



TRANSPORTATION
PROGRAM

Transportation Penny Advisory Committee Meeting

Monday, January 28, 2019 at 5:30 PM

4th Floor Conference Room

2020 Hampton Street, Columbia SC 29202

Meeting Agenda

1. **Call to Order** Mr. Phillip Simoneaux

2. **Approval of Minutes – No Quorum** Mr. Phillip Simoneaux

3. **Public Comments**

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

5. **Transportation Program (Pages 7-8)** Dr. John Thompson
 - Council Approvals
 - Preconstruction Update
 - Construction Update
 - MiscellaneousMr. David Beaty

6. **The Comet Program (Pages 9-31)** Mr. John Andoh
 - Comet Memo
 - October 2018 Ridership Report
 - November 2018 Ridership Report
 - January Service Changes
 - Electric Bus Analysis
 - Financial Report Ending November 30, 2018
 - DBE Report December 2018 and January 2019

7. **Other Business**
 - Next scheduled meeting: February 28, 2019

8. **Adjournment**



Transportation Penny Advisory Committee Report

OSBO
Manager's Report

January 16
2019

1. Executive Summary:

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

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

2. Purpose:

The purpose of this report is to manage the ongoing requirements of the Ordinance(s), improving and creating new Standard Operating Procedures (SOPs), and ensuring payment to contracted SLBEs.

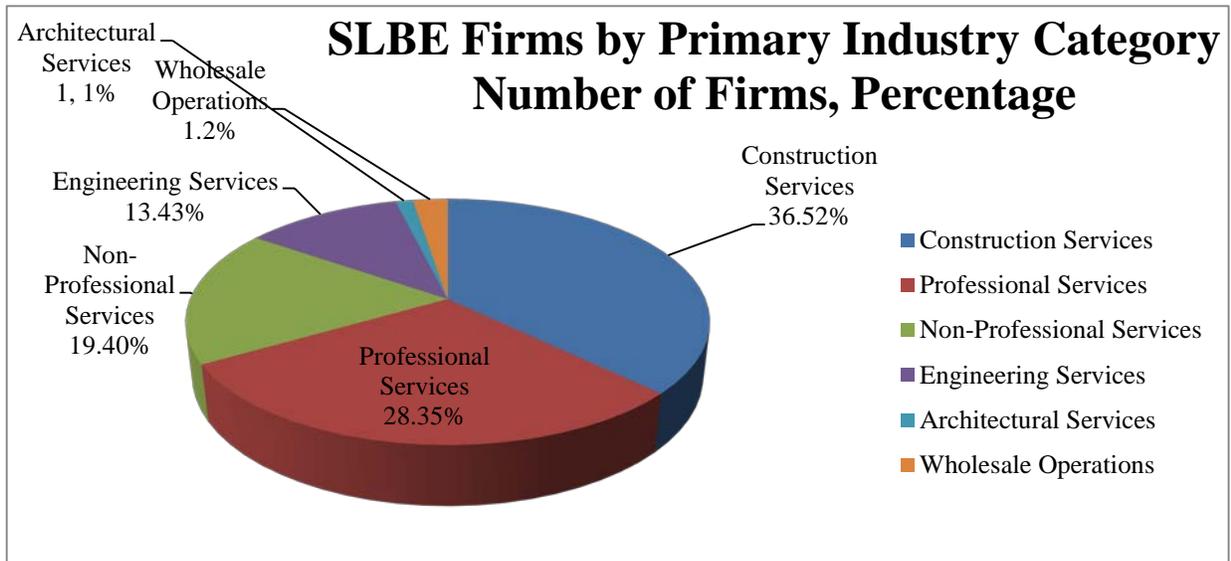
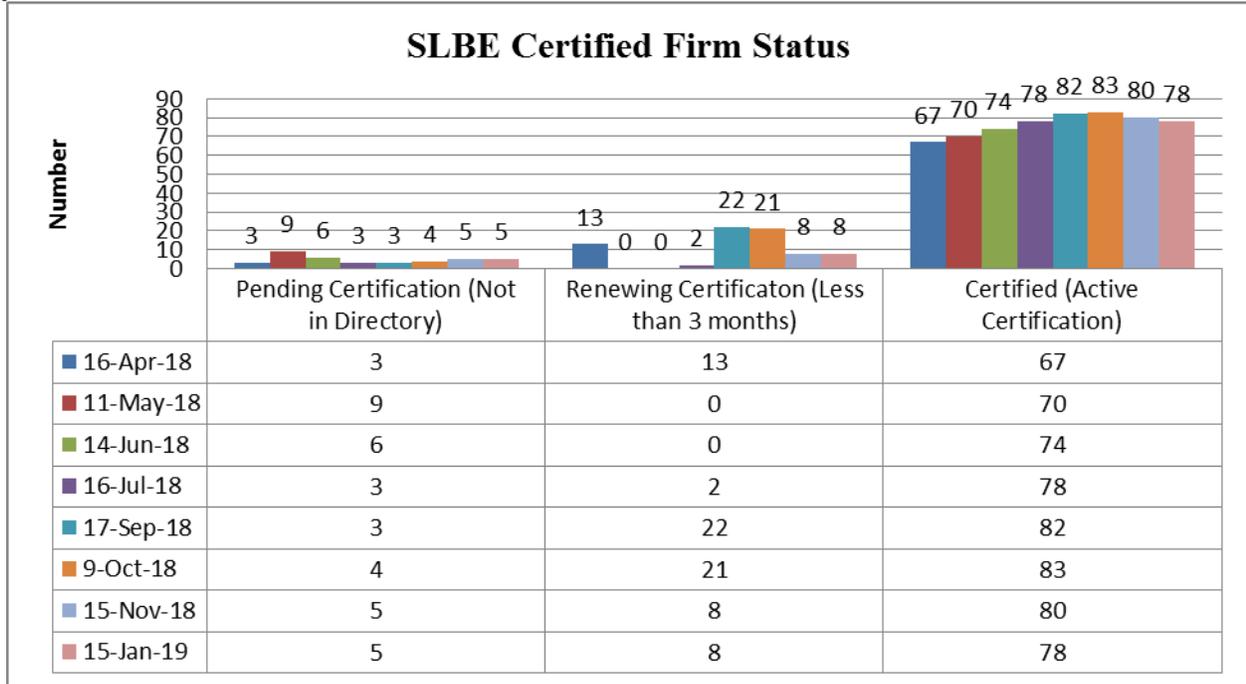
3. Office of the Small Business Opportunity Cross Functional Team

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

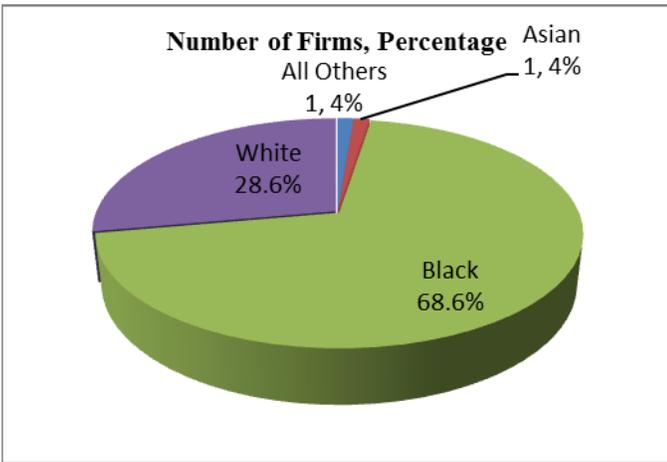
4. Goal Setting Committee (GSC)

| Team Matrix | | |
|----------------------|-------------|---------------------------------------|
| Name | Department | Title |
| Erica Wade | OSBO | Manager of OSBO |
| Ross Tilton | PDT | Program Administrator |
| VACANT | OSBO | Program Coordinator |
| Cheryl Cook | OSBO | Certification & Compliance Specialist |
| Jennifer Wladischkin | Procurement | Manager of Procurement |
| Gerald Walker | PDT | Estimator |

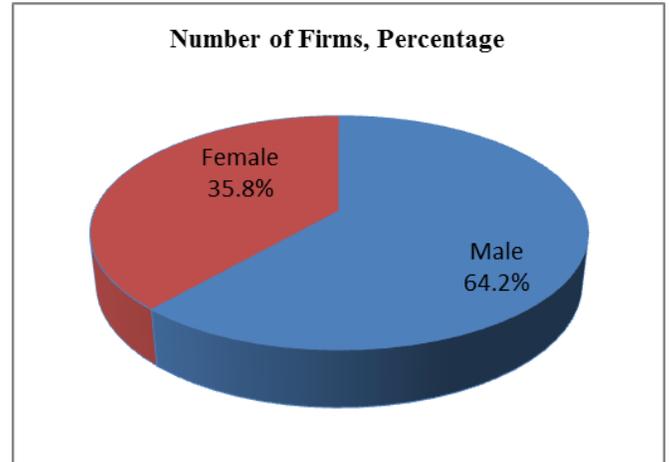
5. Analysis:



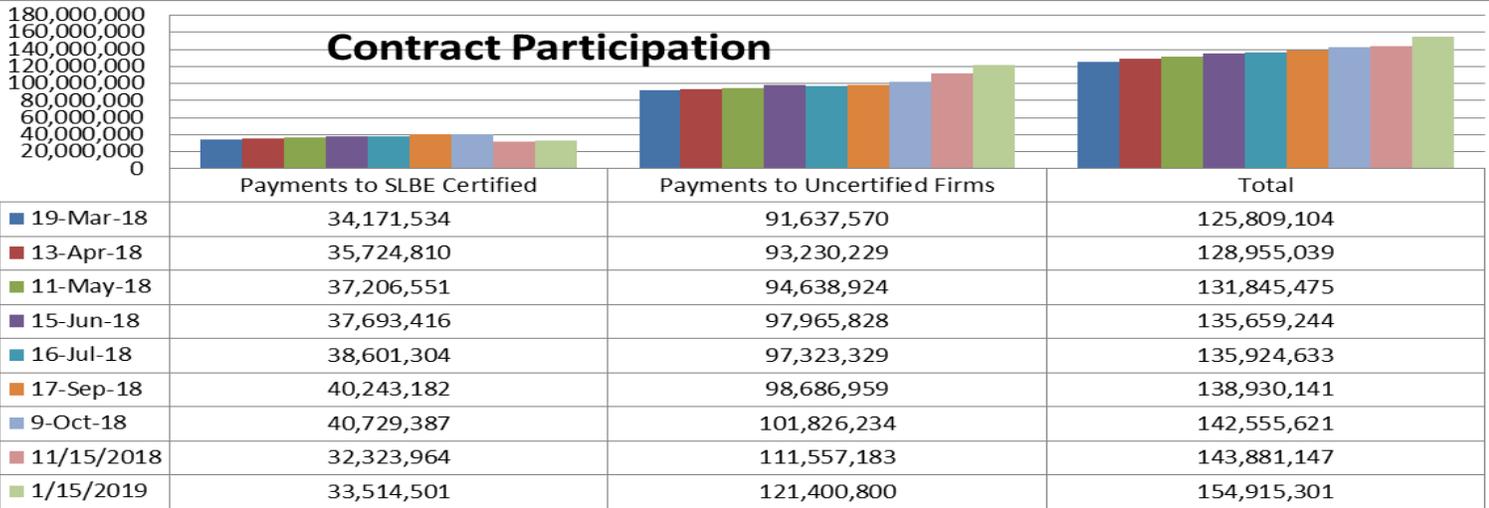
SLBE Firms by Ethnicity



SLBE Firms by Gender



Contract Participation: January 1, 2012-January 15, 2019*



* Payments to Uncertified Firms - Include Prime contractors

PDT SLBE GOAL PARTICIPATION UPDATE 2019

| Project Name | Sheltered Market | SLBE Goal | DATE |
|--|------------------|-----------|-------------------|
| 2017 Dirt Roads Package H/I | No | 4.05% | February 6, 2018 |
| 2017 Dirt Roads Package G | Yes | 100% | February 22, 2018 |
| 2018 Resurfacing Project Package O | No | 0% | March 2, 2018 |
| Resurfacing Project Package P | No | 0% | May 7, 2018 |
| Sidewalk Package S-8 | Yes | 100% | April 19, 2018 |
| Pedestrian Improvements at Intersections | No | 12% | July 3, 2018 |
| 2018 Sidewalks – Koon Rd. & Farmview St. | Yes | 100% | July 18, 2018 |
| 2016 PDT Sidewalks-Clemson Road | Yes | 100% | October 2, 2018 |
| 2018 Richland County Dirt Roads Package I | No | 5.95% | October 19, 2018 |
| SERN NIP | No | 17.3% | November 15, 2018 |
| 2018 Richland County Dirt Roads Project 7 Road Group | No | 11% | December 31, 2018 |

6. Department Outlook:

- i. Facilitating increase in County wide SLBE utilization in County wide contracts
 - OSBO staff is collaborating with RC Directors to identify current vendors to become certified SLBEs
- ii. Continued review of PDT SLBE Contractual Compliance
 - PDT SLBE Participation Update and Payment Invoices

- **Business Development**

- i. OSBO Website Highlights
- ii. Highlighted Articles
 - Firm’s Featured Stories
 - Bayrich Virtual Business Solutions, LLC – District 10
 - Pruitt Consulting Services (PCS), LLC – District 9
- iii. Participated in three SLBE site visits

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

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

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

- **Financial Resources**

Projects Completed

iv. Attend Richland County Dirt Road I project Bid Opening

v. Held a Cross Functional meeting with Transportation and Procurement Departments to discuss collaboration in setting utilization goals for SLBE's

vi. Reconciled multiple undocumented payments (time and month information is pulled)

- Number of payments due to prime, 35
- Number of payments due to subcontractors, 141

- **Certification and Compliance**

Projects Completed

i. Completed three (3) new certifications and four (4) re-certification with five (5) new certification pending and eight (8) re-certification pending

Transportation Department Update

Council Approvals

- Clemson Road Widening – Award to Construction.
- Candlewood Neighborhood Plan Phase 3- Award to Construction.
- Pedestrian Intersections – Award to Construction.

Pre-Construction Update

- Procurement Items – PDT opened bids on 1-23-19 for Broad River Neighborhood and will open bids on 1-30-19 for Dirt Road Package I (7 roads), as well as open bids for the Southeastern Neighborhood Improvement Project (SERN) on 2-20-19. PDT is coordinating with County staff to advertise Dirt Road Package J (6 roads), Polo Shared Use Path, and Harrison Sidewalk in the next few weeks followed by the North Springs/Harrington Intersection. Atlas Road Widening and Greene Street 2 are tentatively scheduled to be advertised for construction in late May 2019.
- Blythewood Widening Phase 1 – The PDT is actively procuring Right of Way. 95% Complete plans were delivered from the OET on 1-11-19.
- Broad River Road Widening – 65% Complete plans are expected from OET in April 2019.
- Crane Creek Greenways – A Public Meeting was held on 1-15-19.
- Smith/Rocky Branch Greenways – Public Meetings are scheduled for 2-13-19 and 2-21-19.
- Blythewood Area Improvements – Public Meeting is scheduled for 1-24-19.
- Lower Richland Boulevard Widening – Public Meeting is scheduled for 2-28-19. Design work to include surveys and traffic counts continues.
- Polo Road Widening – Public Meeting is scheduled for 1-31-19. Design work to include surveys and traffic counts continues.
- Bull/Elmwood Intersection – Right of Way acquisition is in process. 95% complete plans have been submitted to SCDOT. Coordination with business owners is ongoing.
- Garners Ferry/Harmon, and Screaming Eagle Percival Intersections – 95% complete plans were submitted to SCDOT on 8-23-2018 for initial review. Right of Way Acquisition is nearly complete.
- Shop Road Widening – Right of Way Acquisition has been authorized to proceed by SCDOT.
- Shop Road Extension Phase 2 – Design work to include surveys and traffic counts continues. A public meeting was held on 12-6-2019 at Bluff Road Park from 5-7.
- Greene Street Phase 2 – Design remains approximately 99% complete. Detailed design is being coordinated with the railroad and one drainage outfall location. Project critical items remain Railroad Agreements and County/City

IGA. Right of Way acquisition/coordination of the USC Facilities building has been completed.

- Broad River Corridor Neighborhood Improvement Plan – Public Meeting is scheduled for 3-7-2019. Design work to include surveys and traffic counts continues.
- Decker/Woodfield Neighborhood Plan – 95% complete plans for Chatsworth Connector and Faraway Sidewalks are under review by the PDT.
- Trenholm Acres/Newcastle Neighborhood Plan - Design work to include surveys and traffic counts continues.
- Gills Creek Greenway – Phase 2 and 3 design continues.

Construction Update

- Clemson Road Widening – Construction Notice-to-Proceed is 1-28-19 with a 2 year duration.
- North Main Street – Both the SCE&G and Joint Use utility duct banks are essentially complete. The waterline relocation and sewerline rehabilitation are also essentially complete. Contractor has started raising the roadway profile from Anthony to railroad trestle.
- Shop Road Extension Phase 1 – The entire project is nearly complete. A tentative completion date is 3-31-2019.
- 3 Rivers Greenway – Installation of the concrete pathway is now 95% complete. The 900' section of elevated boardwalk in the vicinity of the rapids is 90% complete. Construction of a 30' bridge over the Mill Race abutment is scheduled to begin in the next few weeks. Work is progressing on the bathrooms, ranger station, and parking lot which is now paved.
- Magnolia/Schoolhouse Sidewalks – Construction is underway.
- Dirt Road Packages G and H (9 roads) – Construction is underway.
- Koon Sidewalk – PDT coordinating with contractor to establish a Notice to Proceed to construction date.
- Pelham/Tryon Sidewalks - Construction nearly complete.
- Resurfacing Package O (39 roads) - Construction approximately 60% complete and well ahead of the November 2019 completion date.
- Resurfacing Package P (57 roads) – Work is just beginning and has a completion date of November 2019.

Miscellaneous

- None.



TO: Transportation Penny Advisory Committee

FROM: Samuel L. Scheib, Director of Planning and Development

CC: N/A

DATE: January 17, 2019

SUBJECT: Update of The COMET Activities

Service Changes: several service changes are scheduled for January 28, 2019 including peak-hour, 30-minute service on the 801 serving Broad River Road and the Harbison area, moving the 501 (formerly route 16) from Taylor Street to Laurel Street to allow more time at the SuperStop at the end of the line, and moving several other routes (55, 75, 53X) to this SuperStop, located at Columbia Place Mall. The Soda Cap Connector is also being redesigned to include West Columbia and use fewer buses and service hours. Please see CatchTheCOMET.org for a complete list of service changes. There will also be a fare increase with this service change affecting the base fare (\$1.50 to \$2.00) and related fares (reduced from 75¢ to \$1.00, paratransit from \$3.00 to \$4.00). The All-Day and All-Day reduced will also increase from \$3.00 to \$4.00 and \$1.50 to \$2.00 respectively. The 5-day will no longer be sold but there is no change to the 7-day and 31-day cards.

Recent Community Events: The COMET has been engaged in a series of ongoing listening sessions to get community input on all agency activities. The list of recent sessions is:

- Main Public Library – November 27, 2018
- Cicil Tillis Center – November 29, 2018
- Eastover Library – January 7, 2019
- Forest Acres Municipal Courtroom – January 10, 2019
- Eau Clair Print Building – January 17, 2019

New mobility: The COMET is launching several initiatives to expand our ridership base and provide improved mobility to our current customers. These programs are:

- **The COMET on the GO** – In a partnership with the transportation network companies Uber and Lyft, The COMET is offering a \$5 subsidy to The COMET passengers using these two services in two ways. The COMET to the Market is intended to connect riders with fresh food. The subsidy of \$5 is available twice per week (one round trip) to fresh food markets in our service area. The COMET at Night offers the subsidy from 9pm to 3am to help workers get home when our regular service is unavailable or less frequent.

Central Midlands Regional Transit Authority
3613 Lucius Road, Columbia, SC 29201
P 803 255 7133
F 803 255 7113
CATCHTHECOMET.ORG
info@catchthecomet.org

John Andoh, CCTM, CPM Executive Director/CEO
Ron Anderson, Chair
John Furgess, Vice Chair
Andy Smith, Secretary
Dr. Robert Morris, Treasurer
Board Members: Jacqueline Boulware, Lill Mood,
Carolyn Gleaton, Leon Howard, Derrick Huggins, Roger Leaks,
Joyce Dickerson, Skip Jenkins, Debbie Summers, Bobby Horton

- **Van Pool** – working with Enterprise, The COMET offers a \$500 per-month subsidy per van used for commuting into or from Richland or Lexington Counties. Enterprise organizes and insures the vanpools and makes all other arrangements using specially branded, purple vans. There is a cost to the users for the vanpool and the program is for commuting, not, for example, taking a trip out of town.
- **Blue Bike** – The COMET is sponsoring several bike stations for the Blue Cross Blue Shield/City of Columbia bike share, known as a Blue Bike. Riders can get a code from coach operators allowing unlimited free rides of up to 45 minutes each.

Summit Parkway Upgrades: The COMET is working closely with the Program Development Team to upgrade a number of stops on Summit Parkway to full ADA compliance and in some cases add benches. Two shelters on Hard Scrabble.

Ridership Report: Please find attached a new version of The COMET's ridership report. This report includes several variables added to our standards policy. The previous policy required a standard of 15 boardings per hour of service. That standard is maintained in the columns for the previous year. The new standards have varying thresholds for different types of service areas and adds subsidy per passenger and farebox recovery as additional standards. As with the old report, an orange cell indicates the standard is not met. A red cell indicates great deficiency (off standard by 66%) and, by contrast, a blue cell means the route is highly efficient (exceed standard by 33%) and should be considered for additional service. Black cells have no data, for example when a route is not running. Please note the ridership report is two months behind because it relies on financials that are not complete until the end of the following month of the reporting month.

Ridership Report

| October | | 2017 | | 2018 | | | 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 | 242,925 | | 267,847 | | | | 24,922 | |
| | Fixed-Route Total | 225,274 | 13.4 | 245,809 | 14.1 | \$ 4.27 | 16.7% | 20,535 | 0.7 |
| | Weekday Service | 193,944 | 13.0 | 211,158 | 14.7 | \$ 4.05 | 17.5% | 17,214 | 1.7 |
| | Saturday Service | 18,202 | 12.8 | 19,822 | 12.2 | \$ 5.09 | 14.4% | 1,620 | -0.6 |
| | Sunday Service | 13,128 | 8.2 | 14,829 | 10.2 | \$ 6.27 | 12.0% | 1,701 | 2.0 |
| | DART | 7,281 | 1.71 | 6,212 | 0.3 | \$ 39.89 | 15.4% | -1,069 | -1.4 |
| Special Services | Gamecock Express | 10,370 | 28.13 | 15,826 | 18.5 | | | | |
| | Route 1870 (Allen Football) | | | | | | | | |
| Weather | | ↓ Ave high 80°; Ave low 56°; Ave temp 68°. ◆ 7 days of rain (1.57 inches) | | ↓ Ave high 81°; Ave low 50°; Ave temp 69°. ◆ 5 days of rain (5.52 inches) | | | | | |
| Events and Occurances | | State Fair (10/11 to 10/22), Pride Parade (10/20), USC home games (10/7, 10/28), | | State Fair (10/10-10/21), Hurricane Michael (2 hr. service delay), 3 USC home games (10/6, 10/13, 10/27), free week on Rt. 22, Halloween ride free with costume. | | | | | |
| | Service weekdays | | 22 | | 23 | | | | |
| | Service Saturdays | | 5 | | 4 | | | | |
| | Service Sundays | | 4 | | 4 | | | | |
| | Average weekday boardings | | 8,816 | | 9,181 | | | ▲ 365 | |
| | Average Saturday boardings | | 3,640 | | 4,956 | | | ▲ 1,315 | |
| | Average Sunday boardings | | 3,282 | | 3,707 | | | ▲ 425 | |
| KEY | No Data (Not in service) | Not to standard | <66% of Standard | >133% of Standard | | | | | |
| Monday through Friday | | | | | | | | | |
| Corridor | | | | ≥18 | ≤\$3 | ≥20% | Boardings | Efficiency | |
| 101 | North Main | 21,091 | 27.0 | 19,293 | 22.3 | \$2.39 | 26.4% | ▼ -1,798 | ▼ -4.7 |
| 201 | Rosewood | 7,415 | 9.0 | 7,484 | 13.6 | \$4.46 | 16.1% | ▲ 69 | ▲ 4.6 |
| 301 | Farrow | 10,553 | 14.0 | 13,125 | 19.0 | \$2.96 | 22.5% | ▲ 2,572 | ▲ 5.0 |
| 401 | Devine | 16,657 | 21.0 | 16,687 | 22.2 | \$2.41 | 26.3% | ▲ 30 | ▲ 1.2 |
| 501 | Two Notch | 16,720 | 21.0 | 20,830 | 29.5 | \$1.60 | 34.9% | ▲ 4,110 | ▲ 8.5 |
| 601 | Shop Road | 10,157 | 13.0 | 11,429 | 18.9 | \$2.96 | 22.5% | ▲ 1,272 | ▲ 5.9 |
| 701 | Forest Drive | | | 19,811 | 26.3 | \$1.89 | 31.2% | ▲ 19,811 | ▲ 26.3 |
| 15 | Forest Drive | 22,035 | 19.0 | | | | | | |
| 801 | Broad River | | | 18,213 | 22.3 | \$2.38 | 26.5% | ▲ 18,213 | ▲ 22.3 |
| 34 | Broad River | 15,777 | 20.0 | | | | | | |
| Local | | | | ≥12 | ≤\$5 | ≥15% | Boardings | Efficiency | |
| Rt. 6 | Eau Claire | 5,398 | 14.0 | 5,832 | 17.4 | \$3.31 | 20.6% | | |
| Rt. 11 | Fairfield | 6,314 | 17.0 | 7,193 | 12.9 | \$4.75 | 15.3% | ▲ 879 | ▼ -4.1 |
| Rt. 12 | Edgewood | 7,115 | 22.0 | 8,302 | 26.4 | \$1.88 | 31.3% | ▲ 1,187 | ▲ 4.4 |
| Rt. 26 | West Columbia | 3,416 | 42.0 | 1,702 | 8.7 | \$7.49 | 10.3% | ▼ -1,714 | ▼ -33.3 |
| Rt. 28 | Airport | 1,306 | 10.0 | 1,345 | 5.8 | \$11.52 | 6.9% | ▲ 39 | ▼ -4.2 |
| Rt. 42 | Millwood Ave | 5,140 | 15.0 | 5,574 | 16.9 | \$3.41 | 20.1% | ▲ 434 | ▲ 1.9 |
| Rt. 45 | Leesburg-Hazelwood | 9,048 | 22.0 | 8,930 | 16.3 | \$3.57 | 19.4% | ▼ -118 | ▼ -5.7 |
| Rt. 55 | Sandhills | 3,807 | 10.0 | 5,025 | 13.2 | \$4.63 | 15.6% | ▲ 1,218 | ▲ 3.2 |
| Rt. 75 | Decker-Parklane | | | 7,285 | 13.3 | \$4.57 | 15.8% | ▲ 7,285 | ▲ 13.3 |
| Rt. 84 | Bush River/St. Andrews | | | 5,105 | 14.4 | \$4.15 | 17.1% | ▲ 5,105 | ▲ 14.4 |
| Rt. 34b | St. Andrews | 8,043 | 21.0 | | | | | | |
| Rt. 88 | Beltline Crosstown | 2,001 | 7.0 | 3,340 | 9.1 | \$7.08 | 10.8% | ▲ 1,339 | ▲ 2.1 |
| Connector/Shuttle | | | | ≥8 | ≤\$8 | ≥10% | Boardings | Efficiency | |
| Rt. 1 | Soda Cap 1 | 993 | 4.0 | 1,409 | 4.6 | \$14.74 | | ▲ 416 | ▲ 0.6 |
| Rt. 2 | Soda Cap 2 | 587 | 2.0 | 955 | 3.1 | \$22.15 | | ▲ 368 | ▲ 1.1 |
| Rt. 3 | Soda Cap 3 | | | | | | | 0 | 0.0 |
| Rt. 5 | Fort Jackson Special | 977 | 6.0 | | | | | | |
| Rt. 22 | Harden | 1,245 | 4.0 | 718 | 2.5 | \$27.62 | 3.0% | ▼ -527 | ▼ -1.5 |
| Rt. 32 | North Main - Hard Scrabble | 4,213 | 12.0 | 3,371 | 10.0 | \$6.39 | 11.8% | ▼ -842 | ▼ -2.0 |
| Rt. 57L | Killian-Clemson Local | | | 916 | 3.5 | \$19.98 | 4.1% | ▲ 916 | ▲ 3.5 |

| October | | 2017 | | 2018 | | | | Difference from Previous Year | |
|-----------------------------|----------------------------|-----------|----------------------------|-----------|-------------------------------|-----------------------|------------------|-------------------------------|----------------|
| Route | Description | Boardings | Boardings per vehicle hour | Boardings | Boardings | Farebox | Boardings | Efficiency | |
| | | | | | Per hour or Trip (Efficiency) | Subsidy per passenger | | | Recovery Ratio |
| Rt. 63 | Bluff | 3,116 | 6.0 | 1,923 | 47.3 | \$0.67 | 56.1% | -1,193 | 41.3 |
| Rt. 74 | Harrison-Trenholm | 1,550 | 11.0 | 1,325 | 6.5 | \$10.20 | 7.8% | -225 | -4.5 |
| Rt. 76 | Fort Jackson | | | 1,009 | 5.3 | \$12.84 | 6.3% | 1,009 | 5.3 |
| Rt. 77 | Polo Road | | | 1,172 | 5.5 | \$12.35 | 6.5% | 1,172 | 5.5 |
| Rt. 83L | St. Andrews Local | | | 1,230 | 4.0 | \$17.46 | 4.7% | 1,230 | 4.0 |
| Rural | | | | ≥5 | ≤\$12 | ≥10% | Boardings | Efficiency | |
| Rt. 46 | Lower Richland Blvd | 2,432 | 6.0 | 2,035 | 6.3 | \$10.61 | 7.5% | -397 | 0.3 |
| Rt. 47 | Eastover | 2,749 | 7.0 | 3,145 | 8.3 | \$7.88 | 9.8% | 396 | 1.3 |
| Rt. 97 | | | | | | | | | |
| Express | | | | ≥10/trip | ≤\$5 | ≥15% | Boardings | Efficiency | |
| Rt. 44X | | | | | | | | | |
| Rt. 52X | Blythewood Express | 664 | 5.0 | 326 | 1.7 | \$41.87 | 2.0% | -338 | -3.3 |
| Rt. 53X | Killian Road Express | | | 678 | 2.4 | \$29.34 | 2.8% | 678 | 2.4 |
| Rt. 82X | Harbison Express | | | 1,085 | 3.6 | \$19.24 | 4.3% | 1,085 | 3.6 |
| Rt. 92X | 12th Street Ext. Express | | | | | | | 0 | 0.0 |
| Rt. 93X | | | | | | | | 0 | 0.0 |
| Demand Response/Flex | | | | ≥3 | ≤\$30 | ≥10% | Boardings | Efficiency | |
| Route 13 | Northeast Flex | 266 | 1.5 | 257 | 1.5 | \$48.15 | 1.8% | -9 | 0.0 |
| Rt. 31 | Denny Terrace | 2,703 | 13.0 | 2,774 | 13.6 | \$4.46 | 16.1% | 71 | 0.6 |
| Rt. 62 | Hopkins | 456 | 2.0 | 325 | 1.1 | \$64.88 | 1.3% | -131 | -0.9 |
| DART | ADA Paratransit | 6,378 | 1.6 | 5,740 | 1.4 | \$39.96 | 15.5% | -638 | -0.2 |
| Saturday | | | | | | | | | |
| Corridor | | | | ≥18 | ≤\$3 | ≥20% | Boardings | Efficiency | |
| 101 | North Main | 1,998 | 31.4 | 1,895 | 17.8 | \$3.20 | 21.1% | -103 | -13.6 |
| 201 | Rosewood | 589 | 9.7 | 521 | 9.7 | \$6.57 | 11.5% | -68 | 0.1 |
| 301 | Farrow | 705 | 12.3 | 922 | 17.4 | \$3.31 | 20.6% | 217 | 5.0 |
| 401 | Devine | 1,362 | 22.4 | 1,513 | 24.6 | \$2.08 | 29.2% | 151 | 2.2 |
| 501 | Two Notch | 1,288 | 21.2 | 2,101 | 34.2 | \$1.26 | 40.5% | 813 | 13.0 |
| 601 | Shop Road | 1,002 | 9.8 | 623 | 7.8 | \$8.37 | 9.3% | -379 | -2.0 |
| 701 | Forest Drive | | | 2,040 | 33.3 | \$1.32 | 39.4% | 2,040 | 33.3 |
| 15 | | 1,981 | 20.9 | | | | | | |
| 801 | Broad River | | | 2,050 | 15.9 | \$3.71 | 18.8% | 2,050 | 15.9 |
| 34 | | 2,609 | 21.3 | | | | | | |
| Local | | | | ≥12 | ≤\$5 | ≥15% | Boardings | Efficiency | |
| Rt. 6 | Eau Claire | 186 | 4.47 | 454 | 9.0 | \$7.17 | 10.7% | | |
| Rt. 11 | Fairfield | 637 | 10.5 | 784 | 9.2 | \$7.03 | 10.9% | 147 | -1.3 |
| Rt. 12 | Edgewood | 644 | 12.4 | 1,114 | 20.4 | \$2.69 | 24.2% | 470 | 8.0 |
| Rt. 26 | West Columbia | | | | | | | | |
| Rt. 28 | Airport | | | | | | | | |
| Rt. 42 | Millwood Ave | 752 | 14.2 | 829 | 13.5 | \$4.51 | 16.0% | 77 | -0.8 |
| Rt. 45 | Leesburg-Hazelwood | 1,102 | 18.6 | 1,145 | 19.7 | \$2.81 | 23.4% | 43 | 1.1 |
| Rt. 55 | Sandhills | 663 | 12.2 | 715 | 12.3 | \$5.04 | 14.5% | 52 | 0.1 |
| Rt. 75 | Decker-Parklane | | | 812 | 14.2 | \$4.23 | 16.9% | 812 | 14.2 |
| Rt. 84 | Bush River/St. Andrews | | | 579 | 11.0 | \$5.74 | 13.0% | 579 | 11.0 |
| Rt. 34b | Bush River | 506 | 9.2 | | | | | | |
| Rt. 88 | Beltline Crosstown | 312 | 5.8 | | | | | -312 | -5.8 |
| Connector/Shuttle | | | | ≥8 | ≤\$8 | ≥10% | Boardings | Efficiency | |
| Rt. 1 | Soda Cap 1 | 286 | 4.5 | 264 | 3.9 | \$17.64 | | -22 | -0.6 |
| Rt. 2 | Soda Cap 2 | 104 | 1.6 | 191 | 2.8 | \$24.71 | | 87 | 1.2 |
| Rt. 3 | Soda Cap 3 | | | | | | | | |
| Rt. 5 | Fort Jackson Special | 382 | 12.9 | | | | | | |
| Rt. 22 | Harden | 190 | 4.0 | 50 | 1.5 | \$47.11 | 1.8% | -140 | -2.5 |
| Rt. 32 | North Main - Hard Scrabble | 556 | 8.9 | 335 | 5.7 | \$11.82 | 6.8% | -221 | -3.1 |
| Rt. 57L | Killian-Clemson Local | | | 99 | 1.9 | \$38.25 | 2.2% | 99 | 1.9 |
| Rt. 76 | Fort Jackson | | | 95 | 3.3 | \$21.39 | 3.9% | 95 | 3.3 |
| Rt. 77 | Polo Road | | | 121 | 4.8 | \$14.22 | 5.7% | 121 | 4.8 |
| Rt. 83L | St. Andrews Local | | | 181 | 3.9 | \$17.59 | 4.7% | 181 | 3.9 |
| Express | | | | ≥10/trip | ≤\$5 | ≥15% | Boardings | Efficiency | |
| Rt. 82X | Harbison Express | | | 126 | 2.4 | \$29.24 | 2.8% | 126 | 2.4 |

| October | | 2017 | | 2018 | | | Difference from Previous Year | | |
|-----------------------------|----------------------------|-----------|----------------------------|-----------|---|-----------------------|-------------------------------|------------------|-------------------|
| Route | Description | Boardings | Boardings per vehicle hour | Boardings | Boardings Per hour or Trip (Efficiency) | Subsidy per passenger | Farebox Recovery Ratio | Boardings | Efficiency |
| Rt. 92X | | | | | | | | | |
| Demand Response/Flex | | | | ≥3 | ≤\$30 | ≥10% | | Boardings | Efficiency |
| Rt. 31 | Denny Terrace | 348 | 9.5 | 263 | 7.4 | \$8.90 | 8.8% | -85 | -2.0 |
| DART | ADA Paratransit | 240 | 2 | 253 | 1.5 | \$37.85 | 14.1% | 13 | -0.2 |
| Sunday | | | | | | | | | |
| Corridor | | | | ≥18 | ≤\$3 | ≥20% | | Boardings | Efficiency |
| 101 | North Main | 1,488 | 18.7 | 1,558 | 14.7 | \$4.08 | 17.4% | 70 | -4.1 |
| 201 | Rosewood | 448 | 5.9 | 418 | 7.8 | \$8.40 | 9.3% | -30 | 1.9 |
| 301 | Farrow | 583 | 8.2 | 740 | 14.3 | \$4.20 | 17.0% | 157 | 6.2 |
| 401 | Devine | 990 | 13.0 | 1,124 | 18.3 | \$3.10 | 21.7% | 134 | 5.3 |
| 501 | Two Notch | 941 | 12.4 | 1,308 | 22.8 | \$2.32 | 27.0% | 367 | 10.4 |
| 601 | Shop Road | 717 | 5.6 | 634 | 8.0 | \$8.21 | 9.5% | -83 | 2.4 |
| 701 | Forest Drive | | | 1,608 | 26.2 | \$1.90 | 31.1% | 1,608 | 26.2 |
| 15 | | 1,484 | 12.5 | | | | | | |
| 801 | Broad River | | | 1,540 | 11.9 | \$5.22 | 14.1% | 1,540 | 11.9 |
| 34 | Broad River | 1,492 | 9.8 | | | | | | |
| Local | | | | ≥12 | ≤\$5 | ≥15% | | Boardings | Efficiency |
| Rt. 6 | Eau Claire | 119 | 2.3 | 293 | 5.8 | \$11.58 | 6.9% | | |
| Rt. 11 | Fairfield | 499 | 6.6 | 568 | 6.6 | \$10.03 | 7.9% | 69 | 0.1 |
| Rt. 12 | Edgewood | 861 | 13.2 | 835 | 15.7 | \$3.77 | 18.6% | -26 | 2.4 |
| Rt. 42 | Millwood Ave | 510 | 7.7 | 691 | 11.2 | \$5.58 | 13.3% | 181 | 3.5 |
| Rt. 45 | Leesburg-Hazelwood | 737 | 10.0 | 812 | 14.0 | \$4.32 | 16.6% | 75 | 4.0 |
| Rt. 55 | Sandhills | 462 | 6.8 | 416 | 7.1 | \$9.28 | 8.5% | -46 | 0.3 |
| Rt. 75 | Decker-Parklane | | | 657 | 11.5 | \$5.42 | 13.7% | 657 | 11.5 |
| Rt. 84 | Bush River/St. Andrews | | | 491 | 9.3 | \$6.93 | 11.0% | 491 | 9.3 |
| Rt. 34b | Bush River | 402 | 5.8 | | | | | | |
| Rt. 88 | Beltline Crosstown | 184 | 2.7 | | | | | -184 | -2.7 |
| Connector/Shuttle | | | | ≥8 | ≤\$8 | ≥10% | | Boardings | Efficiency |
| Rt. 1 | Soda Cap 1 | | | 0 | | | | 0 | 0.0 |
| Rt. 2 | Soda Cap 2 | | | 0 | | | | 0 | 0.0 |
| Rt. 3 | Soda Cap 3 | | | 0 | | | | 0 | 0.0 |
| Rt. 5 | Fort Jackson Special | 321 | 8.7 | | | | | | |
| Rt. 22 | Harden | 118 | 1.6 | 33 | 1.0 | \$71.82 | 1.2% | -85 | -0.6 |
| Rt. 32 | North Main - Hard Scrabble | 550 | 7.0 | 496 | 8.5 | \$7.70 | 10.0% | -54 | 1.4 |
| Rt. 76 | Fort Jackson | | | 0 | 0.0 | #DIV/0! | 0.0% | 0 | 0.0 |
| Rt. 77 | Polo Road | | | 173 | 6.9 | \$9.69 | 8.1% | 173 | 6.9 |
| Rt. 83L | St. Andrews Local | | | 135 | 2.9 | \$23.88 | 3.5% | 135 | 2.9 |
| Express | | | | ≥10/trip | ≤\$5 | ≥15% | | Boardings | Efficiency |
| Rt. 82X | Harbison Express | | | 92 | 1.8 | \$40.37 | 2.1% | 92 | 1.8 |
| Rt. 92X | | | | | | | | 0 | 0.0 |
| Demand Response/Flex | | | | ≥3 | ≤\$30 | ≥10% | | Boardings | Efficiency |
| Rt. 31 | Denny Terrace | 222 | 4.8 | 207 | 7.5 | \$8.75 | 8.9% | -15 | 2.7 |
| DART | ADA Paratransit | 216 | 1.6 | 219 | 1.4 | \$40.45 | 17.0% | 3 | -0.1 |

Ridership Report

| November | | 2017 | | 2018 | | | | 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 | 233,075 | | 228,360 | | | | -4,715 | |
| | Fixed-Route Total | 214,374 | 13.7 | 218,778 | 13.5 | \$ 4.29 | 18.2% | 4,404 | -0.2 |
| | Weekday Service | 183,282 | 13.4 | 184,289 | 14.1 | \$ 4.09 | 18.9% | 1,007 | 0.7 |
| | Saturday Service | 17,802 | 12.8 | 20,078 | 12.3 | \$ 4.80 | 16.6% | 2,276 | -0.4 |
| | Sunday Service | 13,290 | 8.2 | 14,411 | 9.9 | \$ 6.23 | 13.3% | 1,121 | 1.6 |
| | DART | 7,281 | 1.71 | 6,119 | 0.3 | \$ 33.50 | 13.3% | -1,162 | -1.4 |
| Special Services | Gamecock Express | 11,420 | 26.80 | 3,424 | 21.9 | | | | |
| | Route 1870 (Allen Football) | | | 39 | 1.9 | | | | |
| Weather  | ↓ Ave high 69°; Ave low 42°; Ave temp 56°. ♦ 10 days of rain (1.28 inches) | | ↓ Ave high 71°; Ave low 39°; Ave temp 53°. ♦ 13 days of rain (6.55 inches) | | | | | | |
| Events and Occurrences  | Gamecock Home Game (11/11, 11/18, & 11/25), Thanksgiving Day (no service) | | Allen University Game (11/10, 21 hrs), Gamecock Home Game (11/17, 156.3 hrs), Thanksgiving Day (no service) | | | | | | |
| Service weekdays | | 21 | | 21 | | | | | |
| Service Saturdays | | 4 | | 4 | | | | | |
| Service Sundays | | 4 | | 4 | | | | | |
| Average weekday boardings | | 8,728 | | 8,776 | | | | 48 | |
| Average Saturday boardings | | 4,451 | | 5,020 | | | | 569 | |
| Average Sunday boardings | | 3,323 | | 3,603 | | | | 280 | |
| KEY | No Data (Not in service) | Not to standard | <66% of Standard | >133% of Standard | | | | | |
| Monday through Friday | | | | | | | | | |
| Corridor | | | | ≥18 | ≤\$3 | ≥20% | Boardings | Efficiency | |
| 101 | North Main | 19,733 | 26.0 | 20,032 | 25.4 | \$1.84 | 34.1% | 299 | -0.6 |
| 201 | Rosewood | 7,342 | 10.0 | 6,512 | 13.0 | \$4.51 | 17.5% | -830 | 3.0 |
| 301 | Farrow | 9,935 | 14.0 | 11,800 | 18.7 | \$2.84 | 25.1% | 1,865 | 4.7 |
| 401 | Devine | 15,697 | 21.0 | 14,297 | 20.8 | \$2.46 | 28.0% | -1,400 | -0.2 |
| 501 | Two Notch | 15,734 | 21.0 | 16,098 | 24.9 | \$1.89 | 33.6% | 364 | 3.9 |
| 601 | Shop Road | 9,251 | 12.0 | 9,094 | 16.5 | \$3.34 | 22.2% | -157 | 4.5 |
| 701 | Forest Drive | | | 17,059 | 24.8 | \$1.90 | 33.4% | 17,059 | 24.8 |
| 15 | Forest Drive | 20,648 | 18.0 | | | | | | |
| 801 | Broad River | | | 17,167 | 23.1 | \$2.12 | 31.0% | 17,167 | 23.1 |
| 34 | Broad River | 13,915 | 19.0 | | | | | | |
| Local | | | | ≥12 | ≤\$5 | ≥15% | Boardings | Efficiency | |
| Rt. 6 | Eau Claire | 5,119 | 16.0 | 4,769 | 15.6 | \$3.60 | 20.9% | | |
| Rt. 11 | Fairfield | 6,142 | 17.0 | 5,156 | 10.1 | \$6.04 | 13.6% | -986 | -6.9 |
| Rt. 12 | Edgewood | 6,751 | 22.0 | 7,002 | 24.4 | \$1.95 | 32.8% | 251 | 2.4 |
| Rt. 26 | West Columbia | 4,116 | 53.0 | 1,361 | 7.6 | \$8.39 | 10.2% | -2,755 | -45.4 |
| Rt. 28 | Airport | 1,091 | 9.0 | 4,406 | 21.0 | \$2.43 | 28.2% | 3,315 | 12.0 |
| Rt. 42 | Millwood Ave | 4,746 | 15.0 | 5,251 | 17.5 | \$3.10 | 23.5% | 505 | 2.5 |
| Rt. 45 | Leesburg-Hazelwood | 8,687 | 22.0 | 8,599 | 17.2 | \$3.16 | 23.2% | -88 | -4.8 |
| Rt. 55 | Sandhills | 2,911 | 8.0 | 4,500 | 12.9 | \$4.53 | 17.4% | 1,589 | 4.9 |
| Rt. 75 | Decker-Parklane | | | 5,540 | 11.1 | \$5.43 | 15.0% | 5,540 | 11.1 |
| Rt. 84 | Bush River/St. Andrews | | | 4,552 | 14.1 | \$4.08 | 19.0% | 4,552 | 14.1 |
| Rt. 34b | St. Andrews | 7,632 | 21.0 | | | | | | |
| Rt. 88 | Beltline Crosstown | 2,208 | 8.0 | 2,781 | 8.3 | \$7.57 | 11.2% | 573 | 0.3 |
| Connector/Shuttle | | | | ≥8 | ≤\$8 | ≥10% | Boardings | Efficiency | |
| Rt. 1 | Soda Cap 1 | 1,239 | 4.0 | 1,118 | 3.9 | \$17.24 | | -121 | -0.1 |
| Rt. 2 | Soda Cap 2 | 587 | 2.0 | 782 | 2.7 | \$25.06 | | 195 | 0.7 |
| Rt. 3 | Soda Cap 3 | | | | | | | 0 | 0.0 |
| Rt. 5 | Fort Jackson Special | 821 | 5.0 | | | | | | |
| Rt. 22 | Harden | 1,409 | 5.0 | 727 | 2.8 | \$24.22 | 3.8% | -682 | -2.2 |
| Rt. 32 | North Main - Hard Scrabble | 4,371 | 13.0 | 3,297 | 10.7 | \$5.67 | 14.4% | -1,074 | -2.3 |
| Rt. 57L | Killian-Clemson Local | | | 800 | 3.3 | \$20.40 | 4.5% | 800 | 3.3 |

| November | | 2017 | | 2018 | | | | Difference from Previous Year | |
|-----------------------------|----------------------------|-----------|----------------------------|-----------|---|-----------------------|------------------------|-------------------------------|-------------------|
| Route | Description | Boardings | Boardings per vehicle hour | Boardings | Boardings Per hour or Trip (Efficiency) | Subsidy per passenger | Farebox Recovery Ratio | Boardings | Efficiency |
| Rt. 63 | Bluff | 2,834 | 6.0 | 260 | 7.0 | \$9.17 | 9.4% | -2,574 | 1.0 |
| Rt. 74 (frm. 17) | Harrison-Trenholm | 1,658 | 13.0 | 1,152 | 6.2 | \$10.43 | 8.4% | -506 | -6.8 |
| Rt. 76 | Fort Jackson | | | 753 | 4.3 | \$15.47 | 5.8% | 753 | 4.3 |
| Rt. 77 | Polo Road | | | 1,074 | 5.5 | \$11.95 | 7.4% | 1,074 | 5.5 |
| Rt. 83L | St. Andrews Local | | | 1,273 | 4.5 | \$14.89 | 6.0% | 1,273 | 4.5 |
| Rural | | | | ≥5 | ≤\$12 | ≥10% | | Boardings | Efficiency |
| Rt. 46 | Lower Richland Blvd | 2,087 | 6.0 | 1,559 | 5.3 | \$12.44 | 7.1% | -528 | -0.7 |
| Rt. 47 | Eastover | 2,783 | 8.0 | 2,198 | 6.3 | \$10.24 | 8.5% | -585 | -1.7 |
| Rt. 97 | | | | | | | | | |
| Express | | | | ≥10/trip | ≤\$5 | ≥15% | | Boardings | Efficiency |
| Rt. 44X | | | | | | | | | |
| Rt. 52X | Blythewood Express | 551 | 4.0 | 165 | 0.9 | \$74.60 | 1.3% | -386 | -3.1 |
| Rt. 53X | Killian Road Express | | | 654 | 2.5 | \$27.07 | 3.4% | 654 | 2.5 |
| Rt. 82X | Harbison Express | | | 1,081 | 3.9 | \$17.10 | 5.3% | 1,081 | 3.9 |
| Rt. 92X | 12th Street Ext. Express | | | | | | | 0 | 0.0 |
| Rt. 93X | | | | | | | | 0 | 0.0 |
| Demand Response/Flex | | | | ≥3 | ≤\$30 | ≥10% | | Boardings | Efficiency |
| Route 13 | Northeast Flex | | 0.0 | | 0.0 | #DIV/0! | 0.0% | 0 | 0.0 |
| Rt. 31 | Denny Terrace | 2,759 | 14.0 | 1,172 | 6.3 | \$10.32 | 8.5% | -1,587 | -7.7 |
| Rt. 62 | Hopkins | 525 | 2.0 | 248 | 0.9 | \$76.15 | 1.2% | -277 | -1.1 |
| DART | ADA Paratransit | 5,800 | 1.5 | 5,614 | 1.4 | \$33.80 | 13.3% | -186 | -0.1 |
| Saturday | | | | | | | | | |
| Corridor | | | | ≥18 | ≤\$3 | ≥20% | | Boardings | Efficiency |
| 101 | North Main | 1,865 | 29.3 | 2,252 | 21.2 | \$2.39 | 28.5% | 387 | -8.1 |
| 201 | Rosewood | 516 | 8.5 | 534 | 10.0 | \$6.15 | 13.4% | 18 | 1.5 |
| 301 | Farrow | 873 | 15.3 | 907 | 17.1 | \$3.20 | 23.0% | 34 | 1.8 |
| 401 | Devine | 1,288 | 21.2 | 1,338 | 21.8 | \$2.30 | 29.3% | 50 | 0.6 |
| 501 | Two Notch | 1,424 | 23.4 | 2,084 | 33.9 | \$1.14 | 45.6% | 660 | 10.5 |
| 601 | Shop Road | 715 | 7.0 | 781 | 9.8 | \$6.26 | 13.2% | 66 | 2.8 |
| 701 | Forest Drive | | | 2,157 | 35.2 | \$1.06 | 47.3% | 2,157 | 35.2 |
| 15 | | 2,183 | 23.0 | | | | | | |
| 801 | Broad River | | | 2,219 | 17.2 | \$3.18 | 23.1% | 2,219 | 17.2 |
| 34 | | 2,028 | 16.6 | | | | | | |
| Local | | | | ≥12 | ≤\$5 | ≥15% | | Boardings | Efficiency |
| Rt. 6 | Eau Claire | 232 | 5.58 | 403 | 8.0 | \$7.91 | 10.8% | | |
| Rt. 11 | Fairfield | 811 | 13.3 | 578 | 6.8 | \$9.54 | 9.1% | -233 | -6.6 |
| Rt. 12 | Edgewood | 787 | 15.1 | 1,177 | 21.5 | \$2.34 | 29.0% | 390 | 6.4 |
| Rt. 26 | West Columbia | | | | | | | | |
| Rt. 28 | Airport | | | | | | | | |
| Rt. 42 | Millwood Ave | 690 | 13.1 | 791 | 12.9 | \$4.56 | 17.3% | 101 | -0.2 |
| Rt. 45 | Leesburg-Hazelwood | 1,132 | 19.1 | 1,165 | 20.1 | \$2.58 | 27.0% | 33 | 0.9 |
| Rt. 55 | Sandhills | 693 | 12.7 | 682 | 11.7 | \$5.11 | 15.7% | -11 | -1.0 |
| Rt. 75 | Decker-Parklane | | | 641 | 11.2 | \$5.36 | 15.1% | 641 | 11.2 |
| Rt. 84 | Bush River/St. Andrews | | | 587 | 11.1 | \$5.43 | 15.0% | 587 | 11.1 |
| Rt. 34b | Bush River | 655 | 11.9 | | | | | | |
| Rt. 88 | Beltline Crosstown | 283 | 5.2 | | | | | -283 | -5.2 |
| Connector/Shuttle | | | | ≥8 | ≤\$8 | ≥10% | | Boardings | Efficiency |
| Rt. 1 | Soda Cap 1 | 242 | 3.8 | 285 | 4.2 | \$15.84 | | 43 | 0.4 |
| Rt. 2 | Soda Cap 2 | 155 | 2.4 | 187 | 2.8 | \$24.64 | | 32 | 0.3 |
| Rt. 3 | Soda Cap 3 | | | | | | | | |
| Rt. 5 | Fort Jackson Special | 263 | 8.9 | | | | | | |
| Rt. 22 | Harden | 90 | 4.0 | 59 | 1.8 | \$38.89 | 2.4% | -31 | -2.2 |
| Rt. 32 | North Main - Hard Scrabble | 527 | 8.4 | 399 | 6.8 | \$9.48 | 9.1% | -128 | -1.6 |
| Rt. 57L | Killian-Clemson Local | | | 103 | 1.9 | \$35.89 | 2.6% | 103 | 1.9 |
| Rt. 76 | Fort Jackson | | | 200 | 6.8 | \$9.40 | 9.2% | 200 | 6.8 |
| Rt. 77 | Polo Road | | | 14 | 0.6 | \$126.76 | 0.7% | 14 | 0.6 |
| Rt. 83L | St. Andrews Local | | | 207 | 4.5 | \$14.86 | 6.0% | 207 | 4.5 |
| Express | | | | ≥10/trip | ≤\$5 | ≥15% | | Boardings | Efficiency |
| Rt. 82X | Harbison Express | | | 158 | 3.0 | \$22.58 | 4.1% | 158 | 3.0 |

| November | | 2017 | | 2018 | | | | Difference from Previous Year | |
|-----------------------------|----------------------------|-----------|----------------------------|-----------|---|-----------------------|------------------------|-------------------------------|------------|
| Route | Description | Boardings | Boardings per vehicle hour | Boardings | Boardings Per hour or Trip (Efficiency) | Subsidy per passenger | Farebox Recovery Ratio | Boardings | Efficiency |
| Rt. 92X | | | | | | | | | |
| Demand Response/Flex | | | | ≥3 | ≤\$30 | ≥10% | Boardings | Efficiency | |
| Rt. 31 | Denny Terrace | 350 | 9.5 | 170 | 4.8 | \$13.85 | 6.4% | -180 | -4.7 |
| DART | ADA Paratransit | 220 | 2 | 241 | 1.4 | \$33.16 | 13.7% | 21 | -0.1 |
| Sunday | | | | | | | | | |
| Corridor | | | | ≥18 | ≤\$3 | ≥20% | Boardings | Efficiency | |
| 101 | North Main | 1,443 | 18.2 | 1,697 | 16.0 | \$3.49 | 21.5% | 254 | -2.2 |
| 201 | Rosewood | 413 | 5.4 | 336 | 6.3 | \$10.34 | 8.5% | -77 | 0.9 |
| 301 | Farrow | 553 | 7.7 | 669 | 12.9 | \$4.53 | 17.4% | 116 | 5.2 |
| 401 | Devine | 971 | 12.8 | 982 | 16.0 | \$3.49 | 21.5% | 11 | 3.2 |
| 501 | Two Notch | 990 | 13.0 | 1,419 | 24.7 | \$1.92 | 33.2% | 429 | 11.7 |
| 601 | Shop Road | 690 | 5.4 | 650 | 8.2 | \$7.72 | 11.0% | -40 | 2.8 |
| 701 | Forest Drive | | | 1,654 | 27.0 | \$1.68 | 36.3% | 1,654 | 27.0 |
| 15 | | 1,556 | 13.1 | | | | | | |
| 801 | Broad River | | | 1,677 | 13.0 | \$4.51 | 17.5% | 1,677 | 13.0 |
| 34 | Broad River | 1,599 | 10.5 | | | | | | |
| Local | | | | ≥12 | ≤\$5 | ≥15% | Boardings | Efficiency | |
| Rt. 6 | Eau Claire | 121 | 2.3 | 353 | 7.0 | \$9.16 | 9.4% | | |
| Rt. 11 | Fairfield | 548 | 7.2 | 510 | 6.0 | \$10.94 | 8.0% | -38 | -1.2 |
| Rt. 12 | Edgewood | 894 | 13.8 | 771 | 14.5 | \$3.95 | 19.4% | -123 | 0.7 |
| Rt. 42 | Millwood Ave | 514 | 7.8 | 540 | 8.8 | \$7.12 | 11.8% | 26 | 1.0 |
| Rt. 45 | Leesburg-Hazelwood | 762 | 10.3 | 719 | 12.4 | \$4.77 | 16.7% | -43 | 2.1 |
| Rt. 55 | Sandhills | 503 | 7.4 | 410 | 7.0 | \$9.13 | 9.5% | -93 | -0.4 |
| Rt. 75 | Decker-Parklane | | | 529 | 9.3 | \$6.69 | 12.5% | 529 | 9.3 |
| Rt. 84 | Bush River/St. Andrews | | | 469 | 8.9 | \$7.03 | 11.9% | 469 | 8.9 |
| Rt. 34b | Bush River | 325 | 4.7 | | | | | | |
| Rt. 88 | Beltline Crosstown | 210 | 3.1 | | | | | -210 | -3.1 |
| Connector/Shuttle | | | | ≥8 | ≤\$8 | ≥10% | Boardings | Efficiency | |
| Rt. 1 | Soda Cap 1 | | | | | | | 0 | 0.0 |
| Rt. 2 | Soda Cap 2 | | | | | | | 0 | 0.0 |
| Rt. 3 | Soda Cap 3 | | | | | | | 0 | 0.0 |
| Rt. 5 | Fort Jackson Special | 338 | 9.1 | | | | | | |
| Rt. 22 | Harden | 117 | 1.6 | 83 | 2.5 | \$27.37 | 3.4% | -34 | 0.9 |
| Rt. 32 | North Main - Hard Scrabble | 545 | 6.9 | 355 | 6.1 | \$10.77 | 8.1% | -190 | -0.9 |
| Rt. 76 | Fort Jackson | | | 146 | 5.0 | \$13.24 | 6.7% | 146 | 5.0 |
| Rt. 77 | Polo Road | | | 50 | 2.0 | \$34.80 | 2.7% | 50 | 2.0 |
| Rt. 83L | St. Andrews Local | | | 151 | 3.3 | \$20.72 | 4.4% | 151 | 3.3 |
| Express | | | | ≥10/trip | ≤\$5 | ≥15% | Boardings | Efficiency | |
| Rt. 82X | Harbison Express | | | 165 | 3.1 | \$21.58 | 4.2% | 165 | 3.1 |
| Rt. 92X | | | | | | | | 0 | 0.0 |
| Demand Response/Flex | | | | ≥3 | ≤\$30 | ≥10% | Boardings | Efficiency | |
| Rt. 31 | Denny Terrace | 198 | 4.3 | 76 | 2.8 | \$24.69 | 3.7% | -122 | -1.5 |
| DART | ADA Paratransit | 169 | 1.2 | 264 | 1.7 | \$27.50 | 12.8% | 95 | 0.5 |



The COMET Fare Change & Service Enhancements Effective Monday, January 28, 2019

The COMET will implement the following fare changes and service enhancements, effective Monday, January 28, 2019. Timetables will be available on the buses, timetable distribution outlets and online by January 21, 2019. Should you have any questions, please call (803) 255-7100, email info@CatchTheCOMET.org, visit www.CatchTheCOMET.org or visit us on Facebook, Twitter, Instagram, Google + and YouTube.

On Tuesday, January 1, 2019, The COMET will operate a **Sunday Schedule** on New Year's Day and Dr. Martin Luther King Jr. Day. There would be **no service** on Routes 26, 28, 46, 47, 52X, 53X, 57L, 62, and 74.

| Route # | Description of Service Change |
|-----------------------------|--|
| All Routes | <ul style="list-style-type: none"> • Connection Protection Zones will now become SuperStops. |
| Orbit | <ul style="list-style-type: none"> • The Orbit will be better identified for The 101, 301, 401 and 701, as well as Routes 21, 28 and 61. The Orbit is buses operating on Laurel, Sumter, Gervais or Pendleton and Assembly Streets. |
| Soda Cap Connector 1 | <ul style="list-style-type: none"> • Redesign route to serve State Street, Alexander Drive, (West Columbia/Cayce), Vista, and Main Street, every 25-30 minutes with one vehicle. Sun-Wed service is from 9 a.m. to 6 p.m. (except on Fireflies game days) Thurs, Fri and Sat service is from 9 a.m. to 12 midnight. Extend pilot to July 2019. The route will be interlined with Soda Cap Connector 2. |
| Soda Cap Connector 2 | <ul style="list-style-type: none"> • Redesign route to serve Main Street, Allen/Benedict Colleges and Five Points every 25-30 minutes with one vehicle. Sun-Wed service is from 9 a.m. to 6 p.m. (except on Fireflies game days) Thurs, Fri and Sat service is from 9 a.m. to 12 midnight. Extend pilot to July 2019. The route will be interlined with Soda Cap Connector 1. |
| Soda Cap Connector 3 | <ul style="list-style-type: none"> • Extend pilot to August 2019 and operate service to Fireflies games in the 2019 season during game days only (1 hour before to 1 hour after game). http://www.milb.com/documents/9/1/6/290448916/2019FIREFLIESSEASONportrait.pdf |
| 26 | <ul style="list-style-type: none"> • Hourly service from 6 a.m. to 6 p.m. (Mon-Fri) 9 a.m. to 5 p.m. (Sat) • Reroute via Taylor & Hampton Streets instead of Gervais Street. Use Soda Cap Connector 1 for service on Gervais Street. No longer interlined with Route 12. |
| 28 | <ul style="list-style-type: none"> • Hourly service from 5 a.m. to 7 p.m. (Mon-Fri) & 9 a.m. to 5 p.m. (Sat) • Interline with Route 12. |
| 31 | <ul style="list-style-type: none"> • South Carolina Vocational Rehabilitation will be added to Route 31 instead of The 301 for trips departing Koon & Cody SuperStop at 7:20 a.m., 8:20 a.m., 11:20 a.m., 1:20 p.m. (by reservation) and 3:20 p.m. |
| 32 | <ul style="list-style-type: none"> • Travel via Main St. to serve Piggy Wiggly inbound instead of Alida St. • Reschedule route. |
| 42 | <ul style="list-style-type: none"> • Extend to Crowson SuperStop. |
| 45 | <ul style="list-style-type: none"> • Interline with The 401. |
| 52X | <ul style="list-style-type: none"> • Eliminate 6:15 a.m. trip departing Blythewood and the 5:50 p.m. trip departing Transit Ctr. |
| 53X | <ul style="list-style-type: none"> • Interline with Route 57L on weekdays and serve new Columbia Place Mall SuperStop. |
| 55 | <ul style="list-style-type: none"> • Interline with The 501 and serve new Columbia Place Mall SuperStop. |
| 57L | <ul style="list-style-type: none"> • Interline with Route 53X on weekdays. • Fill in midday gap on weekdays - 10:27 a.m. to 1:30 p.m. and 3:27 p.m. to 4:30 p.m. |
| 75 | <ul style="list-style-type: none"> • Move to Columbia Place Mall SuperStop for better connections to Routes 53X, 55 and 75. • An additional evening trip departing Forest Drive SuperStop is added at 10:40 p.m. on weekdays to end at Parklane Road @ SR-277. |
| 82X | <ul style="list-style-type: none"> • Last departure from Transit Center is 7:30 p.m. Use The 801 for later service, 7-days a week. |
| 92X | <ul style="list-style-type: none"> • NEW route connecting Columbia and Nephron Pharmaceuticals, Amazon and CMC Steel with one a.m. and one p.m. trip, Monday through Sunday via 12th Street Extension. |
| The 201 | <ul style="list-style-type: none"> • Route will operate hourly, seven days a week and renamed Route 21 - Rosewood Drive. • Extend to Crowson SuperStop. |
| The 301 | <ul style="list-style-type: none"> • Revise turn-around loop to travel via Koon to North Main, to Wilkes Road to better serve Piggy Wiggly and connect to The 101, Routes 31 and 32 at Koon & Cody SuperStop. • Discontinue service to South Carolina Vocational Rehabilitation Department (Use Route 31). • Shorten Orbit routing to Gervais Street. |
| The 501 | <ul style="list-style-type: none"> • Interline with Route 55 and serve new Columbia Place Mall SuperStop. Retime schedule. • Last weekday trip departs Transit Center at 10:15 p.m. and weekend trip departs at 9:15 p.m. |
| The 601 | <ul style="list-style-type: none"> • Renumber to Route 61 Shop Road. |
| The 801 | <ul style="list-style-type: none"> • Add 30-minute service, Monday-Friday from 6 a.m. to 10 a.m. to 4 p.m. to 12 a.m. |

- Extend selected trips to Midlands Technical College – Harbison and Harbison Theater.
- Last trip departs Transit Center at 10:15 p.m. on weekdays and 9:15 p.m. on weekends. Add 11 p.m. departure from Harbison SuperStop to Broad River @ Food Lion on weekdays. Bus would continue to Downtown upon request. On the 10 p.m. weekend trip from Harbison will end at Broad River @ Food Lion. Bus would continue to Downtown upon request.

NEW FARES - Effective: January 28, 2019

The COMET Fixed Route Fares

The COMET will **no longer** sell 5-Day All Access Pass and 10-Ride Passes or DART Tokens.

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

- DART eligible customers ride free with DART ADA ID Card.
- Interlined routes do not require an additional fare.
- The COMET employees, Board Members and Transit Operations Contractor employees ride free.
- Children through 15 years old ride free. Children taller than 39 inches through 15 years old must have a The COMET Half Fare ID Card to ride free.
- SWRTA customers with a transfer receive one free transfer on The COMET. The COMET customers with a DayPass or Transfer receive on free transfer on SWRTA at joint stops only.
- Children age 10 years old or older can ride unattended. Children under 10 years old must have a fare paying passenger age 16 years old or older.
- Class Pass - \$45.00 (Up to 5 adults and 40 students @ \$1.00 per ride). Purchase in advance.
- The COMET Half Fare ID Card – first card is free, lost card fee is \$5.00.
- Pennies are not accepted on The COMET fareboxes. *(This will be phased in a one-year period)*
- One Personal Care Attendant (PCA) rides free. All other companions pay fare for their category. COMETCard - \$2.00 for first card, \$5.00 for lost card. Use for transfers between buses and to load 1-Day, 7-Day and 31-Day passes.

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

DART Fares

| Description | Within the ADA fixed route zone of 3/4 mile on either side of The COMET route |
|---|---|
| One Way | \$4.00 |
| 10-RidePass | \$40.00 (\$4.00 per ride) |
| Buddy Fare (5 or more fare paying eligible passengers traveling from/to same location) | \$2.00 per person |

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

King County Metro Battery Electric Bus Demonstration— Preliminary Project Results

Overview of NREL Work

The U.S. Federal Transit Administration (FTA) funds a variety of research projects that support the commercialization of zero-emission bus technology. Recent programs include the National Fuel Cell Bus program, the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program, and the Low or No Emission Vehicle Deployment (Low-No) program. To evaluate projects funded through these programs, FTA has enlisted the help of the National Renewable Energy Laboratory (NREL) to conduct third-party evaluations of the technologies deployed under the FTA programs. NREL is a U.S. Department of Energy (DOE) national laboratory focused on renewable energy and energy efficiency research.

NREL works with the selected agencies to evaluate the performance of the zero-emission buses compared to baseline conventional buses in similar service. The evaluation effort will advance the knowledge base of zero-emission technologies in transit bus applications and provide “lessons learned” to aid other fleets in incrementally introducing next generation zero-emission buses into their operations. NREL developed this preliminary results report to quickly disseminate evaluation results to stakeholders. Detailed evaluation results will be published in future reports.

KCM Battery Electric Bus Project

KCM received funding from a 2010 TIGGER award to add three zero-emission battery electric buses (BEBs) to its fleet to reduce energy consumption and greenhouse gas emissions. The agency selected Proterra’s 40-foot Catalyst BEB for the project. Proterra was founded in 2004 with the mission to develop and manufacture advanced technology all-electric heavy-duty vehicles. The Catalyst BEB features a lightweight composite body and is capable of fast charging at stops along its route.



Fleet Profile—King County Metro

King County Metro (KCM) provides public transit service to King County, Washington. Its service area covers more than 2,000 square miles, including the Seattle metro area, and contains more than 2 million residents. KCM’s bus fleet operates on 215 routes and serves approximately 395,000 passengers each weekday, on average. This fleet of 1500+ vehicles contains buses of several different propulsion types, including standard and hybrid diesel buses, battery electric buses, and electric trolley buses.

Early in the project, KCM conducted a comprehensive test on a leased Catalyst BEB. Over a 106-day period the agency accumulated more than 32,000 miles on the bus under 130% standing load. The bus operated 24 hours per day and averaged 325 miles per day. The bus achieved 98% uptime during the 106-day period. The strong performance during the testing helped KCM decide to go with the Catalyst BEB. In February 2016, KCM placed three Catalyst BEBs into service on two interlined routes that travel an 18.6 mile loop between the Eastgate Park and Ride and the Bellevue Transit Center. KCM installed a fast charge station at the Eastgate Park and Ride where the buses charge during a layover.

Bus Technology Descriptions

The buses selected for baseline comparison to the BEBs include standard diesel buses from Gillig as well as diesel hybrid and electric trolley buses on New Flyer’s Xcelsior platform. Buses in all four fleets are 40-foot, model year 2015 buses. Table 1 provides selected specifications for each bus type.

Performance Evaluation Results

The baseline fleets were already in service when King County began operating the three Proterra BEBs in February 2016. The results presented here focus on data from the evaluation clean point established in April 2016 through November 2016.

For this evaluation, data are being collected on a sample of ten buses from KCM's diesel hybrid fleet and three buses from the standard diesel fleet for baseline comparison to the three-bus BEB fleet. Limited data are also being collected on ten electric trolley buses to provide an additional baseline comparison for select cost and performance characteristics.

Bus Use and Availability

Bus use and availability are indicators of reliability. Lower bus usage may indicate downtime for maintenance. Since first going into service, the three-bus BEB fleet has accumulated a total of 70,691 miles over 6,688 hours of operation, indicating an overall average speed of 10.6 miles per hour. The BEBs operated consistently during the data period, averaging between 1,984 and 2,702 miles per bus each month. Figure 1 shows the average mileage per month for each bus type. The average monthly mileage for the evaluation period is 3,503 miles for the hybrid buses, 2,467 miles for the BEBs, 1,837 miles for the diesel buses, and 1,515 miles for the trolley buses. The BEBs operate on a dedicated route with fast-charging infrastructure, while the hybrid and diesel buses are randomly dispatched on all routes (including the BEB route), many of which have higher average speeds that allow miles to be accumulated faster than the BEBs. So, the difference in monthly mileage is expected and not a limitation of the battery technology.

Availability is measured as the percentage of days the buses are available for service

out of days that the buses are planned for operation. Transit agencies typically target 85% availability for their fleets to allow for time to handle scheduled and unscheduled maintenance. KCM's planned operation varies by bus fleet. The baseline hybrid and trolley bus fleets are expected to be in service every day, including weekends. The standard diesel buses in the evaluation operate on weekdays only. The BEB fleet operates on weekdays, with one BEB also operating on Saturdays; the BEBs do not operate on Sundays. This availability analysis includes a 7-day week for the hybrid and trolley fleets and a 5-day week (weekdays only) for the battery and diesel fleets. The data presented are based on availability for morning pull-out and don't necessarily reflect all-day operation. Availability was determined from daily reports—generated

at 8 a.m.—summarizing open work orders for the buses in the evaluation. Buses included in each report were deemed unavailable for service that day. NREL analyzed the work order descriptions to determine the primary reason for unavailability and highlight the degree to which each major vehicle system contributed to the total unavailability. This availability analysis was not initiated until August 2016, so the availability charts show a shorter date range than the full evaluation data period.

The line series in Figure 2 show the availability, by month, for the bus fleets in the evaluation. The overall average availability for each fleet is 84.3% for BEBs, 91.7% for hybrid buses, 87.7% for diesel buses, and 86.7% for trolley buses. The stacked columns in Figure 2 display the number of days of

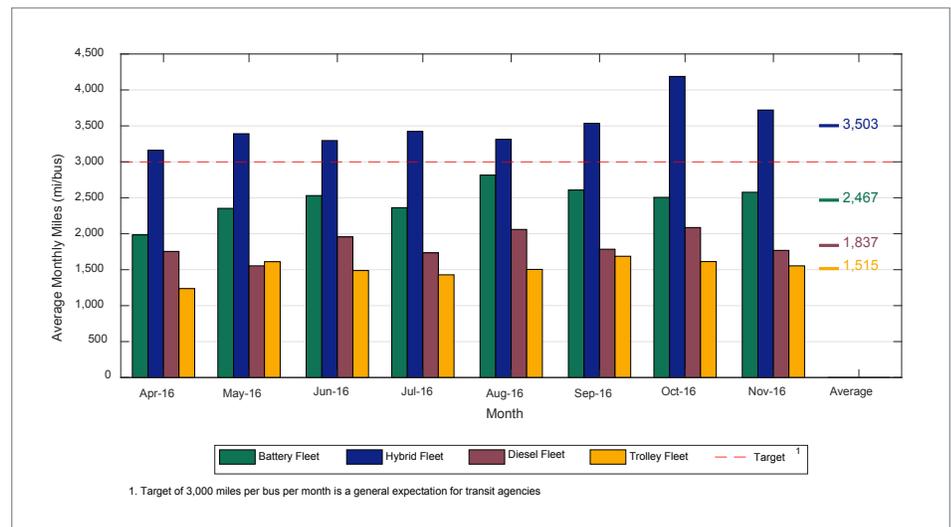


Figure 1. Average monthly mileage for the KCM buses by fleet

Table 1. System Descriptions for the Battery Electric, Hybrid, Diesel, and Trolley Buses

| Vehicle System | Battery Electric | Hybrid | Diesel | Trolley |
|--------------------|---|---|----------------------------|---|
| Number of buses | 3 | 10 | 3 | 10 |
| Bus manufacturer | Proterra | New Flyer | Gillig | New Flyer |
| Bus year and model | 2015 Catalyst | 2015 Xcelsior hybrid | 2015 G27D102N4 | 2015 Xcelsior trolley |
| Length (ft.) | 42.5 | 41 | 40 | 41 |
| Motor or engine | Permanent magnet, UQM, PP220 | Diesel engine, Cummins ISB-280, 6.7L | Diesel engine, Cummins ISL | Traction Motor, 3 phase asynchronous AC |
| Rated power | 220 kW peak (295 hp) | 280 hp @ 2,700 rpm | 280 hp @ 2,200 rpm | 240 kW |
| Energy storage | Lithium-titanate batteries, TerraVolt 331 volts, 105 kWh total energy | Lithium-ion/FePO4 batteries, 630 volts, 11.6 kWh total energy | None | Lithium-ion/FePO4 batteries, 436 volts, 21 kWh total energy |

unavailability by category for the BEB fleet only. The majority of the unavailable days (35 out of 41) are categorized as general bus maintenance issues not associated with the battery technology or related subsystems. The electric drive system accounts for the remainder of unavailable days (6 out of 41). Categories with no unavailable days (such as energy storage system (ESS), charging issues,

and preventive maintenance (PM)) are not yet included in the chart.

Figure 3 shows the overall fraction of time the buses were available for service as well as the fraction of unavailable days, categorized by vehicle system, for each bus fleet. For the hybrid and diesel bus fleets, the overwhelming majority of down time was for

general bus maintenance items; both fleets also had a little down time due to scheduled PM work. For the trolley fleet, a significant portion of the down time was due to issues with the current collection system.

Reliability

The transit industry measures reliability as mean distance between failures, also documented as miles between roadcalls (MBRC). Table 2 provides the MBRC for the battery electric, hybrid, diesel, and trolley buses categorized by bus-related roadcalls and propulsion-related roadcalls. Bus-related roadcalls include all chargeable roadcalls. Propulsion-related roadcalls include all roadcalls due to propulsion-related systems including the battery system (or engine for a conventional bus) and the electric drive, fuel, exhaust, air intake, cooling, non-lighting electrical, and transmission systems.

DOE and FTA have not established performance targets specific to electric drive buses; however, the MBRC targets for fuel cell electric buses are based on typical

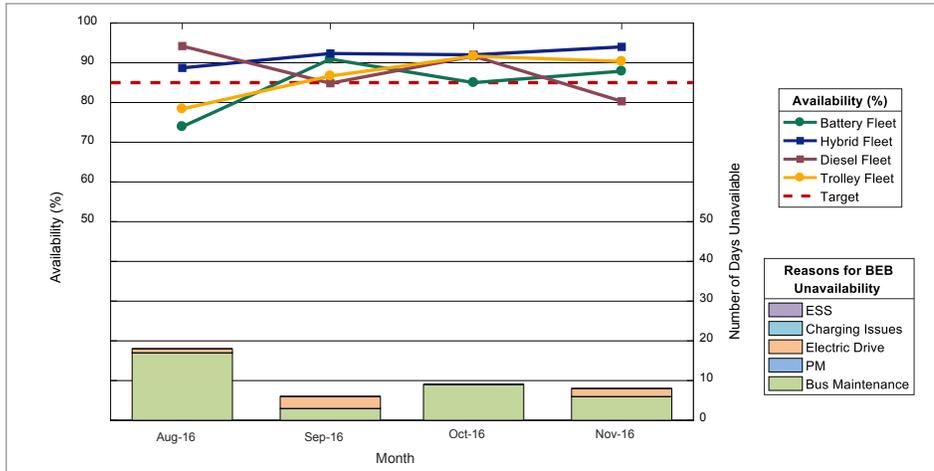


Figure 2. Availability for all fleets and reasons for unavailable days for the BEBs

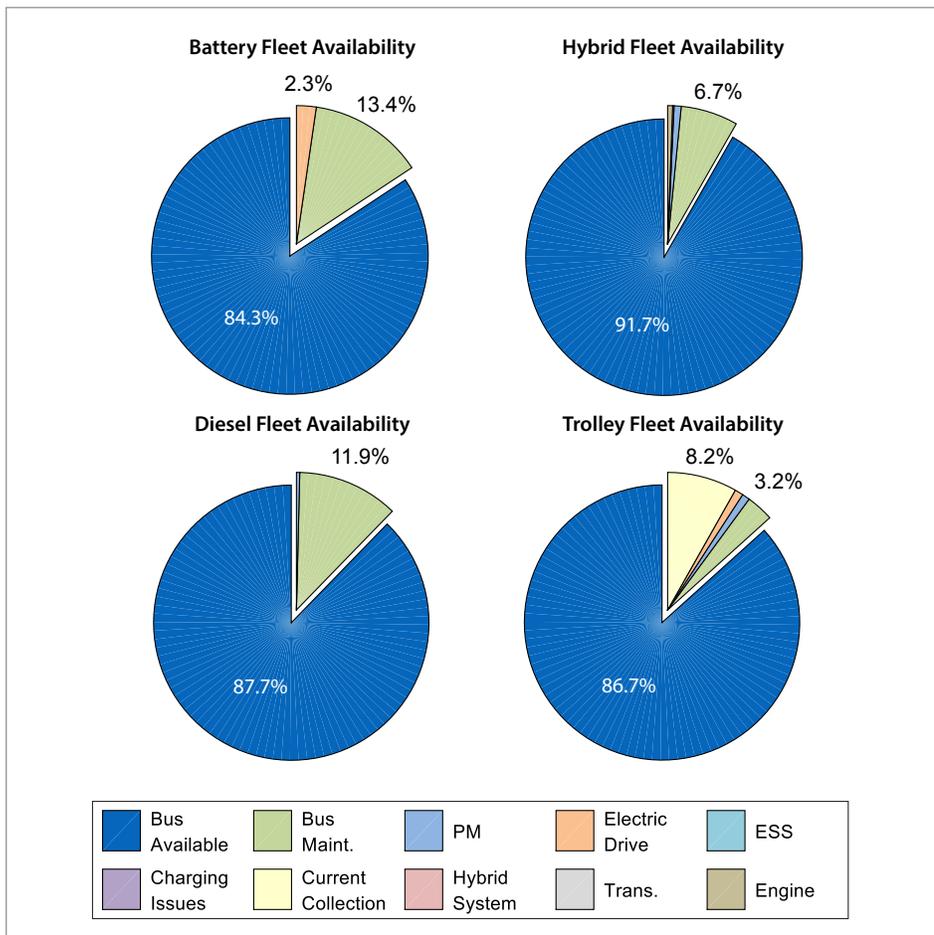


Figure 3. Overall availability and reasons for unavailability for all four fleets

A roadcall, or revenue vehicle system failure, is defined as a failure of an in-service bus that causes the bus to be replaced on route or causes a significant delay in schedule. If the problem with the bus can be repaired during a layover and the schedule is kept, this is not considered a roadcall. The analysis described here includes only roadcalls that were caused by “chargeable” failures. Chargeable roadcalls include systems that can physically disable the bus from operating on route, such as interlocks (doors, air system), engine, or things that are deemed to be safety issues if operation of the bus continues. They do not include roadcalls for things such as problems with radios, fareboxes, or destination signs.

conventional buses and could be considered appropriate for any advanced technology. The ultimate target for bus-related MBRC is 4,000. The BEBs in this evaluation, with 2,433 MBRC, are still below the bus-related MBRC target. The hybrid and diesel baseline fleets are both over 10,000 MBRC for bus-related roadcalls.

Energy Use and Fuel Economy

KCM is operating the BEBs on routes that pass through the Eastgate Park and Ride, and each BEB is typically charged every time it stops at that station. Figure 4 shows the total energy

consumption and number of charges for the three-bus BEB fleet by month. The fleet averages 16,736 kWh and 453 charges per month, with an average charge of 36.9 kWh.

Figure 5 shows the monthly average fuel economy, in miles per diesel gallon equivalent (mpdge), for the battery electric, hybrid, and diesel buses (the trolley bus fuel economy is not included because the energy use data are not yet available). To compare the fuel economy of all the bus fleets on an energy equivalent basis, NREL converted kWh of electricity to diesel gallon equivalent using a conversion factor of 37.7 kWh/gallon based on the energy content of electricity and diesel fuel. The monthly average high temperature is included in the figure to track any seasonal variations in the fuel economy due to additional heating or cooling on the bus.

The fuel economy trends are stable over the data period. The subtle increase in fuel economy for the BEB fleet likely is due partly to the operators becoming more familiar with the new buses (better utilizing regenerative braking) and partly to the ambient temperature increase throughout the summer (less auxiliary heating). The Proterra BEBs use the battery energy for electrical auxiliary heating rather than using a diesel-fuel-fired heater. The BEB fuel economy decreases slightly in October and November as the average high temperature drops to around 60°F, indicating more heating was required. The BEBs had an overall average efficiency of 2.26 kWh per mile, which equates to 16.7 mpdge. The equivalent fuel economy of the BEBs is significantly higher than that of the hybrid buses (6.4 mpdge) and more than three times that of the standard diesel buses (5.4 mpdge).

Table 2. Roadcalls and MBRC

| | Battery Electric | Hybrid | Diesel | Trolley |
|-----------------------------------|------------------|---------|--------|---------|
| Total mileage in data period | 58,391 | 280,263 | 44,096 | 121,225 |
| Average miles accumulated per bus | 19,464 | 28,026 | 14,699 | 12,123 |
| Bus-related roadcalls | 24 | 28 | 3 | 73 |
| Bus-related MBRC | 2,433 | 10,009 | 14,699 | 1,661 |
| Propulsion-related roadcalls | 9 | 6 | 0 | 50 |
| Propulsion-related MBRC | 6,488 | 46,711 | n/a | 2,425 |

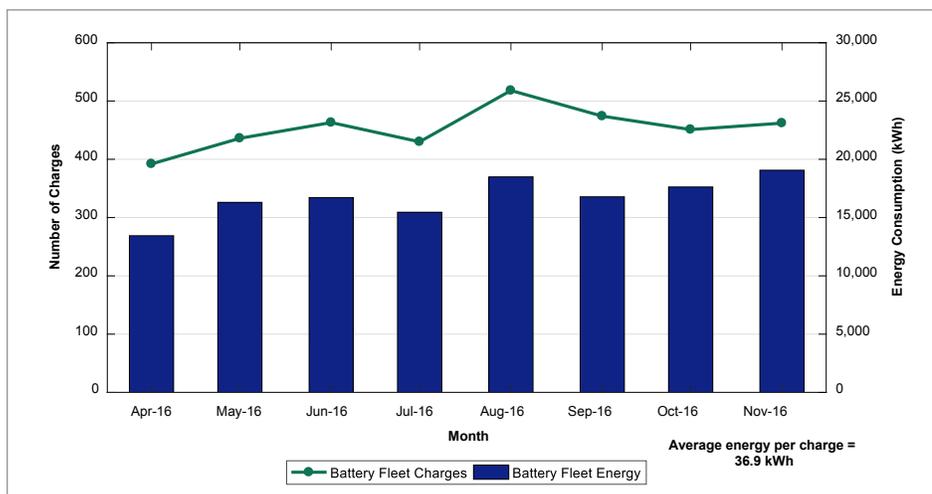
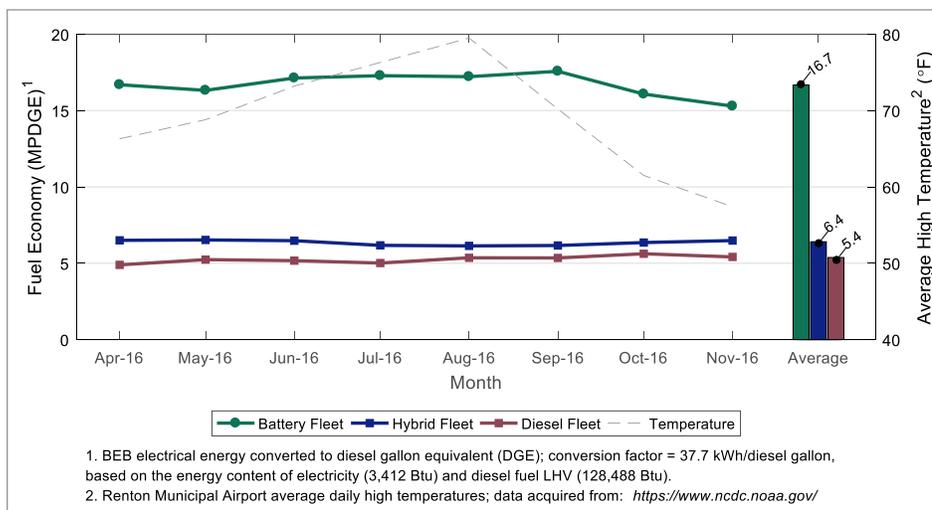


Figure 4. Monthly total energy use and number of charges for the BEB fleet



1. BEB electrical energy converted to diesel gallon equivalent (DGE); conversion factor = 37.7 kWh/diesel gallon, based on the energy content of electricity (3,412 Btu) and diesel fuel LHV (128,488 Btu).
 2. Renton Municipal Airport average daily high temperatures; data acquired from: <https://www.ncdc.noaa.gov/>

Figure 5. Monthly average fuel economy for the battery electric, hybrid, and diesel buses

Operation and Maintenance Costs

NREL collected all work orders for the four fleets to analyze the maintenance costs. Those for accident-related repair, which are extremely variable from bus to bus, were eliminated from the analysis. Work covered under warranty was also removed from the calculations. For consistency, the maintenance labor rate was held at a constant \$50 per hour; this does not reflect an average rate for KCM. Table 3 shows the maintenance costs by vehicle

system for each bus fleet. The systems with the highest percentage of maintenance costs for the battery electric and diesel buses, in order from greatest to least, were cab, body, and accessories; propulsion-related; and PM inspections. For the hybrid and trolley buses, the systems with the highest percentage of maintenance costs were propulsion-related; cab, body, and accessories; and PM inspections.

The most important comparison is the propulsion-related costs because the propulsion system is the primary difference between fleets. The propulsion-related category includes repairs for engine, fuel, exhaust, electric motors, battery modules, propulsion control, non-lighting electrical (charging, cranking, and ignition), air intake, cooling, and transmission. The propulsion-related costs for the BEBs are much lower than that of the baseline buses. PM inspection costs include the labor for scheduled maintenance. Costs for the other systems should be similar from fleet to fleet.

NREL also analyzed data on the cost of operation for the battery electric, hybrid, and diesel buses. Operation costs include the energy cost of the buses—fuel for the hybrid and diesel buses and electricity for the battery electric and trolley buses. Figure 6 shows the monthly per-mile costs for the battery electric, hybrid, and diesel bus fleets. The stacked bars separate the costs for energy and maintenance. Although the BEBs have much better equivalent fuel economy, the electricity for the BEBs (at \$0.50/mi) costs nearly twice as much, on a per-mile basis, as the diesel fuel for the hybrid and diesel buses

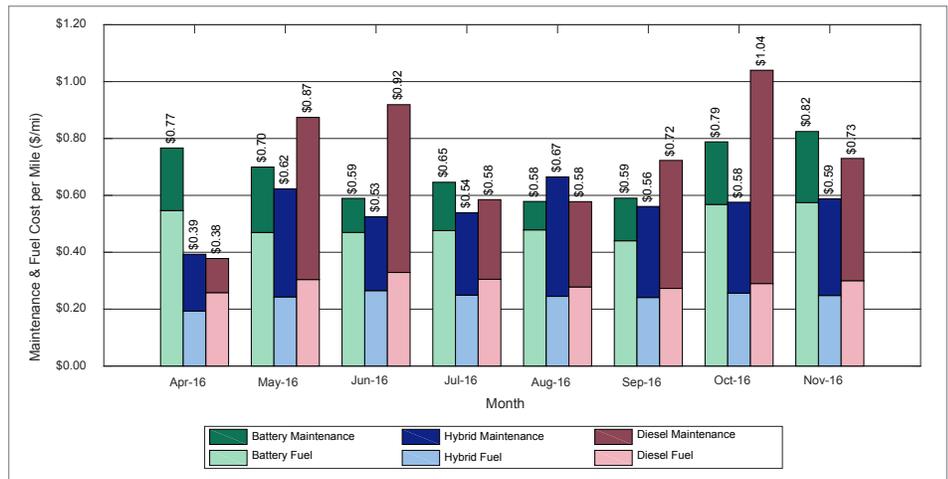


Figure 6. Monthly average fuel and maintenance cost per mile for the battery electric, hybrid, and diesel buses

(at \$0.24/mi and \$0.29/mi, respectively). During the evaluation period the average diesel price was \$1.54/gal while the average electricity price was \$0.20/kWh (\$7.38/dge). KCM has very low base rates for electricity but is subject to time of use and demand charges that raise the average price per kWh. Due to this billing structure, the average energy cost per mile for the BEBs is expected to decrease as the utilization of the chargers increases, either by introducing more buses that charge at the same station or by increasing the operation time of the existing buses, or both.

The monthly per-mile maintenance costs shown in Figure 6 include scheduled and unscheduled maintenance. The BEB fleet had the lowest maintenance cost during the data period with an overall average of \$0.18/mi. The maintenance cost for the hybrid and diesel bus fleets averaged \$0.32/mi and \$0.44/mi, respectively, over the data period. The BEBs are still under warranty and the majority of work on major systems is handled by an on-site Proterra technician. The BEB maintenance costs are expected to increase once the warranty period ends and KCM staff take over maintenance.

Future Analysis

KCM will continue operating the three BEBs, and NREL plans to continue evaluating the in-service performance of KCM's BEBs through at least one full year of operation. Future analyses will also include detailed maintenance costs for all buses in the evaluation. In 2016, KCM was awarded a grant under the second round of the FTA Low-No program to add eight more 40-foot Proterra Catalyst buses in 2017.

Table 3. Maintenance Costs by System

| System | Battery Electric | | Hybrid | | Diesel | | Trolley | |
|---------------------------------|--------------------|----------------------|--------------------|----------------------|--------------------|----------------------|--------------------|----------------------|
| | Cost per Mile (\$) | Percent of Total (%) | Cost per Mile (\$) | Percent of Total (%) | Cost per Mile (\$) | Percent of Total (%) | Cost per Mile (\$) | Percent of Total (%) |
| Propulsion-related | 0.03 | 18.5 | 0.12 | 36.7 | 0.14 | 30.8 | 0.23 | 43.7 |
| Cab, body, and accessories | 0.09 | 46.7 | 0.12 | 37.0 | 0.21 | 47.6 | 0.19 | 35.6 |
| PM inspections | 0.02 | 12.7 | 0.04 | 13.2 | 0.03 | 7.4 | 0.03 | 5.2 |
| Brakes | 0.01 | 5.4 | 0.01 | 2.0 | 0.04 | 9.4 | 0.00 | 0.5 |
| Frame, steering, and suspension | 0.00 | 0.2 | 0.01 | 2.2 | 0.00 | 0.3 | 0.00 | 0.9 |
| HVAC | 0.01 | 3.5 | 0.01 | 2.1 | 0.01 | 2.2 | 0.06 | 12.2 |
| Lighting | 0.00 | 1.9 | 0.01 | 1.7 | 0.00 | 0.5 | 0.00 | 0.5 |
| General air system repairs | 0.01 | 4.7 | 0.01 | 4.4 | 0.01 | 1.7 | 0.01 | 1.0 |
| Axles, wheels, and drive shaft | 0.00 | 0.0 | 0.00 | 0.0 | 0.00 | 0.3 | 0.00 | 0.3 |
| Tires | 0.01 | 6.4 | 0.00 | 0.8 | 0.00 | 0.0 | 0.00 | 0.2 |
| Total | 0.18 | 100 | 0.32 | 100 | 0.44 | 100 | 0.53 | 100 |



U.S. Department of Transportation
Federal Transit Administration

Zero-Emission
Transit Bus
Evaluations

Prepared for FTA by the National Renewable Energy Laboratory

DOT/FTA-ZEB-FS1-May 2017

Central Midlands Regional Transit Authority
Condensed Statement of Financial Position
Period Ended 11/30/18

| | Actual PTD 11/30/2018 | Actual YTD 11/30/2018 | Budget YTD FY 2019 |
|--|--------------------------|--------------------------|-----------------------|
| Revenues: | | | |
| Passenger Fares/Revenue Contracts | 153,955 | 1,100,013 | 1,167,083 |
| Special (Advertising, Interest, Rental, Etc) | 1,118 | 21,930 | 15,500 |
| Admin/Misc | 6,899 | 27,009 | 25,208 |
| Local (The Penny) | 1,537,925 | 7,291,818 | 7,523,872 |
| State (SCDOT) | - | - | 312,509 |
| Federal | - | 143,319 | 1,273,285 |
| Total Revenue | \$ 1,699,898 | \$ 8,584,090 | \$ 10,317,458 |
| Expenses: | | | |
| Contract Operator | 1,160,204 | 5,873,411 | 6,311,703 |
| Federal | 102,715 | 266,717 | 1,599,748 |
| Depreciation | 239,232 | 1,194,455 | 1,083,333 |
| Fuel | 124,351 | 755,623 | 731,250 |
| Salaries and Fringes | 107,445 | 500,391 | 495,471 |
| Professional Services | 160,105 | 459,182 | 262,500 |
| Utilities | 10,812 | 52,405 | 61,667 |
| Other Operating Expenses | 77,857 | 290,220 | 198,442 |
| Total Expenses | \$ 1,982,721 | \$ 9,392,404 | \$ 10,744,113 |
| Net Income (Loss) From Operations: | \$ (282,823) | \$ (808,314) | \$ (426,655) |
| Cash: | | | |
| Wells Fargo | | | |
| Petty Cash | | 261 | |
| Operating Acct | | 6,151,919 | |
| South Carolina Community Bank | | | |
| Operating Reserve Funds | 2,181,827 | | |
| Capital Reserve Funds | 2,679,593 | 4,861,420 | |
| Local Gov't Investment Pool | | | |
| Emergency Reserve | 5,305,628 | | |
| Operating Reserve Funds | 5,305,628 | 10,611,256 | |
| Total Cash | | \$ 21,624,594 | |
| Total Assets | | \$ 55,070,462 | |
| Total Liabilities | | \$ 2,004,724 | |

Central Midlands Regional Transit Authority
Statement of Income vs Budget
Period Ended November 30, 2018

Fiscal Year % complete = 41.67%

| | <i>Actual PTD</i> | <i>Actual YTD</i> | <i>Budgeted YTD (\$)</i> | <i>Variance (\$)</i> | <i>Annual Budgeted</i> | <i>(\$ of Budget remaining)</i> | <i>(%) of Budget</i> |
|---|------------------------|------------------------|--------------------------|---------------------------------|------------------------|------------------------------------|------------------------------------|
| | <i>11/30/2018</i> | | <i>11/30/2018</i> | <i>Actual YTD vs Budget YTD</i> | <i>Amount</i> | <i>Actual YTD vs Annual Budget</i> | <i>Actual YTD vs Annual Budget</i> |
| Revenue: | | | | | | | |
| Passenger Revenue | 153,494.74 | 902,327.09 | 1,020,833.35 | 118,506.26 | 2,450,000 | 1,547,672.95 | 37% |
| Advertising Revenue | - | 3,228.75 | 3,000.00 | (228.75) | 7,200 | 3,971.29 | 45% |
| In Kind Revenue (Transit Center)* | 5,000.00 | 25,000.00 | 25,000.00 | - | 60,000 | 35,000.00 | 42% |
| Contracted Services Revenue | 460.25 | 74,732.78 | 62,500.00 | (12,232.78) | 150,000 | 75,267.22 | 50% |
| Local Revenue - Lexington Cty | - | 122,953.30 | 83,750.00 | (39,203.30) | 201,000 | 78,046.70 | 61% |
| Interest Income | 318.25 | 17,151.55 | 12,500.00 | (4,651.55) | 30,000 | 12,848.45 | 57% |
| 1% Sales Taxes Revenue Earned | 1,537,925.00 | 7,291,818.00 | 7,523,872.10 | 232,054.10 | 18,057,293 | 10,765,475.00 | 40% |
| OPT/SMTF 5339 | - | - | 251,452.10 | 251,452.10 | 603,485 | 603,485.00 | 0% |
| OPT Rural Program 5311 Revenue | - | - | 61,056.65 | 61,056.65 | 146,536 | 146,535.96 | 0% |
| Federal Revenue - Capital: Non Prev Maint | - | 98,485.00 | 659,818.75 | 561,333.75 | 1,583,565 | 1,485,080.00 | 6% |
| Federal Revenue - Capital: Prev. Maint | - | 37,857.00 | 608,333.35 | 570,476.35 | 1,460,000 | 1,422,143.08 | 3% |
| Federal Revenue - Salaried Positions | - | 6,977.00 | 5,133.35 | (1,843.65) | 12,320 | 5,343.08 | 57% |
| Rental Income | 800.00 | 1,550.00 | - | (1,550.00) | - | (1,550.00) | 0% |
| Gain(Loss) Sale of Asset | 1,605.50 | 1,605.50 | - | (1,605.50) | - | (1,605.50) | #DIV/0! |
| Miscellaneous Income | 293.88 | 403.88 | 208.35 | (195.53) | 500 | 96.16 | 81% |
| Total Revenues: | \$ 1,699,897.62 | \$ 8,584,089.85 | \$ 10,317,458.00 | 1,733,368.15 | 24,761,899 | \$ 16,177,809.39 | 35% |

| | | | | | | | |
|--|-----------|------------|------------|-------------|---------|-------------|------|
| Expenses: | | | | | | | |
| Salaries (Staff/Intern) & Other Paid Wages | 82,886.15 | 384,292.79 | 379,730.85 | (4,561.94) | 911,354 | 527,061.25 | 42% |
| Fringe Benefits | 24,558.42 | 116,098.57 | 115,740.40 | (358.17) | 277,780 | 161,681.39 | 42% |
| Dues/Subscriptions/Memberships | 125.00 | 28,072.00 | 12,500.00 | (15,572.00) | 30,000 | 1,928.00 | 94% |
| Employee Training | 4,790.32 | 29,490.60 | 20,833.35 | (8,657.25) | 50,000 | 20,509.44 | 59% |
| Marketing/Advertising/Promotional Material | 5,085.30 | 38,712.42 | 33,333.35 | (5,379.07) | 80,000 | 41,287.62 | 48% |
| Office Expense | 1,347.70 | 4,963.64 | 5,000.00 | 36.36 | 12,000 | 7,036.36 | 41% |
| Postage & Shipping | 369.07 | 3,645.24 | 1,250.00 | (2,395.24) | 3,000 | (645.24) | 122% |
| Printing | 31,300.96 | 46,056.75 | 4,166.65 | (41,890.10) | 10,000 | (36,056.79) | 461% |

Central Midlands Regional Transit Authority
Statement of Income vs Budget
Period Ended November 30, 2018

Fiscal Year % complete = 41.67%

| | <i>Actual PTD</i> | <i>Actual YTD</i> | <i>Budgeted YTD (\$)</i> | <i>Variance (\$)</i> | <i>Annual Budgeted</i> | <i>(\$ of Budget remaining)</i> | <i>(%) of Budget</i> |
|---|------------------------|------------------------|--------------------------|---------------------------------|------------------------|------------------------------------|------------------------------------|
| | <i>11/30/2018</i> | | <i>11/30/2018</i> | <i>Actual YTD vs Budget YTD</i> | <i>Amount</i> | <i>Actual YTD vs Annual Budget</i> | <i>Actual YTD vs Annual Budget</i> |
| Board/Committee | 766.70 | 2,261.02 | 6,250.00 | 3,988.98 | 15,000 | 12,738.98 | 15% |
| Transit Academy | 1,000.00 | 3,215.77 | 1,250.00 | (1,965.77) | 3,000 | (215.77) | 107% |
| Contractor-Fixed Route | 980,844.80 | 4,990,811.76 | 5,186,702.50 | 195,890.74 | 12,448,086 | 7,457,274.24 | 40% |
| Contractor-DART | 179,359.30 | 882,599.04 | 1,125,000.00 | 242,400.96 | 2,700,000 | 1,817,400.96 | 33% |
| Contractor-Service Enhancements | - | - | 540,774.15 | 540,774.15 | 1,297,858 | 1,297,857.96 | 0% |
| 5311 Rural Expenses | - | - | 35,391.25 | 35,391.25 | 84,939 | 84,939.00 | 0% |
| Propane | 57,936.53 | 328,978.22 | 350,000.00 | 21,021.78 | 840,000 | 511,021.78 | 39% |
| Vehicle Fuel | 66,414.75 | 426,644.92 | 381,250.00 | (45,394.92) | 915,000 | 488,355.08 | 47% |
| Insurance - Vehicle | 6,272.43 | 30,885.53 | 18,750.00 | (12,135.53) | 45,000 | 14,114.47 | 69% |
| Insurance - Facility | 1,246.37 | 5,884.45 | 6,066.65 | 182.20 | 14,560 | 8,675.51 | 40% |
| Insurance-Tort Liability | 1,503.98 | 6,717.74 | 3,833.35 | (2,884.39) | 9,200 | 2,482.30 | 73% |
| Insurance-Officers & Directors | 438.00 | 2,190.00 | 1,666.65 | (523.35) | 4,000 | 1,809.96 | 55% |
| Professional Contract Services | 155,020.19 | 420,469.91 | 229,166.65 | (191,303.26) | 550,000 | 129,530.05 | 76% |
| Fare Collection Service & Supplies | 1,577.55 | 7,777.13 | 29,166.65 | 21,389.52 | 70,000 | 62,222.83 | 11% |
| Tickets & Transfers | 1,181.65 | 9,708.52 | 12,500.00 | 2,791.48 | 30,000 | 20,291.48 | 32% |
| Facility Renovations | - | 1,400.00 | - | (1,400.00) | - | (1,400.00) | #DIV/0! |
| Natural Gas | 899.42 | 1,139.79 | 3,333.35 | 2,193.56 | 8,000 | 6,860.25 | 14% |
| Electric | 8,121.79 | 38,449.33 | 50,833.35 | 12,384.02 | 122,000 | 83,550.71 | 32% |
| Water & Sewer | 1,790.44 | 12,815.48 | 7,500.00 | (5,315.48) | 18,000 | 5,184.52 | 71% |
| Telecommunications | 8,606.08 | 42,903.53 | 29,166.65 | (13,736.88) | 70,000 | 27,096.43 | 61% |
| Misc Fees: Fines, Taxes, etc. | 4,767.22 | 8,892.81 | 5,000.00 | (3,892.81) | 12,000 | 3,107.19 | 74% |
| Banking Fees | 1,798.92 | 7,486.29 | 8,333.35 | 847.06 | 20,000 | 12,513.75 | 37% |
| Payroll Processing Fees | 157.00 | 804.20 | 1,041.65 | 237.45 | 2,500 | 1,695.76 | 32% |
| Furniture, Fixtures, & Equipment < \$5000 | 715.16 | 3,480.80 | 2,083.35 | (1,397.45) | 5,000 | 1,519.24 | 70% |
| Federal Expense: (PM) | 72,310.11 | 296,497.63 | 760,416.65 | 463,919.02 | 1,825,000 | 1,528,502.33 | 16% |
| Federal Expense: Capital (Non PM) | 34,282.37 | (17,289.88) | 803,940.00 | 821,229.88 | 1,929,456 | 1,946,745.88 | -1% |
| Office Equipment - Lease & Rental | 1,015.00 | 4,445.00 | 4,583.35 | 138.35 | 11,000 | 6,555.04 | 40% |
| Transit Center Facility Expense Realized* | 5,000.00 | 25,000.00 | 25,000.00 | - | 60,000 | 35,000.00 | 42% |
| Depreciation Expense | 239,232.09 | 1,194,454.50 | 1,083,333.35 | (111,121.15) | 2,600,000 | 1,405,545.54 | 46% |
| Total Expenses: | \$ 1,982,720.77 | \$ 9,392,403.84 | \$ 11,284,887.50 | 1,892,483.66 | 27,083,733 | 17,691,329.16 | 35% |
| Net Income From Operations: | \$ (282,823.15) | \$ (808,313.99) | \$ (967,429.50) | | | | |

Central Midlands Regional Transit Authority
Balance Sheet
As of November 30, 2018

Assets

Current Assets

| | | |
|---|--------------|----------------------|
| Petty Cash | 261.05 | |
| Cash: Operating (Wells Fargo) | 6,151,918.64 | |
| Cash: OPTUS Bank | 2,181,827.15 | |
| CD: Capital Reserve Funding (OPTUS) | 2,679,592.62 | |
| Emergency Reserve Fund (LGIP) | 5,305,627.90 | |
| Operating Reserve Fund (LGIP) | 5,305,627.90 | |
| Accts Receivable: Local Gov't | 111,150.73 | |
| Accts Receivable: Ticket Sales | 87,688.50 | |
| Accts Receivable: Contract Services Revenue | 16,595.62 | |
| Accts Receivable - Deferred 1% Sales Tax | 3,074,062.59 | |
| Accts Receivable: 1% Sales Tax Est. Revenue | 1,768,887.13 | |
| Accts Receivable: Interest Revenue Earned | 19,865.27 | |
| Inventory | 9,019.92 | |
| Prepaid Insurance | 95,493.71 | |
| Prepaid Expenses | 84,493.77 | |
| | | |
| Total Current Assets: | | \$ 26,892,113 |

Fixed Assets

| | | |
|---|----------------|----------------------|
| Land | 1,772,521.78 | |
| Building | 14,244,042.99 | |
| DART Vehicles | 1,802,347.00 | |
| Buses | 18,705,946.88 | |
| Automobiles | 120,914.82 | |
| Equipment | 5,385,503.59 | |
| Furniture & Fixtures | 222,902.50 | |
| Accumulated Depr.: Furniture & Fixtures | (143,925.78) | |
| Accumulated Depr.: Equipment | (3,017,176.72) | |
| Accumulated Depr.: Buildings | (5,778,799.61) | |
| Accumulated Depr.: Vehicles | (5,439,528.94) | |
| Accumulated Depr.: Land Improvements | (166.66) | |
| | | |
| Total Fixed Assets: | | \$ 27,874,582 |

Deferred Outflows of Resources

| | | |
|--|------------|-------------------|
| Deferred Outflows on Pensions | 303,767.88 | |
| | | |
| Total Deferred Outflows of Resources: | | \$ 303,768 |

| | | |
|---------------------|--|----------------------|
| Total Assets | | \$ 55,070,462 |
|---------------------|--|----------------------|

Central Midlands Regional Transit Authority
Balance Sheet
As of November 30, 2018

Liabilities

Current Liabilities

| | | |
|----------------------------------|------------|-------------------|
| Accounts Payable | 281,490.32 | |
| Salaries Payable | 45,511.69 | |
| State Health: Employee | (1,767.77) | |
| Dental: Employee | (20.58) | |
| Dental Plus: Employee | (349.66) | |
| Optional Life | (65.37) | |
| Dependent Life: Employee | 2.25 | |
| Supplemental LTD | (27.88) | |
| Optional Life Pretax | (40.20) | |
| State Tobacco Prem | 20.00 | |
| State Vision Plan | (86.53) | |
| MoneyPlus Admin: Employee | 17.82 | |
| Colonial Life Supplemental | (190.01) | |
| Accrued Annual Leave | 37,698.23 | |
| Total Current Liabilities | | \$ 362,192 |

Deferred Inflows of Resources

| | | |
|--|------------|-------------------|
| Deferred Inflows on Pensions | 105,512.00 | |
| Total Deferred Inflows of Resources | | \$ 105,512 |

Non Current Liabilities

| | | |
|-------------------------------------|--------------|---------------------|
| Net Pension Liability | 1,536,948.00 | |
| Total Net Pension Liability: | | \$ 1,536,948 |
| Total Liabilities | | \$ 2,004,652 |

Fund Balance

| | | |
|--|---------------|----------------------|
| Fund Balance | 52,789,844.88 | |
| Net Assets-Current Year | (808,242.71) | |
| Fund Balance: Restricted for Vehicle | 224,808.00 | |
| Prior Period Adjustment | 77,858.75 | |
| Prior Period Adjustment Grant #210 | 1,400,156.00 | |
| Prior Period Adjustment Restricted Cash | (618,615.00) | |
| Total Fund Balance: | | \$ 53,065,810 |
| Total Liabilities & Fund Balance: | | \$ 55,070,462 |



DBE Compliance Invoice Review

Contractor: Transdev Services, Inc.

Transdev Invoice Period: 11/1/18 to 11/30/18

Committed DBEs:

| DBE Firm | Description of Work Performed | Invoice Amount | Percentage Counted Towards DBE Goal | Amount Counted Towards DBE Goal |
|-------------------------------|--|--|-------------------------------------|---------------------------------|
| Alpha Business Essentials | Office Supplies | \$2,757.41 <i>Payment Issued 11/9/18-11/16/18</i> | 60% (supplies) | \$1,654.45 |
| Influence, LLC | Mystery Rider Program | \$3,000 <i>Payment Issued 11/9/18</i> | 100% | \$3,000.00 |
| Julietta Landscape Management | Landscaping | \$5,250.00 <i>Payment Issued 11/9/18-11/30/18</i> | 100% | \$5,250.00 |
| New Age Protection | Security | \$33,994.95 <i>Payment Issued 11/30/18</i> | 100% | \$33,994.95 |
| Capital Building Services | Janitorial | \$16,033.00 <i>Payment Issued 11/16/18-11/30/18</i> | 100% | \$16,033.00 |
| Transport Care Services | DART/Paratransit | \$173,843.03 <i>Payment Issued 11/30/18-</i> | 100% | \$173,843.03 |
| Transport Care Services | Repair Parts | \$48,037.45 <i>Payment Issued 11/30/18</i> | 60% (supplies) | \$28,822.47 |
| | Total amount counted towards Contract Goal for this invoice | | | \$262,597.90 |
| | Total amount paid to committed DBEs as of November 2018 Invoice Period | | | \$11,286,932.15 |
| | Total invoices paid by The COMET as of November 2018 Invoice Period | | | \$44,857,094* |
| | Percentage towards Contract Goal for monthly invoices as of November 2018 Invoice Period | | | 25.2% |

Note: * The total paid by The COMET reflects the actual payments to Transdev during receipt and review of Transdev's invoice for the November 2018 reporting period.

Reviewed by The COMET-Compliance & Civil Rights Officer: *Arlene Prince* Review Date: 12/11/18



DBE Compliance Invoice Review

Contractor: Transdev Services, Inc.

Transdev Invoice Period: 12/1/18 to 12/31/18

Committed DBEs:

| DBE Firm | Description of Work Performed | Invoice Amount | Percentage Counted Towards DBE Goal | Amount Counted Towards DBE Goal |
|-------------------------------|--|---|-------------------------------------|---------------------------------|
| Alpha Business Essentials | Office Supplies | \$1,122.41 <i>Payment Issued 12/21/18</i> | 60% (supplies) | \$673.45 |
| Influence, LLC | Mystery Rider Program | \$3,000 <i>Payment Issued 12/14/18</i> | 100% | \$3,000.00 |
| Julietta Landscape Management | Landscaping | \$5,000.00 <i>Payment Issued 12/14/18</i> | 100% | \$5,000.00 |
| New Age Protection | Security | \$32,875.44 <i>Payment Issued 1/4/19</i> | 100% | \$32,875.44 |
| Capital Building Services | Janitorial | \$19,898.00 <i>Payment Issued 12/14/18</i> | 100% | \$19,898.00 |
| Transport Care Services | DART/Paratransit | \$421,876.52 <i>Payment Issued 12/10/18-12/31/18</i> | 100% | \$421,876.52 |
| Transport Care Services | Repair Parts | \$31,708.45 <i>Payment Issued 12/31/18</i> | 60% (supplies) | \$19,025.07 |
| Transport Care Services | Bus Detailing | \$4,960.00 <i>Payment Issued 12/21/18</i> | 100% | \$4,960.00 |
| | Total amount counted towards Contract Goal for this invoice | | | \$507,308.48 |
| | Total amount paid to committed DBEs as of December 2018 Invoice Period | | | \$11,794,240.63 |
| | Total invoices paid by The COMET as of December 2018 Invoice Period | | | \$46,047,110* |
| | Percentage towards Contract Goal for monthly invoices as of December 2018 Invoice Period | | | 25.6% |

Note: * The total paid by The COMET reflects the actual payments to Transdev during receipt and review of Transdev's invoice for the December 2018 reporting period.

Reviewed by The COMET-Compliance & Civil Rights Officer: *Arlene Prince* Review Date: 1/8/19