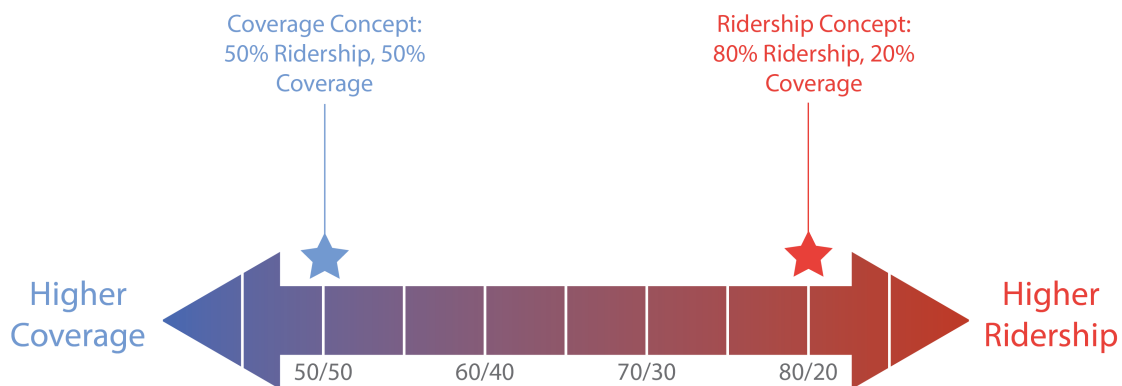


On this question, a majority of respondents said they would prefer a longer walk with a shorter wait, the more high ridership option. Still, about 40% said they would prefer a shorter walk, even if it meant a longer wait, which is a high coverage approach.

What are the next steps?

The question of how to balance how The COMET investments in bus service between Ridership goals and Coverage goals is a value question about what The COMET and its partners want to prioritize. As such, it is best left to policymakers to decide the answer. The public input from the survey provides some perspective on what existing riders and the general public think, but as the appointed representatives of jurisdictions who fund The COMET, the Board of Directors is the body empowered to decide these key value questions.

The decision spectrum can be imagined as a range between higher coverage and higher ridership, as shown below.



A recommended policy resolution is provided on the following page where the Board can add its preference for the percent of the budget that should maximize ridership and the percent that should maximize coverage. Once the Board has made its decision on this key value choice, The COMET and consultant staff can proceed with developing a draft recommended network and complete the Short Range Transit Plan process.

Recommended Policy Resolution regarding the balance between Ridership and Coverage Goals for The COMET

WHEREAS, The COMET, in partnership with the Central Midland Council of Governments, the City of Columbia, and other regional partners has engaged in a Comprehensive Operations Analysis and Short Range Transit Plan process called Reimagine The COMET to study the entire transit system in the region and recommend changes to better align the transit system with the values and goals of the region; and

WHEREAS, The COMET, through Reimage The COMET, has studied the existing transit system, existing transit ridership patterns, population, employment and other demographic patterns and has distilled the major trade-offs and challenges with the existing transit system into a “Choices and Concepts Report”, published in November 2020; and

WHEREAS, transit operations can serve many goals, but within a finite budget certain of these goals come into conflict with one another and in particular the goals of maximizing ridership and providing broad geographic coverage come into conflict; and

WHEREAS, The COMET created two transit network concepts to help the general public, stakeholders and elected officials visualize how different goals would result in different transit system designs and has discussed these different concepts with the general public, key stakeholders and elected officials; and

WHEREAS, The COMET has surveyed existing riders, the general public and key stakeholders about their preferences with respect to the goals of maximizing ridership or providing broad geographic coverage.

NOW, THEREFORE,

BE IT RESOLVED BY THE BOARD OF DIRECTORS FOR THE CENTRAL MIDLAND TRANSIT AUTHORITY:

That The COMET balance the goals of ridership and coverage deliberately within its operating budget for transit services and that the achieved balance will be that ___% of the transit operating budget is spent to maximize ridership relative to cost, while ___% of the transit operating budget is spent covering places where ridership is low but other values, such as equity and need, justify the provision of service.