



TRANSPORTATION  
PROGRAM

**Transportation Penny Advisory Committee Meeting**  
**Monday, September 28, 2020 at 5:30 PM**  
**Teleconference via Zoom**  
**Streamed on the Richland County YouTube Channel**

**Meeting Agenda**

1. **Call to Order** Mr. Phillip Simoneaux
2. **Public Comments**
3. **Office of Small Business Opportunities ( 2-7)** GCS/OSBO
4. **Transportation Program (Pages 8-12)** Mr. Michael Niermeier
5. **The Comet Program (Pages 13-55)** Mr. John Andoh
6. **Other Business**
  - Next scheduled meeting: October 26, 2020
7. **Adjournment** Mr. Phillip Simoneaux



## Transportation Penny Advisory Committee Report

OSBO  
Manager's Report

SEPTEMBER 28,  
2020

**1. Executive Summary:**

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

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

**2. Purpose:**

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

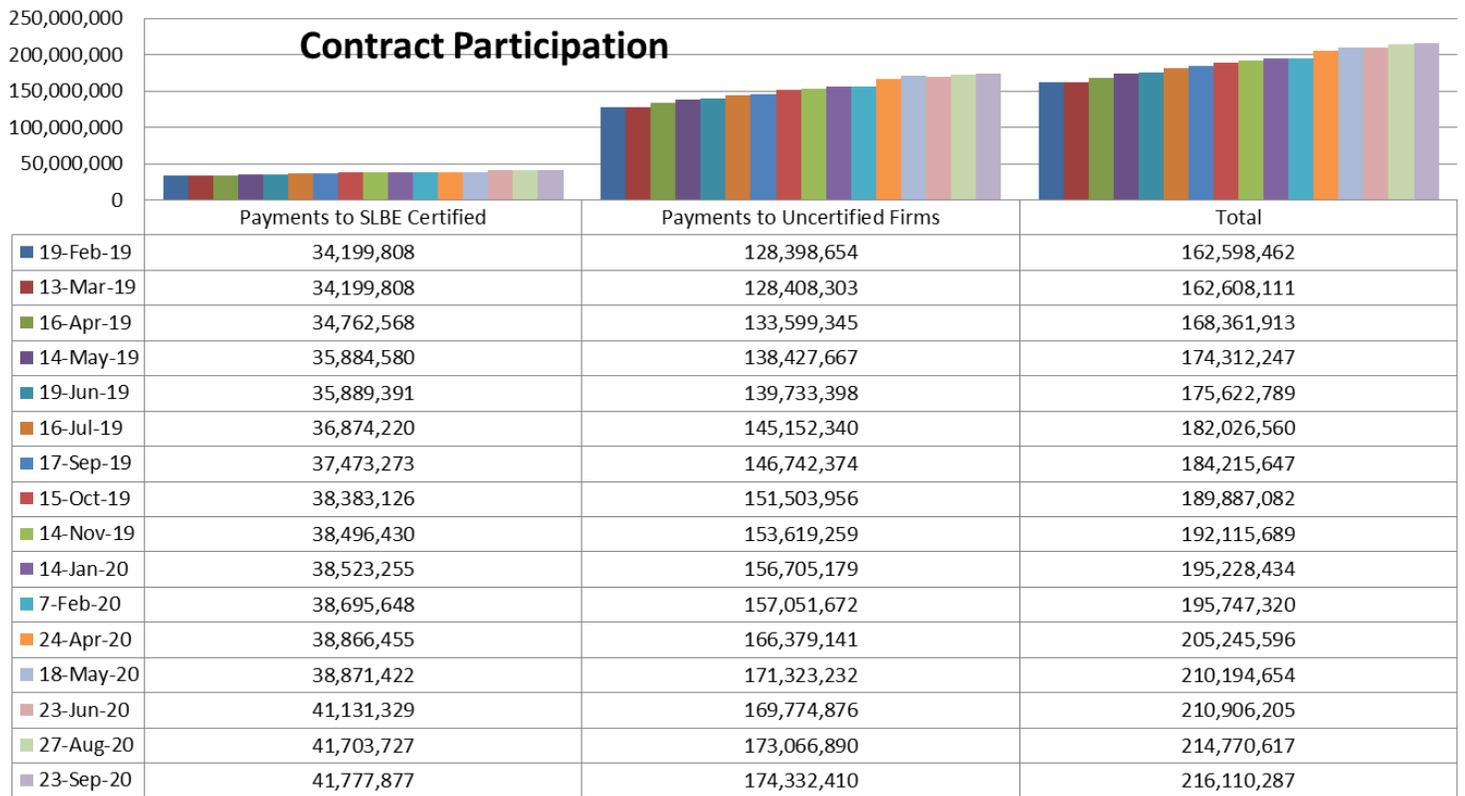
**3. Office of the Small Business Opportunity Cross Functional Team**

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

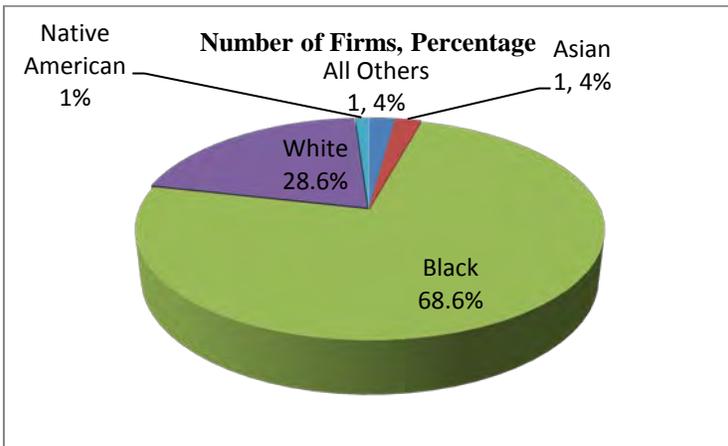
**4. Goal Setting Committee (GSC)**

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

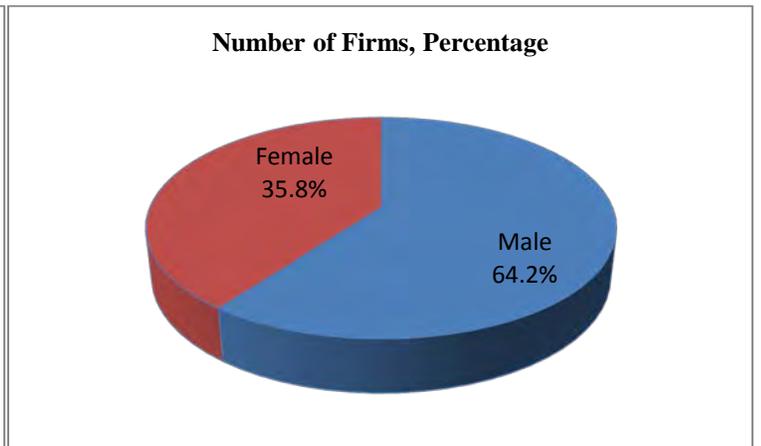
## 5. Analysis:



### SLBE Firms by Ethnicity

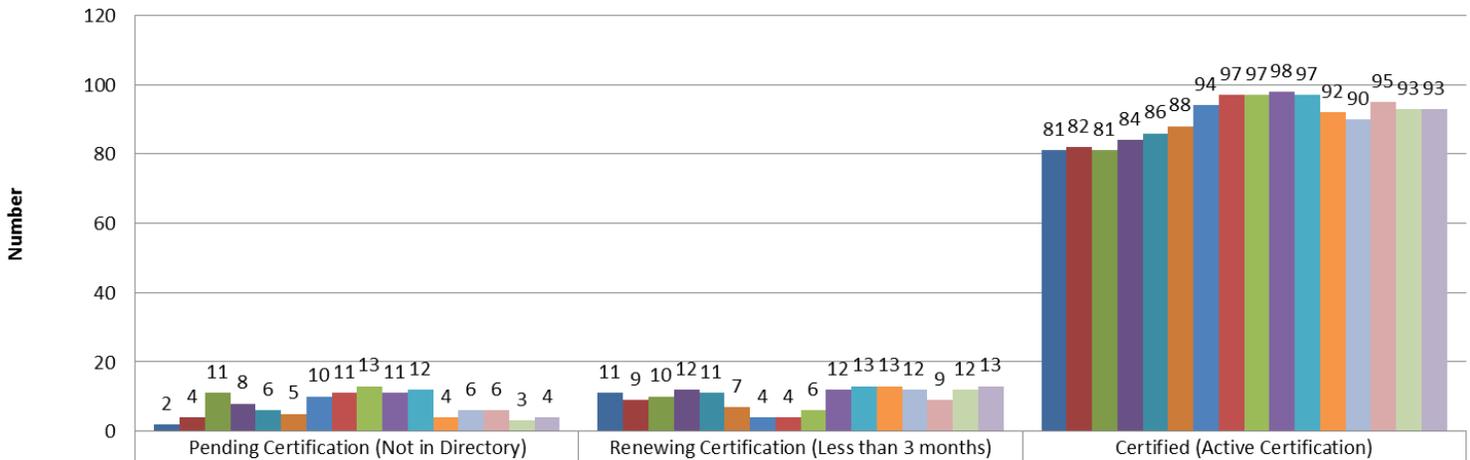


### SLBE Firms by Gender



## Contract Participation: February 19, 2019-September 23, 2020\*

### SLBE Certified Firm Status



	Pending Certification (Not in Directory)	Renewing Certification (Less than 3 months)	Certified (Active Certification)
19-Feb-19	2	11	81
13-Mar-19	4	9	82
17-Apr-19	11	10	81
14-May-19	8	12	84
18-Jun-19	6	11	86
16-Jul-19	5	7	88
17-Sep-19	10	4	94
15-Oct-19	11	4	97
14-Nov-19	13	6	97
15-Jan-20	11	12	98
7-Feb-20	12	13	97
23-Apr-20	4	13	92
18-May-20	6	12	90
23-Jun-20	6	9	95
27-Aug-20	3	12	93
23-Sep-20	4	13	93

**PDT SLBE GOAL PARTICIPATION UPDATE 2018-2020**

Project Name	Sheltered Market	SLBE Goal	DATE
2017 Dirt Roads Package H/I	No	4.05%	February 6, 2018
2017 Dirt Roads Package G	Yes	100%	February 22, 2018
2018 Resurfacing Project Package O	No	0%	March 2, 2018
Resurfacing Project Package P	No	0%	May 7, 2018
Sidewalk Package S-8	Yes	100%	April 19, 2018
Pedestrian Improvements at Intersections	No	12%	July 3, 2018
2018 Sidewalks – Koon Rd. & Farmview St.	Yes	100%	July 18, 2018
2016 PDT Sidewalks-Clemson Road	Yes	100%	October 2, 2018
2018 Richland County Dirt Roads Package I	No	5.95%	October 19, 2018
SERN NIP	No	17.3%	November 15, 2018
2018 Richland County Dirt Roads Project 7 Road Group	No	11%	December 31, 2018
OET Sidewalks – Polo Road	No	25%	January 17, 2019
Sidewalk Package S-11	No	22%	January 28, 2019
Richland County Resurfacing Package Q	No	0%	February 26, 2019
North Springs and Harrington Intersection Improvements	No	15%	March 13, 2019
Greene Street Widening-Phase II	No	16%	April 9, 2019
Atlas Road Widening Project	No	14%	April 4, 2019
2019 Resurfacing Package R	No	0%	April 17, 2019
Lakeside Subdivision (Incl. Sienna Dr.) Resurfacing	No	3%	August 1, 2019
2016 PDT Sidewalk – Clemson Road	Yes	100%	July 22, 2019
Decker Woodfield NIP-Faraway Drive Sidewalk (Resubmitted 09/15/20)	No	25%	September 15, 2020
Green Street Phase II	No	8.1%	September 18, 2019
Sidewalk-Harrison Rd	No	19%	September 24, 2019
2019 Richland County Dirt Road Package K	No	23%	October 17, 2019
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

**6. Department Outlook:**

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

**• Business Development**

- i. OSBO Website Highlights
- ii. Highlighted Article
  - Featured Story
    - Clarrisa’s Kitchen and Catering, LLC
- iii. Participated in weekly conference call with Richland Library Business and Career Partners virtual meeting, Aug 10
- iv. Monitor and respond to daily emails and voicemails
- v. Participated in 4 virtual site visits, Aug-Sep
- vi. Participated in Congressman Joe Wilson call with US Small Business Administration on Aug 6
- vii. Assisted with GCS Department mask packaging, Aug 12-13
- viii. Participated in Combined Northeast Connection & Small Business Breakout virtual meeting, Aug 18

- ix. Coordinated and participated in the thermometers hand-outs for SLBE/ESLBEs, Aug 18
- x. Participated in Columbia Chamber - Military Outreach Group virtual meeting, Aug 25
- xi. Coordinated and participated in OSBO virtual training, Aug – Sep
- xii. Participated in Procurement/Transportation Meeting, Sep 2
- xiii. Participated in B2GNow virtual software update training, Sep 18

**2020 Office of Small Business Opportunity Workshops**

<b>Title of Workshop/Event</b>	<b>Date</b>	<b>No. Attended</b>
Procurement Resource Summit	Jan 9	120
Understanding Financial Statements	Jan 30	40
Contract and Collection Law	Feb 12	20
Understanding Business Taxes	Mar 10	20
<b>CANCELLED</b> - Social Media Visibility for Small Businesses	Apr 7	
Making the Cut – How to Prepare Financially	Jun 8	37
Can We Talk? Eliminating Mental Health Barriers (Virtual)	Jun 25	32
<b>CANCELLED</b> - Growth, Future Opportunities, and Long Term Success	Jul 14 & 21	
Diversity, Equity and Inclusion Summit: The Roadmap to Leveraging Resources and Opportunities (Virtual)	Sep 10	87

- **Certification and Compliance**

- i. Completed six (6) renewals. There are four (4) certification pending
- ii. Participate in weekly conference meeting calls
- iii. Monitor and respond to daily emails and voicemails
- iv. Completed one (1) Virtual Site Visit (August 14, 2020)
- v. Contacted and sent renewal notices to SLBEs
- vi. Attend the Greater Blythewood Chamber of Commerce Meeting (8/27/2020)
- vii. Completed (one) Virtual Site Visit (September 3, 2020)
- viii. Attend: BCWC Virtual Launch Ceremony (September 2, 2020),
- ix. Diversity, Equity and Inclusion (September 10, 2020)

## **Transportation Update- September 28, 2020**

### **Council Approvals**

- Pending- The Polo Road Widening Service Order (SO) will go before Council on October 6, 2020. This service order covers the 100% design, permitting, and construction phase services for the Polo Rd. Widening Project, which includes improvements at the intersections of Running Fox Rd., Miles Rd., Hope Rd., and Mallet Hill Rd. The intersection at Old Still Rd. will also be evaluated to determine if improvements are warranted there as well. This project also includes bike and pedestrian accommodations between Two Notch Rd. and Mallet Hill Dr.
- Pending: There is a petition going before Council for the annexation of two (2) parcels by the City of Columbia (TMS#07208-03-01 and TMS#07208-03-02), acquired by the County in 2016 to secure the property needed to complete Three Rivers Greenway Phase 1A.
- Council approved through second reading, a deed to transfer a utility waterline to the City of Columbia as part of the Clemson Road widening project. Third reading will occur on October 6, 2020.
- Approved sale of Mitigation Bank Credits to Kershaw County (Beechwood at Camden Project)

### **Pre-Construction Update**

- Update- Negotiation for a Service Order Modification (SOM) is ongoing for design work on the Gills Creek Greenway project.
- A request for an Administrative Adjustment was submitted to the City of Columbia Trail Administrative Adjustment Committee to gain formal approval to deviate from the Trail Standards for Gills Creek Greenway, reducing the trail width to 12' and modifying the material to be used for the boardwalk.
- Service Order approved to begin design work for Blythewood Rd. Area Improvements (District 2). This project includes the Creech Rd. Extension and improvements to McNulty Rd between Blythewood Rd and Main St. Creech Rd will be widened, extended and improved from Blythewood Rd. to Main St. (approximately 0.46 miles). McNulty St. will be widened and improved from Main St. to Blythewood Rd. (approximately 0.44 miles.)
- A Service Order was approved for Crane Creek Neighborhood Improvement Project

Ph. 3 (District 7). This project includes new sidewalk, crosswalks, and ADA-compliant ramps along Dakota Dr., Seagull Ln., Roberson St., and Lincolnshire North Dr. (approximately 2.31 miles.)

- A Service Order is pending approval for the Smith-Rocky Branch Greenway Section C in Richland County, South Carolina. This proposed project will consist of approximately four thousand (4,000) LF of a greenway and trail with boardwalks and supporting facilities that extend on the north side of Rocky Branch from Olympia Avenue near Olympia Park to the Granby Park Greenway.
- A final scope is being developed for the Crane Creek Greenway Section B for Service Order assignment. This project will consist of approximately four thousand eight hundred and ninety five (4,895) LF of boardwalk from Canal Front Park and will end at S-798 (Mountain Drive).

### **Construction Update**

- North Springs/ Harrington Intersection: NTP issued on 2/3/2020 and construction began February 2020. Anticipated completion is October 2020. Construction is 95% complete.
- Polo Road SUP- The project began in April and is progressing. Anticipate completion in early 2021.
- Harrison Road Sidewalk- Construction is approximately 45% complete. The County approved the realignment of 714 feet of the 1.2mile sidewalk in order to help alleviate the project's contribution to potential flooding along a portion of the original alignment of the sidewalk and to address drainage problems. Anticipate completion in early 2021.
- Greene Street Ph. II- Construction is approximately 15% complete. Utilities continue to be relocated and storm drainage installation is in progress. Girders were installed on the bents to start forming the bridge.
- Clemson Road Widening- Construction is 75% complete and on schedule for an early winter 2021 completion date. Water line construction is complete. Sidewalk, curb and guardrail installed from Old Clemson to Earth Rd. Drainage being installed from Cohn Dr. to Perimeter Pt.
- North Main Street –Project is approximately 80% complete and on track for an early winter 2021 completion data. Utility relocation is 95% complete and continuing through Phase IV from Monticello Road to Fuller Avenue. Street light poles are

nearly complete in Phase 1 from Anthony Drive to Sunset Drive. Street lighting pole bases and poles are continuing from Sunset Drive to Monticello Road.

- Three Rivers Greenway – Project is 99% complete. The County and City of Columbia have agreed to divide the project and turn over the completed portion, 1A, pending the City’s acceptance of as-built surveys. The remaining portion, 1B (Boyd Island Connector), will be constructed and turned over when complete.
- Magnolia/Schoolhouse Sidewalks – Construction is complete. Additional drainage scope was added to the project.
- Dirt Road Package J- All paving is complete. Drainage issue on Haven Circle resolved. Final inspection pending.
- Candlewood NIP Phase 3 – Complete
- SERN – Construction is approximately 67% complete. Projected completion is early winter 2021.
- Resurfacing P (80 roads) – Construction is complete. Project is in closeout.
- Resurfacing Package Q- Project is substantially complete. Roads paved totals 46. The Contractor will complete the resurface of Decker Blvd to the stop bar at the intersection of Decker Blvd and Percival Road. After this is complete, the County will schedule a pre and final inspection with the Contractor to close the project out.

### **Upcoming Solicitations**

**Resurfacing Package R:** Construction Cost Estimate: \$4,906,367.00. The list of 52 roads provided on the next page.

**Dirt Road Package K:** Construction Cost Estimate: \$1,440,517.24

- Robert James Rd. (District 10) – 0.21 miles
- Rocky Rd. (District 11) – 0.18 miles
- Barkley Rd. (District 11) – 0.24 miles
- South Dr. (District 10) – 0.32 miles

**Faraway Drive Sidewalk (District 8):** Construction Cost Estimate: \$512,030.12

This sidewalk project is part of the Decker\Woodfield Neighborhood Improvement Project (NIP). This new sidewalk will run from Decker Blvd. to Willowby St. The length of this project is approximately 1.5 miles and will include the installation of crosswalks and ADA-compliant ramps at all intersections.

- Clemson Road Sidewalk Phase 1: Fall 2020
- Bull\Elmwood Intersection: Fall 2020
- Blythewood Widening: Winter 2021

## Finalized Roads for Resurfacing Package “R”

Scope:

Milling, full depth patching, and/or resurfacing of approximately 18.22 miles of roadway located within Richland County.

Project Length:

18.22 miles

District:

01, 02, 07, 08, 09, 10, 11

Number	Name	Districts
1	Ashleys Place	11
2	Averill Lane	1
3	Bedford Way	11
4	Belk Court	2
5	Bent Oak Court	7
6	Berkeley Forest Court	11
7	Berkeley Forest Drive	11
8	Bombing Range Road	9
9	Briercliff Drive	9
10	Bucktail Way	1
11	Candlewood Drive	11
12	Cardington Drive	11
13	Carolina Pines Drive	2
14	Columbia Club Dive E	9
15	Exton Shore Drive	11
16	Flowerwood Drive	11
17	Garner Lane	1
18	Greys Court	11
19	Harper Park Road	2
20	Jadetree Court	8
21	Jadetree Drive	8
22	Kildare Drive	11
23	Kip Court	2
24	Little Hamilton Road	11
25	Longtown Road W	07, 09
26	Mountainbrook Drive	11

Number	Name	Districts
27	Muirfield Court W	9
28	Northpoint Blvd	2
29	Oak Knoll Drive	2
30	Olde Springs Road	7
31	Osborne Lane	1
32	Padgett Woods Blvd	11
33	Pear Tree Circle	11
34	Prince Charles Lane	11
35	Radcot Court	8
36	Ragsdale Drive	11
37	Raintree Court	11
38	Raintree Lane	11
39	Ramblewood Drive	11
40	Redington Way	1
41	Regents Court	11
42	Salusbury Lane	8
43	Staffwood Court	1
44	Staffwood Drive	1
45	S. Royal Towel Drive	1
46	Stonemeade Drive	1
47	Ventura Court	8
48	W. Royal Tower Dr	1
49	Winging Creek Lane	8
50	Woodlands West	9
51	Wyncliff Court	1
52	Rosewood Drive	10

September 2020

	REFERENDUM	CURRENT ESTIMATE	OUTSIDE FUNDING/ REIMBURSEMENTS	VARIANCE	EXPENDED TO DATE	*PHASE
<b>WIDENINGS</b>						
Hardscrabble Road Widening	\$ 29,860,800	\$ 29,860,800	\$ -	\$ -	\$ 28,441,312	CO
Clemson Road Widening	\$ 23,400,000	\$ 15,644,728	\$ 980,000	\$ 8,735,272	\$ 12,205,205	CO
Leesburg Road Widening	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	RW
North Main Street Widening (includes \$5.4M Intersection)	\$ 35,400,000	\$ 61,917,909	\$ 26,517,908	\$ (0)	\$ 49,448,995	CO
Bluff Road Widening Phase 2	\$ -	\$ 9,598,720	\$ 1,800,000	\$ (7,798,720)	\$ 9,724,498	Design
Bluff Road Area Improvements	\$ 16,700,000	\$ 40,341,854	\$ -	\$ (23,641,854)	\$ 1,612,671	Design
Shop Road Widening	\$ 33,100,000	\$ 44,011,687	\$ -	\$ (10,911,687)	\$ 3,034,809	RW
Atlas Road Widening	\$ 17,600,000	\$ 44,797,948	\$ -	\$ (27,197,948)	\$ 222,170	RW
Pineview Road Area Improvements	\$ 18,200,000	\$ 39,927,056	\$ -	\$ (21,727,056)	\$ 3,921,046	Design
Blythewood Road Widening (Syrup Mill Road to I-77)	\$ 8,000,000	\$ 14,713,963	\$ -	\$ (6,713,963)	\$ 2,235,794	RW
Broad River Road Widening	\$ 29,000,000	\$ 39,663,756	\$ -	\$ (10,663,756)	\$ 1,530,365	Design
Spears Creek Church Road Widening	\$ 26,600,000	\$ 49,492,027	\$ -	\$ (22,892,027)	\$ 82,601	NS
Lower Richland Boulevard Widening	\$ 6,100,000	\$ 8,738,400	\$ -	\$ (2,638,400)	\$ 343,090	Design
Polo Road Widening	\$ 12,800,000	\$ 15,865,241	\$ -	\$ (3,065,241)	\$ 359,905	Design
Blythewood Road Area Improvements	\$ 21,000,000	\$ 21,000,000	\$ -	\$ -	\$ 167,073	Design
<b>Total Widenings</b>	<b>\$ 281,760,800</b>	<b>\$ 439,574,088</b>	<b>\$ 29,297,908</b>	<b>\$ (128,515,380)</b>	<b>\$ 113,329,536</b>	
<b>INTERSECTION IMPROVEMENTS</b>						
Clemson Rd. & Rhame Rd./North Springs Rd.	\$ 3,500,000	\$ 4,096,203	\$ -	\$ (596,203)	\$ 3,857,347	Complete
Broad River Rd. and Rushmore Rd.	\$ 3,700,000	\$ 1,213,739	\$ -	\$ 2,486,261	\$ 1,196,893	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)	\$ 2,034,438	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)	\$ 688,420	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	\$ 372,236	RW
North Springs Rd. and Harrington Rd.	\$ 2,000,000	\$ 1,606,529	\$ -	\$ 393,471	\$ 751,697	CO
Screaming Eagle Rd. and Percival Rd.	\$ 1,000,000	\$ 3,107,149	\$ -	\$ (2,107,149)	\$ 377,186	RW
<b>Total Intersection Improvements</b>	<b>\$ 36,900,000</b>	<b>\$ 36,529,180</b>	<b>\$ -</b>	<b>\$ 370,820</b>	<b>\$ 19,778,542</b>	
<b>SPECIAL PROJECTS</b>						
Riverbanks Zoo Transportation Related Projects	\$ 4,000,000	\$ 3,345,525	\$ -	\$ 654,475	\$ 3,345,525	Complete
Innovista 1 (Greene St. Phase 1)		\$ 18,119,764	\$ -	\$ -	\$ 17,897,970	Complete
Innovista 2 (Greene St. Phase 2)	\$ 50,000,000	\$ 26,404,366	\$ -	\$ 20	\$ 9,216,770	CO
Innovista 3 (Williams St.)		\$ 5,475,850	\$ -	\$ -	\$ -	NS
Shop Road Extension Phase 1	\$ 71,800,000	\$ 35,163,888	\$ 3,476,675	\$ -	\$ 32,446,866	Complete
Shop Road Extension Phase 2		\$ 40,112,788	\$ -	\$ -	\$ 1,075,038	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	\$ 9,316,924	Various
<b>Total Special Projects</b>	<b>\$ 198,300,000</b>	<b>\$ 201,823,428</b>	<b>\$ 4,470,765</b>	<b>\$ 947,337</b>	<b>\$ 73,299,094</b>	
<b>INTERCHANGE (I-20 / Broad River Road)</b>	\$ 52,500,000	\$ -	\$ -	\$ 52,500,000	\$ -	NS
<b>DIRT ROAD PAVING</b>	\$ 45,000,000	\$ 45,000,000	\$ -	\$ -	\$ 22,500,000	Various
<b>RESURFACING</b>	\$ 40,000,000	\$ 41,400,000	\$ 1,400,000	\$ -	\$ 29,490,535	Various
<b>PROGRAM (traffic studies / plans / mitigation bank)</b>	\$ 1,559,844	\$ -	\$ -	\$ 1,559,844	\$ 14,135,574	-
<b>TOTAL ROADWAY PROJECTS</b>	<b>\$ 656,020,644</b>	<b>\$ 764,326,696</b>	<b>\$ 35,168,674</b>	<b>\$ (73,137,379)</b>	<b>\$ 272,533,280</b>	

BIKE / PED / GREENWAY PROJECTS	REFERENDUM	CURRENT ESTIMATE	OUTSIDE FUNDING / REIMBURSEMENTS	VARIANCE	EXPENDED TO DATE	*PHASE
<b>BIKE/PED/GREENWAY (Referendum Total = \$80.9M)</b>						
<b>GREENWAY PROJECTS</b>						
Three Rivers Greenway Extension 1A/1B	\$ 7,902,242	\$ 7,902,242	\$ -	\$ -	\$ 7,581,967	Com/NS
Lincoln Tunnel Greenway	\$ 892,739	\$ 1,496,947	\$ 323,680	\$ (280,528)	\$ 1,512,061	Complete
Gills Creek A (Lake Katherine to Congaree)	\$ 2,246,160	\$ 5,376,724	\$ -	\$ (3,130,564)	\$ 569,285	Design
Smith/Rocky Branch C (Rocky Branch to Harden)	\$ 901,122	\$ 2,747,621	\$ -	\$ (1,846,499)	\$ 141,781	Design
Gills Creek B (Wildcat Creek/Fort Jackson)	\$ 2,785,897	\$ -	\$ -	\$ 2,785,897	\$ -	Design
Smith/Rocky Branch B (Clement Rd to Colonial Dr)	\$ 1,415,316	\$ -	\$ -	\$ 1,415,316	\$ -	Drop
Smith/Rocky Branch A (Three Rivers to Clement Rd)- Rem	\$ 431,183	\$ -	\$ -	\$ 431,183	\$ -	Drop
Gills Creek North C (Trenholm to Lake Katherine)- Remove	\$ 344,667	\$ -	\$ -	\$ 344,667	\$ -	Drop
Crane Creek A (Monticello Rd to Three Rivers)-Removed	\$ 1,541,816	\$ -	\$ -	\$ 1,541,816	\$ 124,583	Drop
Crane Creek B (to Smith Branch)	\$ 460,315	\$ 2,796,039	\$ -	\$ (2,335,724)	\$ -	Design
Columbia Mall Greenway	\$ 648,456	\$ 648,456	\$ -	\$ -	\$ -	NS
Polo Road / Windsor Lake Boulevard Connector	\$ 385,545	\$ 490,741	\$ -	\$ (105,196)	\$ -	NS
Woodbury / Old Leesburg Connector-Removed	\$ 116,217	\$ -	\$ -	\$ 116,217	\$ -	Drop
Crane Creek C (Crane Forest)- Removed	\$ 793,908	\$ -	\$ -	\$ 793,908	\$ -	Drop
Dutchman Boulevard Connector- Removed	\$ 105,196	\$ -	\$ -	\$ 105,196	\$ -	Drop
<b>Total Greenway Projects</b>	<b>\$ 20,970,779</b>	<b>\$ 21,458,770</b>	<b>\$ 323,680</b>	<b>\$ (164,311)</b>	<b>\$ 9,929,676</b>	
<b>BIKEWAY PROJECTS</b>	\$ 22,008,773	\$ 22,008,773	\$ -	\$ -	\$ 264,460	Various
<b>SIDEWALK PROJECTS</b>	\$ 26,926,370	\$ 26,926,370	\$ 2,794,002	\$ 2,794,002	\$ 6,828,990	Various
<b>PEDESTRIAN IMPROVEMENT PROJECTS</b>	\$ 2,836,080	\$ 1,136,080	\$ -	\$ 1,700,000	\$ 580,895	Complete
<b>Undesignated</b>	\$ 8,146,354	\$ -	\$ -	\$ 8,146,354	\$ -	-
<b>TOTAL BIKE / PED / GREENWAY</b>	<b>\$ 80,888,356</b>	<b>\$ 71,529,994</b>	<b>\$ 3,117,682</b>	<b>\$ 12,476,045</b>	<b>\$ 17,604,021</b>	

<b>OTHER PROGRAM COSTS</b>	\$ 333,091,000	\$ 352,299,369	\$ -	\$ (19,208,369)	\$ 869,475	
<b>TOTAL PROGRAM</b>	<b>\$ 1,070,000,000</b>	<b>\$ 1,188,156,059</b>	<b>\$ 38,286,356</b>	<b>\$ (79,869,703)</b>	<b>\$ 291,006,777</b>	

# Vision: **2020** / COMPASS

## **PROGRESS REPORT**

FY2019-2020



# A Letter from The Board

The COMET has come a long way since being fully funded with the Richland County Transportation Penny in 2012. This document details the progress that we have made as well as the fulfillment of our commitment to the people of the Midlands and our financial stewardship.

## SOME HIGHLIGHTS ARE:

- Upgraded the fleet with new buses, cutaways and trolleys. These purchases have positioned us to ride into the future with environmentally responsible and technologically progressive vehicles to allow our riders a safe, pleasant experience with better amenities.
- Expanded service throughout Lexington and Richland Counties.
- Increased ridership to more than 2.7 million annual trips.
- Upgraded COMET Central (formerly known as the transit center at Laurel and Sumter) and installed new passenger amenities, including shelters, benches and bus stop seating throughout the service area.

- Established the Soda Cap Connector, a downtown circulator, connecting regional attractions, hotels, restaurants and downtown businesses.
- Created new partnerships with local institutional organizations like Prisma Health, local school districts, Midlands Technical College, Columbia College, Allen University and the University of South Carolina, which provide The COMET services to their faculty, staff and students.
- Partnered with Lyft and Uber to connect low-income residents in food desert areas and provide cost-effective transit for riders during hours when it is isn't cost-effective to run bus service.
- Upgraded our call center to improve customer service.
- Added local policing to our buses to improve safety and security.
- Created door to door services to areas we could not efficiently serve with fixed route service.



Ron  
Anderson

- Partnered with the City of Columbia and Blue Cross Blue Shield of South Carolina allowing The COMET users free access to bicycles through the Blue Bike program.
- Provided continuous essential travel service throughout the 2015 flood and the COVID-19 pandemic.
- Successfully completed two federal triennial reviews, eight annual reviews by the South Carolina Department of Transportation and eight annual reviews by an independent auditor.
- Received commendation on its financial audits and awarded a Certificate of Achievement for Excellence in Financial Reporting from The Government Finance

Officers Association of the United States and Canada (GFOA) for its Comprehensive Annual Financial Report (CAFR) for the fiscal year ending June 30, 2018. This was the first year that The COMET has achieved this prestigious award.

It has been an honor for me to preside over The COMET's Board of Directors for the past two years. Along with the leadership of past Chairs, such as Joyce Dickerson, I have witnessed firsthand the determination to be fully accountable and fiscally responsible to the citizens we serve and the communities where we live.

The COMET Board of Directors, staff and key stakeholders have forged the path to ensure viable transportation services for the Midlands. We have accomplished much, but there is more work to be done. I am confident that The COMET will continue on the path to excellence in public transit and provide the best service possible for now and for the future.

Respectfully,  
Ron Anderson  
Chairman of The Board  
2018-2020



# A Letter from The CEO

Back in 2010, the Board of Directors adopted Vision: 2020, which was the guiding framework for how The COMET is to operate. In July of 2011, Lexington County and the Cities of West Columbia and Cayce as well as the Town of Springdale started contributing funding for public transit services. In November of 2012, the Richland County voters approved the transportation local options sales tax, known as The Penny, to provide 22 years of funding up to \$300,991,000 to support The COMET's operations in Richland County. In June of 2015, the Board of Directors adopted a five year Strategic Plan known as The COMPASS to guide how public transit is to be provided for the next five years.

Fast forward to 2020, this is the final year of Vision: 2020 and The COMPASS strategic plan and as your Executive Director hired in April 2018, I am proud to say that many of the actionable items in both these documents have been achieved. This report will provide the Board and the community an update on the progress made by The COMET in relation to these documents.

Over the course of 2021, a strategic review and planning process would need to be employed to update Vision: 2020 to Vision 2030 and The COMPASS through 2025. Key efforts that this process should look at includes strengthen the relationship with the members of The COMET, revisions to the intergovernmental agreement, determining a path forward for funding The COMET beyond 2029 when the Richland County Penny is expected to be fully expended and determining a reasonable mechanism to fund transit services in Lexington County where transit is needed, evaluating cleaner fuel technologies, determining a path forward for an intermodal facility where The COMET, Amtrak and Intercity Bus could meet and continuing to deliver a quality public transportation service with mobility options to the residents of Richland and Lexington Counties.

I extend my thanks and appreciation for the cooperation and assistance provided by the members of the Central Midlands Regional Transit Authority Board of Directors for their interest and



John  
Andoh

support in the delivery of the tasks in the Vision: 2020 and The COMPASS in a responsible and progressive manner. Special recognition is also due to The COMET's administrative staff for the delivery of the Vision: 2020 and The COMPASS. It is their combined effort that enabled the timely issuance of this report and continued provision of a quality transportation service product for all the Central Midlands to enjoy.

Sincerely,  
John Andoh | Executive Director/CEO

# Vision: 2020

## Connecting People & Building a Future

The COMET's early implementation will be focused service enhancement supported by an emphasis on capital projects in order to maximize federal funds and provide the infrastructure to support growth.



## The Focus

New, innovative services that matches service with passenger and community needs—increased peak service on major corridors, park-and-ride commuter routes, feeder shuttle/routes in neighborhoods and flexible services



Implementation of Compressed Natural Gas, to include on-site vehicle fueling station—reduce fuel costs, improve air quality and support American industry



Fleet replacement and expansion with more diverse vehicles (smaller, more cost effective buses and park-and-ride vehicles)



Aggressive technology expansion to build on existing automated vehicle location (AVL) to make transit information easier to access



Amenities for passengers—shelters, benches & satellite transit hubs



Analysis of real estate for park-and-ride property purchases for future services



Value-added engineering for roadway and pedestrian projects to include transit elements



## The Priorities

Improved frequency along high-capacity transit corridors



Park-and-ride to improve traffic congestion, air quality and access to jobs



Flexible services in low-density areas to connect passengers to high-capacity corridors



Expanded fixed routes as density, demand and funding require



Additional resources and support may be provided through partnerships with employers, universities, non-profit organizations and local governments wishing to create specific services to meet their own organizational needs.



**N** Not Implemented | **IP** In Progress | Implemented

# Evolution of Transit Development

## Years 1-4

### ✓ | IMPLEMENTED

- Aggressive grant application to access federal funds.
- Grow technical capacity in critical areas of grants, finance, planning, technology.
- Prioritized rebuilding transit services discontinued during the CMRTA's Balanced Budget Service Implementation Plan, but restored by The COMET's service plan.
- Neighborhood-friendly buses and amenities (benches/shelters) with satellite transit hubs at connection centers and park-and-ride locations.

### IP | IN PROGRESS

- Create a comprehensive Downtown Intermodal facility (bus, taxi, bike/pedestrian) with mixed-use (police substation or retail).

### FUNDING ASSUMPTIONS

- \$12.5M operating budget with a separate \$2-4M in available match funds annually to apply for and receive between \$8-\$20M in annual federal funds.
- Service will trend with available revenues and availability of federal funds to purchase capital equipment.

Implemented

## Years 4-8

### ✓ | IMPLEMENTED

- Continued infrastructure expansion in support of high capacity corridors, park-and-ride and flexible services, especially buses, amenities and technology.
- Critical emphasis on service expansion, especially park-and-ride, and increased frequencies during peak commuter hours.
- Expanded marketing and planning functions to customize programs for employers, colleges/education and tourism.

### FUNDING ASSUMPTIONS

- \$19M annually: Supports all operational programs while allowing The COMET to apply for and receive up to \$10M in annual federal funds.  
Implemented. Receives about \$6M.
- In eras of reduced federal funds, match funds are aside for discretionary items, single-purpose expenses or a reserve for large-scale infrastructure.  
Implemented. Apply for funds annually.
- Service is expected to "peak" in years 7-9 and then plateau or grow based on revenues and ridership. This peak will include approximately 100 transit vehicles in peak service.

Not Implemented. Peak transit bus is 63. Operations based on available funding.

## Years 8-12

### PEAK SERVICE EXPECTED

- Twenty-five (25) buses along eight (8) high-capacity corridors with 20/30/40/60 minute service—based on ridership demand.

Partially Implemented. 15 Peak buses.

- Forty (45) vehicles in low-density zones (to connect high-capacity corridors)—including fixed route, flexible and DART services.

Implemented.

- Twenty (20) vehicles performing park-and-ride services.

Partially Implemented. 2 Park & Ride lot expresses in operation. 1 discontinued due to low ridership.

- Ten (10) vehicles for local circulators or similar programs.

Implemented due to partnership with University of South Carolina and Soda Cap Connector implemented.

### ✓ | IMPLEMENTED

- System innovation and developing new partnerships for service growth.
- Capital grant match and reserve funds for capital replacement in outlying years.
- Adjustment expenses to match revenue forecasts ensure services are performing adequately and sustainably with local, state, federal and customer revenues.

### IP | IN PROGRESS

- Service refinement through continuous evaluation of performance and costs.

### FUNDING ASSUMPTION

- A \$19M annual expense with a 3% increase per annum beyond year #8. Service expansion occurs when a pattern of revenues will fund an increase (i.e., passenger fares, tax revenues, outside funding partners).

Implemented.

## Years 13-25

### IP | IN PROGRESS

- Maintaining and expanding the most successful and viable services.
- Developing and building innovative services to compete against single-occupant vehicles while supporting regional “smart growth” initiatives and high-density, transit-based, residential/retail investment.

### N | NOT IMPLEMENTED

- Maximize federal funds to maintain high federal investment in the region, to capture the attention and support of the Federal Transit Administration programs. This allows The COMET to seize unique opportunities such as: experimental fuel types and equipment; Bus Rapid Transit start-ups (pre-cursor to rail corridors); property acquisition for rail corridors; or expanded park-and-ride garage facilities.

**Vision: 2020**

# **Operations Roadmap**

# Overview

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

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

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

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

With new technologies and improved infrastructure The COMET will create a more intelligent transit system. Some of these measures include implementing the automated vehicle locator (AVL) and enhanced GPS- tracking to provide real-time arrival and departure information for riders so that they can more efficiently plan their trips using their smart phones or the redesigned COMET website. And the new smartcard fare payment technology will allow riders to quickly and easily recharge their transit passes at terminals to speed rider commutes.

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

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

## ENHANCED SERVICE

### HIGH-CAPACITY TRANSIT CORRIDORS AND LOCAL ROUTES

- Enhancements target frequency, expanded evenings and restored Sundays. **Implemented**
- Traditional transit but with high frequency to make riding transit easy and convenient.

**Limited implementation**

- Ridership rates are well-above other routes with high demand for more services. **Limited implementation**
- Local routes will build on existing successful services and connect people with jobs and shopping. These services will see high frequency peak hours, as supported by ridership.

**Limited implementation**

## NEW SERVICE TYPES

### LIMITED STOP EXPRESS (LSE) ROUTES

- Travels along major metro transit corridors, stopping only at major intersections, transfer points, large employment areas and retail centers. **Limited implementation**
- Limited Stop Express routes are designed to operate both directions to serve suburban and metro commuters. Initially, these routes will only operate during peak periods. Service will expand as supported by ridership. **Limited implementation**

### NEIGHBORHOOD SERVICE & FLEX ROUTES

- Redesigns low-productivity transit routes and uses small buses in neighborhoods to directly connect people with high-capacity transit corridors. **Partially implemented**
- Flex routes allow buses to leave neighborhood service routes to pick-up or drop-off customers in low-density areas. Usually operate in peak service only but use dial-a-ride options in mid-day, evening and on weekends. **Implemented**
- Creates more independence and ridership options for persons with disabilities and the elderly. **In progress**
- High ridership and strong fare collection allows the small services to grow into full-service transit routes. **In progress**

### PARK & RIDE EXPRESS ROUTES

- Dedicated service to parking areas with express service to major employment sites via the region's interstate highway network but will also circulate through downtown to minimize transfers. **Implemented**
- Connect people with jobs or events (downtown employers, events/concerts, USC, etc.) over a longer distance. **Implemented**
- Operates only during peak periods or dedicated event times. All routes will travel into downtown Columbia in the morning and from downtown Columbia in the afternoon with connections to other routes. **Limited Implementation**
- Allows metro workers to reach suburban retail areas for employment while suburban service increases access to metro job markets. **Implemented**

## NEW TECHNOLOGY

### COMPRESSED NATURAL GAS (CNG)

- As part of its environmental commitment and emphasis on supporting American industry, The COMET will actively pursue CNG as its fuel type for its transit fleet. The COMET's leadership in this area brings considerable federal funds and investment that can act as a catalyst for alternative fuel use in the Midlands.

**Not Implemented**

- By opening the first permanent natural gas fuel station to the Midlands, it opens the doors to other fleets from Richland County, City of Columbia, State of South Carolina, University of South Carolina and School Bus fleets.

**Not Implemented**

- The COMET will pursue a strong public-private partnership to bring CNG fuel to the retail market, allowing private citizens to purchase flex fuel, natural gas or hybrid-gas vehicles and fuel for local or regional travel. Emerging green technology—such as bio-gas production—will help establish new industries in the Midlands.

**Not Implemented**

- Natural gas has lower tailpipe emissions, is a US-based fuel product that creates US jobs, costs about 40% less than diesel fuel and permits The COMET to stretch its dollars even-farther. It is very expensive to build the on-site infrastructure and buy the new transit fleet. **Not Implemented**

### CARBON FOOTPRINT

- Measure The COMET's carbon footprint in our region.
- Expand the use of clean fuels.
- Reduce single-occupant vehicle trips in our region.
- Make The COMET's facilities cleaner.
- Market our impact on air quality and carbon footprint.

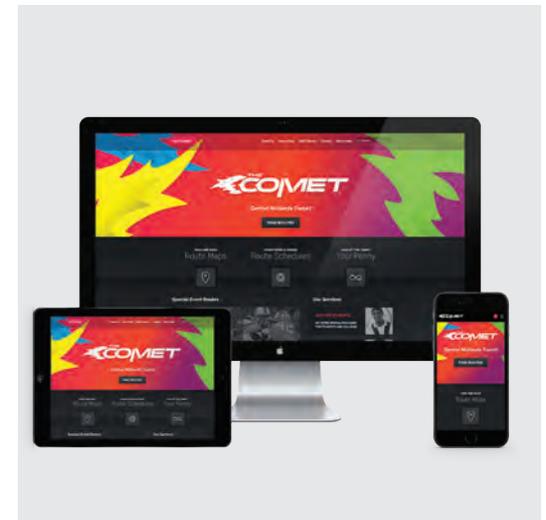
## Transit Technologies

- Compressed Natural Gas (CNG) buses.

**Not Implemented**

- Real time arrival and departure information for transfer points and smart phones **Implemented**
- Web-based transit trip planning and trip matching services for ride-share and vanpool programs. **Implemented**
- New shelters and benches to match the service types. **In Progress**
- A new downtown transit center to support downtown revitalization.

**In Progress**



# High-Capacity Transit Corridors and Enhanced Local Routes

## Corridor #1

### N. MAIN/COLUMBIA COLLEGE

Enhanced to 30-minute all-day service, later evenings, enhanced weekend and restored Sunday service. Key residential and retail corridor with service to Columbia College and Eau Claire Community Center.

The 101 – Implemented.

## Corridor #2

### PALMETTO HEALTH

### RICHLAND/FARROW RD

Enhanced to 30-minute peak service, later evenings, enhanced weekend and restored Sunday service. Will use neighborhood and flex services on weekends to connect to other routes. Key access to Palmetto Health, SC Health Department and large state employment sites.

The 301 – Implemented.

## Corridor #3

### TWO NOTCH RD

30 minute all-day service with new Limited Stop Express route during peak periods to provide near 15-minute service during peak travel times; restore evenings, enhance weekends and restore Sundays. Will enhance a major retail, residential and employment corridor that will reduce auto traffic and connect with new services to the Village at Sandhill.

The 501 – Implemented with Route 53X Express and Route 55 to Village of Sandhill.

## Corridor #4

### FOREST DR

Enhanced to 30-minute peak service, later evenings, enhanced weekend and restored Sundays. Possible Limited Stop Express to Ft. Jackson for support workers and families attending Army graduation ceremonies/ events. Route supports a growing retail and residential corridor.

The 701 – Implemented. Limited service to Fort Jackson not implemented. In discussions with Fort Jackson staff for partnership.



## Corridor #5

### ASSEMBLY/BLUFF RD

Enhanced to 30-minute peak service and 60-minute midday service. Will use neighborhood and flex services on weekends to connect to other routes. Enhances transportation for University of South Carolina students and workers to campus with increased access to special events at Williams-Brice Stadium and State Fairgrounds. High use by students from the University of South Carolina/ Midlands Technical College will allow for 20-minute frequency all day.

The 601 was every 40 minutes, decreased to 60 minutes due to low ridership and became Route 61. Flex bus service implemented on Route 62, weekdays only. Partially Implemented.

## Corridor #6

### DEVINE/GARNER'S FERRY

Enhanced service for the entire area, expanding to Greenlawn Ave. with 30-minute all-day service. A new Hopkins Limited Stop Express route during peak periods will provide near 15-minute service during peak travel times. Restores evenings and Saturdays with Sunday neighborhood service and flex services. Enhanced service to Midlands Technical College, Benedict College housing, Veterans' Administration Hospital and Shandon community.

The 401 – Implemented with Route 44X Express to Hopkins and connections to Routes 62, 46 and 47 flex services. Does not directly serve Midlands Tech or Benedict College housing.

## Corridor #7

### BROAD RIVER/HARBISON

Enhanced with 30-minute peak frequencies; enhanced evening and weekend service, including Sundays. Expanded frequency to Dutch Square Mall, state employment centers and Harbison Rd. retail/employment sites. High ridership builds toward a downtown-to-shopping weekend express service. **The 801 – Implemented. Route 82X discontinued due to low ridership.**

### DOWNTOWN CIRCULATOR

This high-frequency service into downtown Columbia creates the opportunity for a downtown circulator at a much lower cost. As buses arrive downtown, they will depart the new transit center and “orbit” downtown to connect the north and south ends to include Bull and Assembly streets. Quick access to downtown high-rises, University of South Carolina campus and The Vista without having to transfer routes to get there. **Soda Cap Connector implemented with 4 routes, including The Orbit.**

# Neighborhood Service & Flex Routes

## **EAU CLAIRE**

Connects Earlewood, Sunset Rd. and Eau Claire neighborhoods with Broad River and N. Main corridors. Fixed route services give customers quick access to shopping or connections into downtown and Palmetto Health Richland.

**Route 6, implemented.**

## **COLONIAL DR/W BELTLINE**

Connects the neighborhoods between N. Main St. and Two-Notch Rd. to downtown with connections at Farrow Rd. providing increased opportunity to reach job centers.

**Route 88, implemented.**

## **MONTICELLO RD./DENNY TERRACE**

Flex Route with possible dial-a-ride service to connect Denny Terrace, Eau Claire and N. Main St. communities with evening/weekend service.

**Route 31, implemented.**

## **FAIRFIELD RD/ WILSON RD**

Flex Route with possible dial-a-ride service to connect the Wilson Rd. and Northeast Richland County with the N. Main St and Farrow Rd. corridors. Allows for evening and weekend transit services.

**Route 11, implemented.**

## **FOREST ACRES**

Flex Route with possible dial-a-ride service to connect Forest Acres with Two Notch, Forest Dr. and possibly Devine/Garner's Ferry. Allows for evening and weekend transit services.

**Route 74, partially implemented. No weekend or evening service. Possible Route 78 via Trenholm Road to fully implement recommendation.**

## **MILLWOOD/SHANDON**

Flex Route with possible dial-a-ride service to connect The Millwood and Shandon areas with the Forest Dr. as well as Devine/Garner's Ferry Corridors. Also provides connections into Five

Points and the University of South Carolina campus. Allows for evening and weekend transit services.

**Route 42, implemented as fixed route.**

## **ROSEWOOD DR**

Connects Hollywood/Rose Hill/Rosewood neighborhoods with the Devine/Garner's Ferry and the Assembly/Bluff Rd. high frequency corridors with access at Midlands Technical College and Assembly St. Allows for evening and weekend transit services.

**Route 21, implemented.**

## **BUSH RIVER RD/ST ANDREWS**

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

**Route 83L, Route 84, implemented.**

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

## **TWO NOTCH RD LOCAL**

Creates a new local service along Two Notch Rd. that operates between Columbia Place Mall and the Village at Sandhill. This route will operate bi-directionally to take commuters to job centers in both the city and suburbs.

**Route 55, implemented.**

## **TWO NOTCH RD LIMITED STOP EXP.**

Creates a Limited Stop Express that operates from downtown Columbia along Two Notch Road to Columbia Place Mall (or beyond). This route will make limited stops only at major points of interest to our customers. This route will operate bi-directionally bringing commuters to job centers in the city and out to the suburbs. Service will operate during peak periods.

**Route 53X partially implemented via I-77 and not Two Notch.**

## **COLLEGE SPECIAL**

Connects various off-campus apartments for the University of South Carolina, Allen University and Benedict

College students, to the entertainment district of Five Points. This route will operate from Bluff Road to Two Notch Road via Blossom/Harden Streets.

**Route 63, partially implemented, discontinued due to low ridership & competition with free private shuttles.**

## **HOPKINS LIMITED STOP EXPRESS**

Limited Stop Express between Hopkins and downtown Columbia via Garners Ferry Road. Service during peak periods will operate bi-directionally bringing commuters to job centers into the city and out to the suburbs.

**Route 44X, implemented.**

## **EXPANDED DART SERVICE**

For persons with disabilities as service areas grow, as well as access to all fixed routes, and all dial-a-ride/flex services.

**Implemented.**

## **GAMECOCK/EVENT SHUTTLES**

Shuttles to connect downtown Columbia restaurants, hotels and parking garages and The Vista to Williams-Brice Stadium. This enhanced-

fare service will provide circulator-style transit in the downtown Columbia/ University of South Carolina areas, based on demand.

**Route 2001, implemented.**

## **RURAL TRANSPORTATION**

Key to a successful transportation plan is a service as diverse as its communities. Rural communities have distinct needs, focused mainly on access to employment centers and medical care. Solutions—developed in conjunction with communities—will include dedicated van pool programs, volunteer rideshare programs and The COMET providing technical support for private transportation providers. These services will plug outlying communities into the metro transportation network for access to higher education, medical care and employment. As demand builds, new fixed routes and park and rides will follow.

**Vanpool, Routes 46, 47, 97, volunteer driver program, health care shuttle and microtransit in Northeast implemented or in progress of implementation.**



## Park & Ride Express Routes

### NORTHWEST (I-26) EXPRESS

New service from I-26 Exit 97 (Peak) through Columbiana Mall (Harbison) and then back to I-26 into downtown Columbia. Service will operate during peak periods will take commuters to job centers into the city and out to the suburbs.

**Route 82X implemented May 2018, discontinued August 2019 due to low ridership. Route 93X fills in its place as of May 2019.**

### NORTHEAST (I-77) EXPRESS

New service from Blythewood through Killian Road, Palmetto Health Richland to downtown Columbia. Service will operate during peak periods. This route will operate toward Columbia in the mornings and toward Blythewood in the afternoons.

**Route 52X implemented, September 2017 to May 2019, discontinued due to low ridership.**

### SOUTHEAST EXPRESS

New service from James E. Clyburn Intermodal Transportation Center in Sumter through Shaw AFB, Eastover and parts of Lower Richland to downtown Columbia. Service is operated Monday – Friday during peak periods to take commuters to the city of Columbia and to the southeast corridor of the Midlands.

### EAST (I-20) RICHLAND EXPRESS

Creates a service that operates from the Village at Sandhill via Clemson Road, I-20, Columbia Place Mall, Palmetto Health/ Richland Hospital to downtown Columbia. Service will operate during peak periods. This route will operate bi-directionally bringing commuters to job centers into the city and out to the suburbs.

**Route 53X, implemented, uses I-77 instead to Killian Road. Interlines with Route 57L via Clemson Road to Village at Sandhill. Route 44x, implemented.**

### GAMECOCK/EVENT SHUTTLES

New Park & Ride routes from the Northwest, Northeast and East Richland locations for University of South Carolina football games and special events. This premium-fare service will provide round trip express services from key locations to downtown for game day activities based on demand.

**Not implemented. Need to discuss with UofSC. Plan has been prepared on how service can operate.**

# Innovations

## Routes

### DOWNTOWN CIRCULATOR

In addition to the emphasis on connecting workers, students and visitors throughout downtown, new partnerships within the Richland/Columbia area will permit the creation of a circulator to connect hotels, convention centers and restaurants. **Implemented**

### UNIVERSITY & COMMUTER CONNECTIONS

The COMET's 2013 programs to begin connecting students to transit will begin with new lower-cost fare options for students to encourage more use by high school & college students. Partnerships with universities, school districts and major employer locations will allow us to connect a whole new passenger base with a whole new set of commute options.

**Implemented partnerships with Allen, Richland 1, Richland 2, Lexington-Richland 5, Columbia College, Midlands Technical College and UofSC for Route 91. Employer partnerships include Nephron, McEntire Produce, Prisma Health and Lexington Medical Center. Implemented**

### DEDICATED JOB-CENTER ROUTES

As new industry arrives and existing businesses expand, shift work at major employment sites can become more challenging and can create increased burden on the local infrastructure (traffic, lack of surface parking). New partnerships with large employers allows for specialized transit routes (open to the public) from downtown to industrial parks, warehouses or manufacturing centers.

**Implemented**

### LEXINGTON COUNTY TRANSPORTATION

While focused on Richland County as the primary funding source, Lexington County and its many towns and communities will have access to similar programs and services on a pay-as-you-go basis. Several high-capacity transit and Park & Ride corridors exist in Lexington County the opportunity to add neighborhood service and flex/dial-a-ride programs services in outlying communities.

- Work with the existing Lexington County Transportation Working Group as a vehicle to strengthen the relationship, garner cooperation, and support by/ from Lexington County. **In Progress**
- Identify and engage other stakeholders (large businesses like Amazon, Nephron, Midlands Technical College, Walmart and key community leaders) who could serve as partners to grow ridership/contribute resources.

**Implemented**

- Assess the current and future transit needs of Lexington County as well as the needs of current riders going to and from Lexington County. **In Progress**
- Survey the attitudes and beliefs of key stakeholders about the bus system. **In Progress**
- Offer bus rides and facility tours for stakeholders (business, political, and civic).

**Implemented through Community Leaders Program**

## Technology

### INTELLIGENT TRANSIT SYSTEMS

- The COMET will take the next step in technology by adding automated vehicle location (AVL) to allow real-time arrival and departure information for customers at stops or on smart phones.

Implemented

- GPS-tracking on buses can help trigger lights to turn green on major corridors helping push the buses through clogged city traffic and speed up commute times. **Not Implemented**

- New technology will text passengers when their buses will arrive (with user-defined settings) and even let them track the closest bus while waiting on the street corner and use web-based trip planning on The COMET's new web-site.

Implemented

- Smartphone apps for visitors can link them to transit and QRT/bar-code technology around town can tell tourists about routes and services on-the-go. **Implemented**

- Smartcard fare payment technology will allow customers to ride with the tap of their card and can recharge their transit passes at terminals (similar to an ATM). This also provides real-time bus arrival information, general passenger information and advertising revenue for the system. **Implemented**

## Rider Amenities

- An improved downtown Transit Center with off-street bus access and off-street waiting areas. The new downtown transit center will give customers a more secure, convenient and cleaner way to ride transit services. Buses will no longer line up downtown for route transfers therefore downtown sidewalks will be easier to navigate for pedestrians. Customers will be able to catch their buses at the same gate every day to improve reliability and get them home on time.

In Progress at Lucius Road

- New buses for major corridors will be state-of-the-art, low-floor buses. New, on-board technologies will announce major stops, digitally display the cross-streets and include on-board security cameras. New ergonomic seating with stainless steel interiors (and on-board Wi-Fi for Park & Ride routes) will create the look and feel of a light-rail train car.

Implemented

- New neighborhood service and flex route buses will be smaller, less expensive to operate and more neighborhood friendly. In addition to being quieter, they have a lower profile, take up less of the road and support the feeling of community. They are less expensive to purchase and permit service in new areas until ridership grows. **Implemented**

- Brand new benches, shelters and signs with enhanced services at Super Stops and neighborhood connection points will feature solar lighting; reflective decals and real time arrival information at enhanced stops will make for safer and more convenient transfers. Trash and recycling bins will make it easier to keep the areas clean and neat. All bus stop signs will be replaced with high visibility signage to include the route and travel information. **Implemented**

## Multi-modal System

The problem of first mile/last mile (how a passenger gets to and from routes at a distance) has long dogged the transit industry. With the advent of GPS and smartphone technologies we are realizing others can contribute to solving this problem. Uber and Lyft (app-based auto transport) and biking and bike sharing are shrinking the spaces between routes and destinations, or allowing transit to do the daytime part of a trip, the rideshare app the late night part. Of course, every transit trip begins and ends with a pedestrian trip. We no longer think of transit as a stand-alone mode. Multimodalism includes ADA accessibility, great pedestrian and cycling amenities, connections to Amtrak, Greyhound, and Megabus. Development of passenger service on existing rails is feasible for longer commutes:

- Establish a workgroup to analyze regional transportation needs and provide recommendations for a regional multi-modal plan including municipalities, elected officials, SCDOT, USC and other appropriate stakeholders.  
**Implemented**
- Create a long-range, integrated, regional transportation plan that meets the needs of future riders.  
**In Progress**
- Ensure circulator services are established to provide a connection hub for various modes of transportation.  
**In Progress**
- Formalize relationship with the City of Columbia and other stakeholders to implement the Walk Bike Columbia Plan and work with other municipalities to create a bike-ped-transit plan.  
**Implemented Member of BAPC Committee**
- Coordinate road, bike, transit funding to maximize funding opportunities. **In Progress**
- Larger-capacity bicycle racks to support growing use of transit for bicyclists—in partnership with business and employers—will encourage riders to bike to the route and ride transit to their destination. **Implemented**

# The COMPASS

# Goal Progress

## Diversify Ridership

### EXPLORE THE NEEDS OF CURRENT AND FUTURE RIDERS

There is an old adage in business that the best customer one can get is the customer one already has. The COMET is essential transportation for thousands of people in the Midlands and this agency does not, and will not, take them for granted. At the same time, the transportation goals of this community cannot be achieved without reaching new customers. The following action items will help us continue to meet our existing customers' demands while filling seats with residents new to transit:

- Conduct focus groups with current riders to understand how transit can be improved and non-riders to understand why they do not use transit. **Implemented**
- Engage employees such as bus drivers, supervisors, and transit center workers to get their feedback on what would improve customer experience. **In Progress**
- Establish a multi-jurisdictional approach to growing ridership. **In Progress**

### IMPROVE BRANDING/MARKETING

When the bright colors of the first rebranded COMET buses hit the streets people asked if there were two transit systems in the Midlands. Having a consistent, unified brand across all platforms is basic to the success of this organization. Promoting that brand to the broader community is the essential next step. The COMET will do the following to advance the system's branding and marketing:

- Complete the branding of all vehicles to project one fleet. **Implemented**
- Participate in community events, festivals, fairs and expos. **Implemented**
- Promote pass programs to businesses, hotels and tourism industry. **In Progress**
- Increase advertising campaigns in local publications. **Implemented**
- Aggressively pursue messaging on social media. **Implemented**
- Promote First Year Freedom passes to colleges and universities. **Implemented and discontinued in FY19-20**

### MAKE CATCHING THE COMET EASIER

In the United States we train young people to drive in high schools and most adults grew up in suburban neighborhoods where owning and operating automobiles was preferred if not essential to daily living. As a result most Americans have little experience with transit. The COMET has to make transit easy to use to attract new riders.

- Develop "How to ride the bus" promotional material and videos to instruct new users. **Implemented**
- Make sure all customer information (schedules, fare structure, etc.) is current and easily accessible (i.e. at libraries, utility services centers, churches, voter registration offices, tax offices, etc.). **Implemented**
- Provide resources that offer assistance to first-time, non-English speaking and low-literacy riders. **Implemented with Language Line**

## Redesign the Network

The route network The COMET runs today is largely the same as the one in operation more than forty years ago. Areas that boomed in the 1970s and 80s are awaiting redevelopment while areas “out in the country” back then now have significant percentages of the region’s population. The Penny provides a consistent source of income and resources should be developed and deployed to the maximum effect. To redesign the network, The COMET will:

- Establish targeted benchmarks for various service types, service areas, in vehicle time, with checks and criteria to guide the adjustment of service. **Implemented**
- Adopt a clean slate/”no sacred cows” policy which is guided by population data, activity centers/destinations and other relevant factors. **Implemented**
- Maximize the use of technology in redesigning the network. **Implemented**
- Establish budget parameters for designing service. **Implemented**
- Utilize pilot routes to guide the introduction of new routes in order to get data that can only be collected on the street. **In Progress**

## Obtain Optimal Fleet

The COMET can realize significant savings from the right mix of vehicles and fuel types that can be put toward additional service. Vehicles can range in size from Dodge Mini-vans to 60-foot articulated buses and use diverse fuels like diesel, propane, compressed natural gas, and electricity. To obtain the optimal fleet the COMET will:

- Conduct a fleet vehicle needs assessment based on service needs and ridership usage. **Implemented**
- Adopt industry best practices for establishing the right fleet vehicle mix to meet planned growth in the area. **Implemented**
- Create a purchasing plan with benchmarks for vehicle replacement. **Implemented**
- Establish standards for ensuring the right size vehicle is used for the area being served. **Implemented**
- Establish standards for ensuring the right vehicle amenities are available to meet the riders’ needs. **Implemented**

## Board Governance

The single, clearest need identified in the strategic planning process was to improve communication between the

three parts of transit system: the board, the executive director and staff, and the contract operator. The board of directors was reconstituted in 2011 and there has been recent change over of board membership. The bylaws, created in 2002 and amended in 2004 and 2011, need updating and The COMET as a whole has been lacking in policies delineating responsibilities, work and communication flows, and board member responsibilities.

- Update the bylaws to reflect new realities after passage of the Penny. **Implemented**
- Write a policy detailing communication between the board, the executive director and his staff, the contract operator, the union, passengers, and the broader community. **Implemented Board Policy #6**
- Detail board member roles and responsibilities. **Implemented Board Policy #2**
- Create a procedure for addressing matters before the board to facilitate a work flow. **Implemented Board Policies #3 & #4**
- Institute a board member orientation process for current board members and new board members moving forward. **Implemented Board Policy #1**
- Clarify how agendas and meeting minutes will be written, recorded, and distributed. **Implemented Board Policies #3, #4 and proposed Board Policy #8**

# Financials

Over a 22-year period The COMET will collect \$300,991,000 or \$13,681,409 annually. These funds will be used to operate fixed-route and DART transit, to purchase buses, shelters, and benches, and to build facilities, leveraging capital dollars from the federal government, and pay for staff and auxiliary services. While the Penny is a dependable revenue source, in order to use these funds responsibly The COMET requires a funding plan that considers all actual and potential funding sources, accounts for capital needs, and budgets for inflation.

## Define Needs

- Examine the proposed strategic priorities and provide projected costs to implement each of the recommended action outcomes. **In Progress**
- Recommend priorities for annual expenditures based on the approved Strategic Plan. **Implemented**
- Identify the necessary funds to support the approved priorities. **In Progress**

## Evaluate Existing Funding Mechanisms

- Evaluate the adequacy of the existing funding mechanisms to meet the long-term strategic vision of the Board and/or those of a changing environmental landscape through the year 2035 and provide a report to the Board. **Implemented through long term financial model**
- Establish a Public Transportation Consortium consisting of key stakeholders (Richland County, City of Columbia, SCDOT, Lexington County, Chambers of Commerce, COG and others) to engage discussions about existing and future funding and transit service needs. **Not Implemented**

## Maximize Productivity and Existing Assets

- Conduct a budgeting and spending workshop for The COMET board, staff and contractor operator staff. **Implemented**
- Develop a budget that is consistent with the approved “Strategic Plan Priorities” and recommend for consideration to the Budget Committee and Board of Directors. **Implemented**
- Identify the financial metrics necessary to monitor ongoing productivity and efficiency. **Implemented**
- Develop and then implement a financial management plan that includes the collection of the necessary information to monitor continually the efficiency and productivity. **Implemented**
- Develop and implement an ongoing fleet replacement plan. **Implemented**
- Provide orientation and annual training to the COMET staff and contract operator staff on the implementation and utilization of the information. **Implemented**
- Evaluate the data output on an ongoing and frequent basis and provide quarterly reports to the Board of Directors. **Implemented**
- Provide regular feedback to other stakeholders (funding sources, customers and potential customers) regarding the outcome of the efficiency and productivity metrics in an annual report as well as through an ongoing comprehensive marketing effort. **In Progress**

## Maximize Productivity and Existing Assets

- Review transit system case studies or best practices to identify new funding opportunities and make recommendations to the Board for adoption. **In Progress**
- Coordinate and implement the logistics for at least two site visits for the Board and senior The COMET staff to observe and research other identified benchmark transit systems to ascertain best practices and successes relative to new and expanded revenue options, pilot programming, etc. **Not Implemented**
- Continually engage the public through a comprehensive marketing campaign to inform them that the existing funds are being efficiently maximized and to ensure that services are meeting the needs of the community (sharing the successes of the system). **Implemented**
- Identify best use and apply for available federal funds. **Implemented**
- Explore all available additional funding sources and revenue generators (grants, incentive programs, farebox opportunities, etc) and implement appropriate programming on an ongoing basis and provide a report with recommendations to the Board. **Implemented**
- Engage in conversation and networking with other transit providers around the state and actively advocate for public transit funding needs in the SC General Assembly and US Congress. Legislative Updates should be provided to the Board on a quarterly basis or as frequently as necessary. **Not Implemented**
- Make a decision on the feasibility of CNG use as a cost savings mechanism as well as potential revenue generator. **Not Implemented**



# COMPASS Checklist

N Not Implemented | IP In Progress | ✓ Implemented

## Staff

- ✓ Create a reporting mechanism to measure system safety, reliability, and efficiency.

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- ✓ Produce monitoring instrument to ensure contract operator meets standards in the contract.

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- IP Install 100% of benches and shelters according to the adopted stop policy.

---

- ✓ Coordinate all three current smartphone technologies (Plan, Track, Pay) into a single Catch The COMET app.

---

- ✓ Identify and implement an immediate list of improvements to the interior and exterior of the transit center.

---

- IP Conduct a survey to measure effective customer service and areas for improvement.

---

- IP Involve community stakeholders in identifying current and future decisions to improvement amenities and facilities.

## COG

- ✓ Assess current location to determine if present location meets future growth/expansion.

---

- ✓ Determine if neighboring property to the transit center can be acquired for expansion at the current location.

---

- IP Explore and identify additional sites for relocating transit center.

---

- ✓ Create a long-range, integrated, regional transportation plan that meets the needs of future riders.

## Operator

- ✓ Review current safety program to measure effectiveness.

## Board

- ✓ Adjust board stop policy as needed to expand locations for shelters and benches.

**THE COMET**



## DBE Compliance Invoice Review

Contractor: Transdev Services, Inc.

Transdev Invoice Period: 3/1/20 to 3/31/20

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	\$1,538.71 <i>Payment issued - n/a</i>	60% (supplies)	\$923.23
New Age Protection	Security	\$32,715.90 <i>Payment Issued - n/a</i>	100%	\$32,715.90
Capital Building Services	Janitorial	\$8,875.00 <i>Payment Issued - n/a</i>	100%	\$8,875.00
Capital Building Services	Landscaping	\$3,183.34 <i>Payment Issued - n/a</i>	100%	\$3,183.34
Capital Building Services	Bus Detailing	\$5,555.00 <i>Payment Issued - n/a</i>	100%	\$5,555.00
Transport Care Services	DART/Paratransit	\$260,335.20 <i>Payment Issued - n/a</i>	100%	\$260,335.20
Transport Care Services	Repair Parts	\$128,725.62 <i>Payment Issued - n/a</i>	60% (supplies)	\$77,235.37
AIA Corporation	Safety/Uniforms	\$5,840.00 <i>Payment issued - n/a</i>	100%	\$5,840.00
Nissi Group, Inc.	Survey Services	\$6,650.54 <i>Payment issued - n/a</i>	100%	\$6,650.54
EdRush Consulting & Dev	Uniforms	\$0	100%	\$0
	Total amount counted towards Contract Goal for March 2020 invoice period			<b>\$401,313.58*</b>
	Total amount Transdev paid to committed DBEs as of March 2020 Invoice Period			<b>\$16,890,611.07</b>
	Total invoices paid by The COMET to Transdev as of March 2020 Invoice Period			<b>\$61,747,078.34 **</b>
	Percentage towards Contract Goal of 25.9%			<b>27.4%</b>

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

\*\*The total paid to Transdev is reflective of the last payment to Transdev through March 31, 2020. This amount is included in the financial records prepared by The COMET's Finance Office.

Reviewed by The COMET-Director of Regulatory Compliance & Civil Rights Officer: *Arlene Prince* Review Date: 5/7/20



### DBE Compliance Invoice Review

Contractor: Transdev Services, Inc.

Transdev Invoice Period: 6/1/20 to 6/30/20 (Revised)

Committed DBEs:

DBE Firm	Description of Work Performed	Invoice Amount	Percentage Counted Towards DBE Goal	Amount Counted Towards DBE Goal
Capital Building Services	Janitorial	\$13,660.00	100%	\$13,660.00
Capital Building Services	Landscaping	\$960.00	100%	\$960.00
Capital Building Services	Bus Detailing	\$8,241.00	100%	\$8,241.00
Transport Care Services	DART/Paratransit	\$197,464.65	100%	\$197,464.65
	Total amount counted towards Contract Goal for June 2020 invoice period			\$220,325.65*
	Total amount Transdev paid to committed DBEs as of June 2020 Invoice Period			\$17,687,484.84
	Total invoices paid by The COMET to Transdev as of June 2020 Invoice Period			\$67,363,347.73 **
	Percentage towards Contract Goal of 25.9%			26.3%

Note: \* Documents were not received for the reporting period to verify proof of payment.

\*\*The total paid to Transdev is reflective of the last payment to Transdev through June 2020. This amount is included in the financial highlights prepared by The COMET's Finance Office for the Month End June 2020.

Reviewed by The COMET-Director of Regulatory Compliance & Civil Rights Officer: Arlene Prince Review Date: 8/7/20



### DBE Compliance Invoice Review

Contractor: Transdev Services, Inc.

Transdev Invoice Period: 5/1/20 to 5/31/20

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	<i>Unavailable</i>	60% (supplies)	\$0
New Age Protection	Security	<i>Unavailable</i>	100%	\$0
Capital Building Services	Janitorial	<i>Unavailable</i>	100%	\$0
Capital Building Services	Landscaping	<i>Unavailable</i>	100%	\$0
Capital Building Services	Bus Detailing	<i>Unavailable</i>	100%	\$0
Transport Care Services	DART/Paratransit	<i>Unavailable</i>	100%	\$0
Transport Care Services	Repair Parts	<i>Unavailable</i>	60% (supplies)	\$0
AIA Corporation	Safety/Uniforms	<i>Unavailable</i>	100%	\$0
Nissi Group, Inc.	Survey Services	<i>Unavailable</i>	100%	\$0
	Total amount counted towards Contract Goal for May 2020 invoice period	<i>Unavailable*</i>		
	Total amount Transdev paid to committed DBEs as of May 2020 Invoice Period	<b>\$17,202,296.67</b>		
	Total invoices paid by The COMET to Transdev as of May 2020 Invoice Period	<b>\$65,708,513.79 **</b>		
	Percentage towards Contract Goal of 25.9%	<b>26.2%</b>		

Note: \* Documents were not received for the reporting period to verify proof of payment.

\*\*The total paid to Transdev is reflective of the last payment to Transdev through May 2020. This amount is included in the financial highlights prepared by The COMET's Finance Office for the Month End May 2020.

Reviewed by The COMET-Director of Regulatory Compliance & Civil Rights Officer: *Arlene Prince* Review Date: 7/2/20



## Financial Highlights FY 2020

### Month End May 2020

*91.67% of fiscal year completed*

#### ✦ Net Income (Loss):

- Including depreciation - Month = ~\$714k Actual YTD = ~\$5.97M
- Excluding depreciation - Month = ~\$960k Actual YTD = ~\$7.67M

#### ✦ Total Revenue:

- Actual YTD ~ \$29.46M compared 11/12<sup>th</sup> of annual budget at ~\$30.54M; total YTD collections average ~96% of annual budgeted amount

#### ✦ Total Expenses (w/depreciation):

- Actual YTD ~ \$23.49M compared to 11/12<sup>th</sup> of annual budget at ~ \$32.56M; total YTD expenditures represent an average ~ 72% of annual budget
  - YTD paid to Contract Operator since 7/1/2015 – reporting month ~\$65,708,513.79
    - Payments include any liquidated damages
  - Professional Contract Svcs, Marketing & Security (4203, 4361, 4509):
 

▪ ABLE South Carolina	3,549
▪ Auger Consulting	6,435
▪ Blytheco, LLC	57
▪ Brownstone Design LLC	8,475
▪ Burr Forman McNair	14,680
▪ Cambridge Systematics	33,998
▪ Chernoff Newman, LLC	7,425
▪ iT1 Solutions	5,500
▪ Mauldin & Jenkins LLC	285
▪ Michael Dantzler	200
▪ Nexsen Pruet, LLC	6,000
▪ Robinson Gray Law Firm	4,518
▪ Transit Management Oversight & Solutions	9,370
▪ Marketing, Adv & Promotion (Flock & Rally included)	55,604
▪ Security	39,300
  - Board Expenses (4210):
    - Jackets 96
  - Employee Training (4518): (includes per diem, flight, hotel, registration fees & related expenses)
    - N/A

#### ✦ Cash:

- Wells Fargo - Operating: ~\$ 8.70M
- OPTUS Bank Reserve Funds: ~\$ 6.478M
  - ✓ See Condensed Statement of Financial Position for breakdown details
- Local Government Investment Pool (LGIP): ~\$17.08M
  - ✓ See Condensed Statement of Financial Position for breakdown details
- Total collections of Penny Revenue since 2013 to present:
  - ✓ \$119,711,252 of \$300,991,000 allocation; remaining balance = \$181,279,748



## Financial Highlights FY 2020

### Month End June 2020

*100% of fiscal year completed*

#### ✦ Net Income (Loss):

- Including depreciation - Month = ~\$(604)k Actual YTD = ~\$5.32M
- Excluding depreciation - Month = ~\$(338)k Actual YTD = ~\$8.29M

#### ✦ Total Revenue:

- Actual YTD ~ \$30.72M compared 100% of annual budget at ~\$30.33M; total YTD collections average ~101% of annual budgeted amount

#### ✦ Total Expenses (w/depreciation):

- Actual YTD ~ \$25.40M compared to 100% of annual budget at ~ \$32.56M; total YTD expenditures represent an average ~ 76% of annual budget
  - YTD paid to Contract Operator since 7/1/2015 – reporting month ~\$67,363,347.73
    - Payments include any liquidated damages
  - Professional Contract Svcs, Marketing & Security (4203, 4361, 4509):

▪ ABLE South Carolina	3,549	• Language Line	50
▪ Auger Consulting	6,670	• Michael Dantzler	350
▪ Blytheco, LLC	153	• Nexsen Pruet, LLC	6,000
▪ Brownstone Design LLC	9,640	• RLS & Assoc	3,854
▪ Burr Forman McNair	4,000	• Robinson Gray Law Firm	7,575
▪ Center for Transportation & the Environment	14,287	• Transit Management Oversight & Solutions	6,950
▪ Chernoff Newman, LLC	7,987	• Solutions for Transit	31,970
▪ Halsey King & Assoc	4,100	• Marketing, Adv & Promotion (Flock & Rally included)	34,508
▪ iT1 Solutions	5,500	• Security	51,060

- Board Expenses (4210):

- Workshop 125

- Employee Training (4518): (includes per diem, flight, hotel, registration fees & related expenses)

- J. Andoh – Las Vegas 1,908

#### ✦ Cash:

- Wells Fargo - Operating: ~\$ 6.80M
- OPTUS Bank Reserve Funds: ~\$ 6.46M
  - ✓ See Condensed Statement of Financial Position for breakdown details
- Local Government Investment Pool (LGIP): ~\$17.09M
  - ✓ See Condensed Statement of Financial Position for breakdown details
- Total collections of Penny Revenue since 2013 to present:
  - ✓ \$119,711,252 of \$300,991,000 allocation; remaining balance = \$181,279,748
  - ✓ Billed for 4<sup>th</sup> quarter FY20 revenue (\$4,396,088.41)



## Financial Highlights FY 2021 Month End July 2020

*8% of fiscal year completed*

### ✦ Net Income (Loss):

- Including depreciation - Month = ~\$(1.35)M Actual YTD = ~\$(1.35)M
- Excluding depreciation - Month = ~\$(1.10)M Actual YTD = ~\$(1.10)M

### ✦ Total Revenue:

- Actual YTD ~ \$1.62M compared 1/12 of annual budget at ~\$35.90M; total YTD collections average ~6% of annual budgeted amount

### ✦ Total Expenses (w/depreciation):

- Actual YTD ~ \$2.97M compared to 1/12 of annual budget at ~ \$35.14M; total YTD expenditures represent an average ~ 9% of annual budget
  - YTD paid to contract operator RATP Dev 7/1/2020 to present: ~\$ 223,529
  - YTD paid to contract operator Transdev 7/1/2015 to present: ~\$67,402,404
    - Payments include any liquidated damages
  - Professional Contract Svcs, Marketing & Security (4203, 4361, 4509):

✦ ABLE South Carolina	3,794	✦ Language Line	40
✦ Auger Consulting	3,770	✦ Michael Dantzler	150
✦ Brownstone Design LLC	6,391	✦ Nexsen Pruet, LLC	4,000
✦ Burr Forman McNair	30,684	✦ RLS & Assoc	448
✦ Cambridge Systematics	33,998	✦ Robinson Gray Law Firm	2,773
		✦ Transit Management Oversight & Solutions	2,678
✦ Chernoff Newman, LLC	5,550	✦ Solutions for Transit	12,462
✦ Engineering Proc & Const	1,500	✦ Marketing, Adv & Promotion (Flock & Rally included)	51,097
✦ Haynesworth Sinkler Boyd	4,338	✦ Security	80,401
✦ iT1 Solutions	5,500		

- Board Expenses (4210): 0
- Employee Training (4518): (includes per diem, flight, hotel, registration fees & related expenses) 0

### ✦ Cash:

- Wells Fargo - Operating: ~\$ 6.17M
- OPTUS Bank Reserve Funds: ~\$ 6.48M
  - ✓ See Condensed Statement of Financial Position for breakdown details
- Local Government Investment Pool (LGIP): ~\$17.10M
  - ✓ See Condensed Statement of Financial Position for breakdown details
- Total collections of Penny Revenue since 2013 to present:
  - ✓ \$119,711,252 of \$300,991,000 allocation; remaining balance = \$181,279,748
  - ✓ Billed for 4<sup>th</sup> quarter FY20 revenue (\$4,396,088.41) - expected Aug

To: Transportation Penny Advisory Committee, et al  
 From: Natavis Eric Harris, Planning & Development Specialist  
 Date: Monday, September 28, 2020  
 Subject: The COMET - Planning Activities Update

Over the past few months, The COMET has focused its planning efforts on extending service to the University of South Carolina. This partnership is expected to drive a more uniform approach as we continue to increase the effectiveness of the transit system. In conjunction, The COMET has successfully started the planning process for Reimagine The COMET, welcoming input from Richland County, Lexington County, City of Columbia and more. Please see an overview of the current planning projects below:

### Current Projects

- 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 currently entering into the public outreach phase. [The Reimagine The COMET](#) website was released to the public on September 1, 2020.

## Project Timeline



Spring 2020



## Project Overview

Reimagine The COMET is the ongoing study to redesign the agency's bus network, and you can be part of it. This 18-month study will look at the strengths and challenges in the existing bus system to redesign a bus network that reflects the community's values. Over the past few decades, the region has been growing, but the bus network has not been looked at holistically to reflect those changes. This project will review all the bus routes to come up with a new network that works better for Richland and Lexington Counties.

## Key Stats



Operates **39 fixed routes**



Serves more than **9,000 passengers** each weekday



Provides transit service within 1/2 mile of nearly **250,000 people** in the region

The goals of Reimagine The COMET are to:

- Analyze the existing network
- Design a new network that reflects the values of the community we serve

## Reimagine The COMET will:



Hear from existing riders and potential riders in Richland and Lexington Counties.



Build on what is working well today and identify ways to improve.



Understand existing operational and ridership conditions for each route and system-wide.



Do a "blank slate" plan to come up with a network designed for the people and places of today



Determine how The COMET should allocate resources and measure success.



Improve reliability and connections within the network



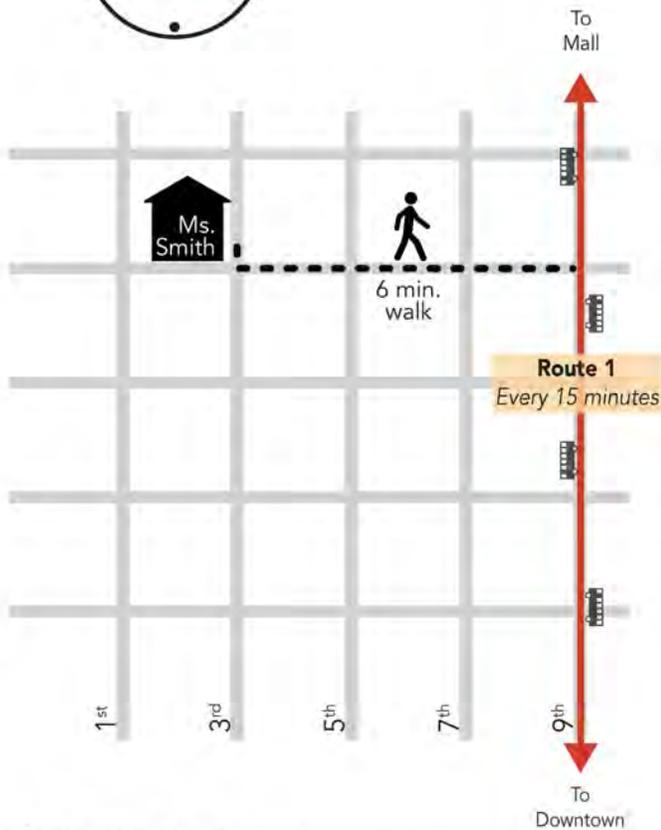
## Walking OR Waiting

In the following question, by "walk" we also mean roll in a wheelchair, bicycle or scooter, or in some other way get to the bus stop.

In the fictional illustrations below, the same amount of transit service is used in two different ways. On the left, the transit service is designed to minimize waiting. On the right, it is designed to minimize walking.

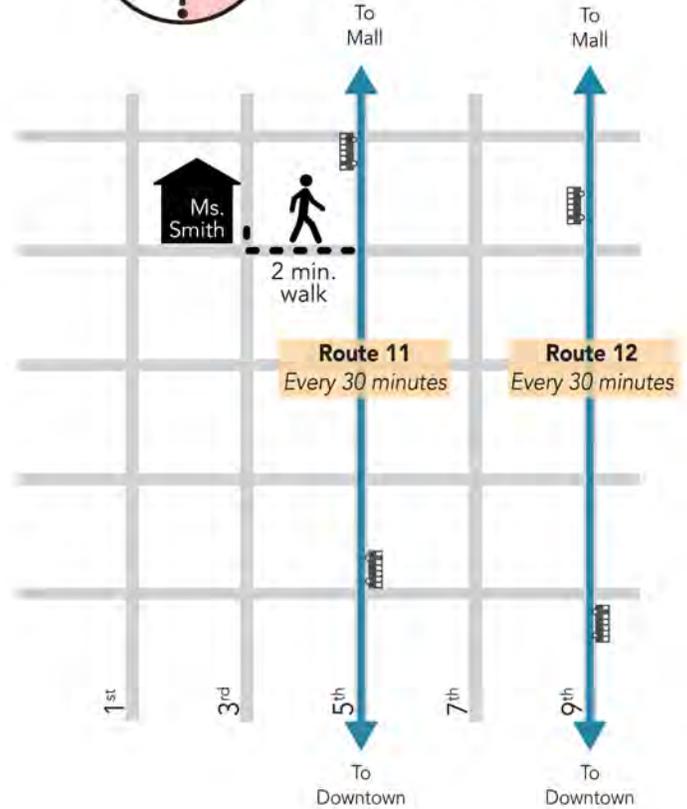
### Minimize Waiting

with routes coming every 15 mins., more widely spaced.



### Minimize Walking

with closely-spaced routes coming every 30 mins.



+4 MORE MINUTES WALKING  
-7.5 FEWER MINUTES WAITING ON AVERAGE =  
3.5 MINUTES FASTER ON AVERAGE

## Based on the options above, which would you prefer in general?

Minimize waiting: Walk farther, but have a shorter wait for your bus? (see above, left)

Minimize walking: Walk a shorter distance, but wait longer for your bus? (see above, right)



## Ridership OR Coverage

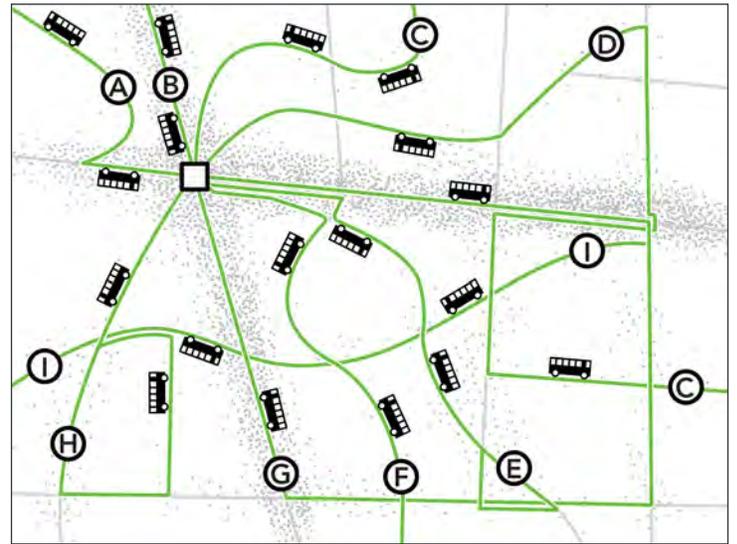
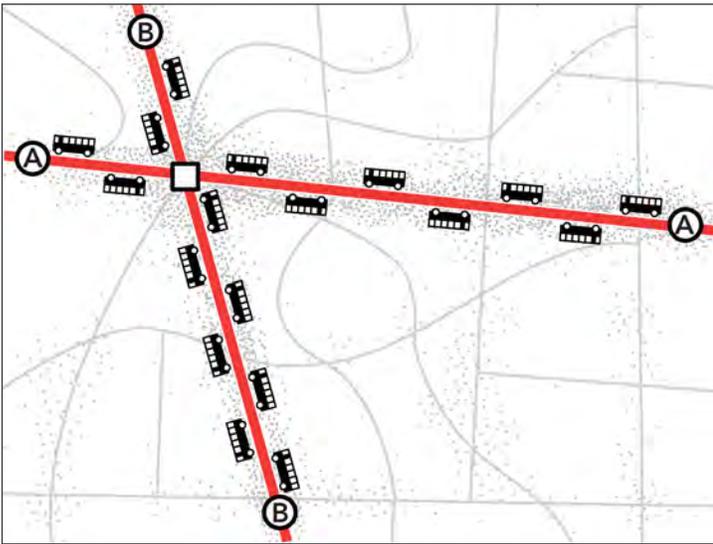
Within a fixed budget, a transit agency must make a choice in how to distribute its service.

On the left, bus service is concentrated into a few frequent routes, only in the busiest areas. Waits are short and trips are faster in places with the most residents and businesses. However, less-populated areas may have no service at all. We call this a **High Frequency** or **High Ridership Scenario**.

On the right, most streets have some minimal bus service, even in places with very few people. Everyone is a short walk from a bus stop, but waits are long and trips are slow. We call this a **High Coverage Scenario**.

**Main Goal: Maximize Ridership** with a few high-frequency routes along direct corridors with lots of destinations.

**Main Goal: Maximize Coverage** with many low-frequency routes on nearly all roads, even those with few destinations.



## Based on the options above, which would you prefer in general?

This choice represents a spectrum. Where do you think The COMET's network should be on that spectrum? Which comes closer to representing your own values? How should we divide The COMET's limited budget between spending on frequent service that many people will ride, and spending on wide coverage of many areas?

## Why Reimagine The COMET?

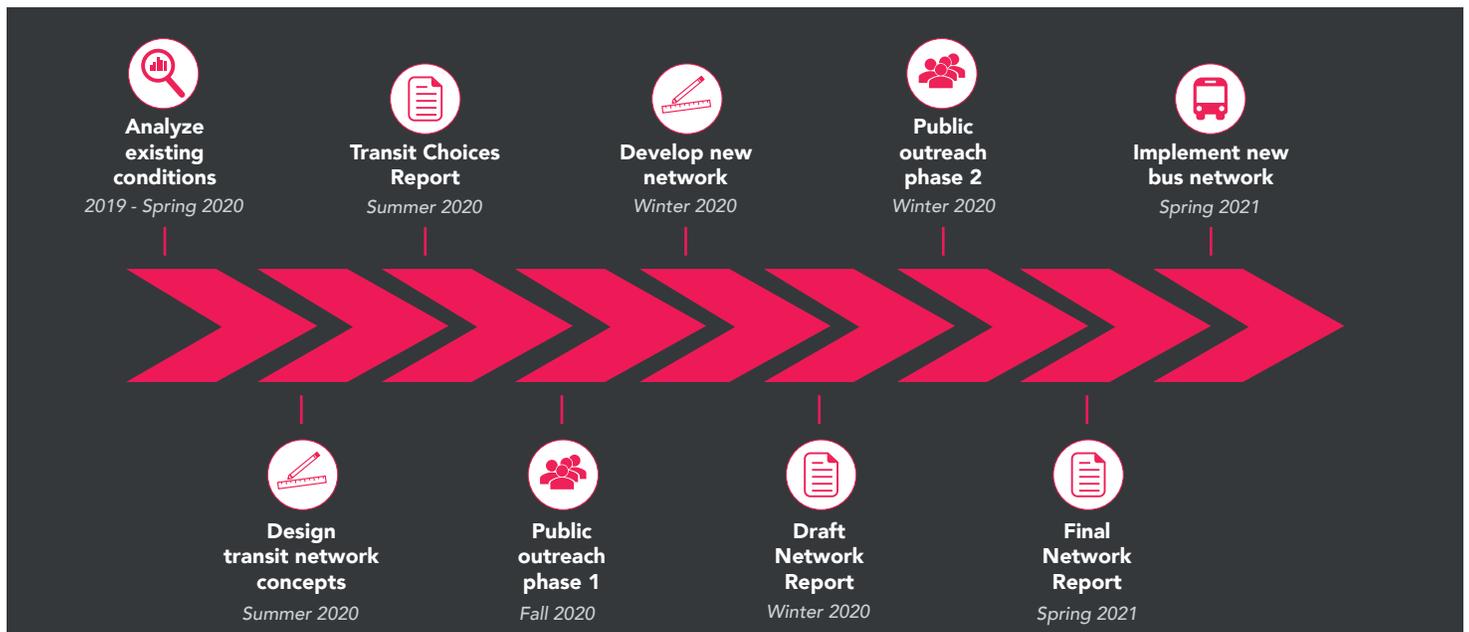
Over the past few decades, Richland and Lexington Counties have changed a lot. While specific bus routes have been tweaked over time, the entire design of the network has not been revised for 128 years. Many routes still follow old streetcar lines from the Broad River Power Company and SCE&G bus routes.

A transit network can be designed in many different ways and none of them are inherently right or wrong. However, the design of the network should reflect the values of the community it serves. Many small tweaks and the lack of a systemwide revision, often lead to an increasingly complex transit system that

does not serve the community adequately. This can discourage people from using the system. When this happens, agencies like The COMET do a “blank slate” plan to come up with a network that is designed for the people and places of today. This study will take a fresh look at the entire bus network and develop alternatives for a new network and a 10-year plan for growth and expansion of the transit system.

Reimagining a bus network forces us to make some hard choices. In this project, we will reach out to the community to ensure that we are making the choices that best reflect the values of our residents.

## Project Timeline



## Get Involved

We are currently analyzing the existing system and will be providing a report and will engage riders and the public soon on key choices to inform the reimagining. You can still provide any ideas and comments to us by email, phone, or at our website below.



Reimagine The COMET will include two rounds of public outreach. Event dates will be posted on the Reimagine The COMET website as they become available. Visit [www.CatchTheCOMETSC.gov](http://www.CatchTheCOMETSC.gov) to learn more.



Surveys will be conducted during both public outreach phases and you can send us questions or comments through the project website, [www.CatchTheCOMETSC.gov](http://www.CatchTheCOMETSC.gov).

- On September 1, 2020 The COMET welcomed [15 additional routes](#) to its fleet. Three of the routes (listed in red) are suspended until January 2021.
  - 13 North Loop
  - 14 Express
  - 15 Yellow
  - 16 Greek Village
  - 17 Green
  - 18 Red
  - 19 Blue
  - 20 West Campus Fall, Spring, Fall Reduced, & and Springs Reduced
  - 23 Gateway-MTC-Beltline
  - 24 Evening 1
  - 25 Evening 2
  - 94 Gateway-MTC-Airport
  - 2001 Gamecock Express
  
- Below is a list of bus shelters and benches that were installed from May 2020 to Present.

<u>Stop Location</u>	<u>Completion Date</u>	<u>Installation</u>
Knox 12th WB	08/25/20	Bench
St Andrews Drury EB	8/7/20	Shelter
Gregg Little SB	6/1/20	Bench
Monticello Joan NB	08/25/20	Bench
Broad Dutch SB	6/1/20	Shelter
Bluff Atlas EB	6/1/20	Shelter
Bluff Atlas WB	6/1/20	Shelter
Lewis Scott Court	6/1/20	Shelter
Harbison Hillpine EB	8/10/20	Bench
Harden Lady SB	6/25/20	Shelter

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

# Welcome to UofSC Transit!

UofSC Transit is a simple system of dedicated 12 routes that connect you to many University of South Carolina facilities throughout downtown Columbia, as well as to Midlands Technical College Beltline and Airport campuses for those attending the Gateway program. Best of all, if you are a student, employee or faculty member of UofSC, the ride is free!

Look for UofSC Transit bus stop signs and specially



wrapped buses for travel between University destinations. The route names and numbers appear on bus displays above the driver, and on the sides of vehicles. UofSC Transit operates every 10-30 minutes on 12 routes, Monday-Friday 7:30 a.m. to 6:00 p.m. with limited service on Saturday and Sunday, as well as reduced school days. Check the service calendar for additional details.



## Blue Bike

Blue Bike provides on-demand access to bicycles for short distance trips in Downtown Columbia. UofSC Transit riders can receive unlimited 45-minute Blue Bike ride sessions in a day, by asking the bus operator for a code to input in a kiosk or on the app. More details available by downloading the Blue Bike SC app from App Store (iPhone) or Google Play (Android) or visiting [www.bluebikesc.com](http://www.bluebikesc.com). A credit card, pre-paid gift card or debit card with Visa or Mastercard logo is required to use Blue Bike.

## Transit Stops

UofSC Transit buses only stop at signed transit stops. Flag stops are not permitted. A complete transit stop list for each route is available below. Some transit stops have benches, shelters and trash cans. Real time tracking by bus stop is available by texting "uscvm" and the bus stop ID number on the sign to 41411 to get real time information sent to your phone! **Example:** uscvm 266 in a text message to 41411. You can also download the Transit app to track buses in real time, or visit [uscvm.transloc.com](http://uscvm.transloc.com).

## Late Night Ridesharing

The COMET will pay up to \$5.00 for ridesharing trips that start and end in The COMET fixed route service area on Lyft and Uber through COMET @ Night, seven days a week between 9 p.m. and 3 a.m. by applying the promo code which is posted inside the bus. Anything over \$5.00 is your responsibility. The code must be entered to receive the discount. Trips outside the service area are not eligible for the discount. To get started, download the Lyft and Uber app from App Store (iPhone) or Google Play (Android). If you do not have a smartphone or require mobility device access, call (803) 255-7124 for service.

## How To Ride UofSC Transit Powered by The COMET

- Catching the Bus:** Be at the transit stop, 5 minutes before the scheduled departure. Make sure the bus operator can see you. Check the headsign on the front, curbside or rear of the bus to ensure you board the correct route. When boarding at night, wear bright clothing and flash the bus operator with a light.
- Paying your Fare:** If you are a student, employee or faculty member of UofSC, the ride is free! Swipe your CarolinaCard in the farebox. If you do not have a CarolinaCard you will be required to pay a fare. Otherwise, for all other passengers, be ready to pay your fare or present your pass when you board. Bus operators cannot make change. Should you overpay, a change card will be issued for future use on The COMET.
- Exiting the Bus:** When you see your destination or transfer point, signal the bus operator, by pulling the cord near the window, pushing the yellow strip or calling out "next stop". Please provide enough notice, so that the bus operator can stop safely. If you are not familiar with the area, ask the bus operator for assistance. Please do not cross in front of the bus when exiting and do not forget your bicycle if you have one!
- Inclement Weather & Service Interruption:** For The COMET inclement weather and service interruption information, please visit call (803) 255-7118 or check The COMET website, Facebook or Twitter (@CatchTheCOMET) for updates.
- Innovative Mobility:** The COMET offers additional programs such as free Blue Bike rides in Downtown Columbia by asking for the code from the bus operator, \$5.00 subsidy on Lyft and Uber for trips to and from the grocery store and between 9 p.m. and 3 a.m., seven days a week, DART service for those with a disability that cannot ride The COMET, including UofSC Transit buses and a vanpool program for commuters to work. To learn more, visit [www.CatchTheCOMET.org](http://www.CatchTheCOMET.org) or call (803) 255-7100.
- Night Owl:** At night, upon request, the bus operator can stop at a location that is closer to your final destination rather than the regular stop. The bus operator will determine where it is safe to pull over.
- Bicycles:** Bicycle racks are located on the front of all The COMET buses. Racks are available on a first come-first served basis. Customers are responsible for loading and unloading bicycles, and use the racks at their own risk.
- Animals on The COMET:** Service animals are welcome. Non-service animals may travel on the bus if secured in a cage or muzzle.
- Amenities:** Cell phone ports, wi-fi, hand sanitizers and security cameras available on board every UofSC bus! Download CatchTheCOMET app or Transit app from Google Play or App Store to track UofSC Transit!



## UofSC Transit Evening Routes

### UofSC Frequency Chart • Evening Routes

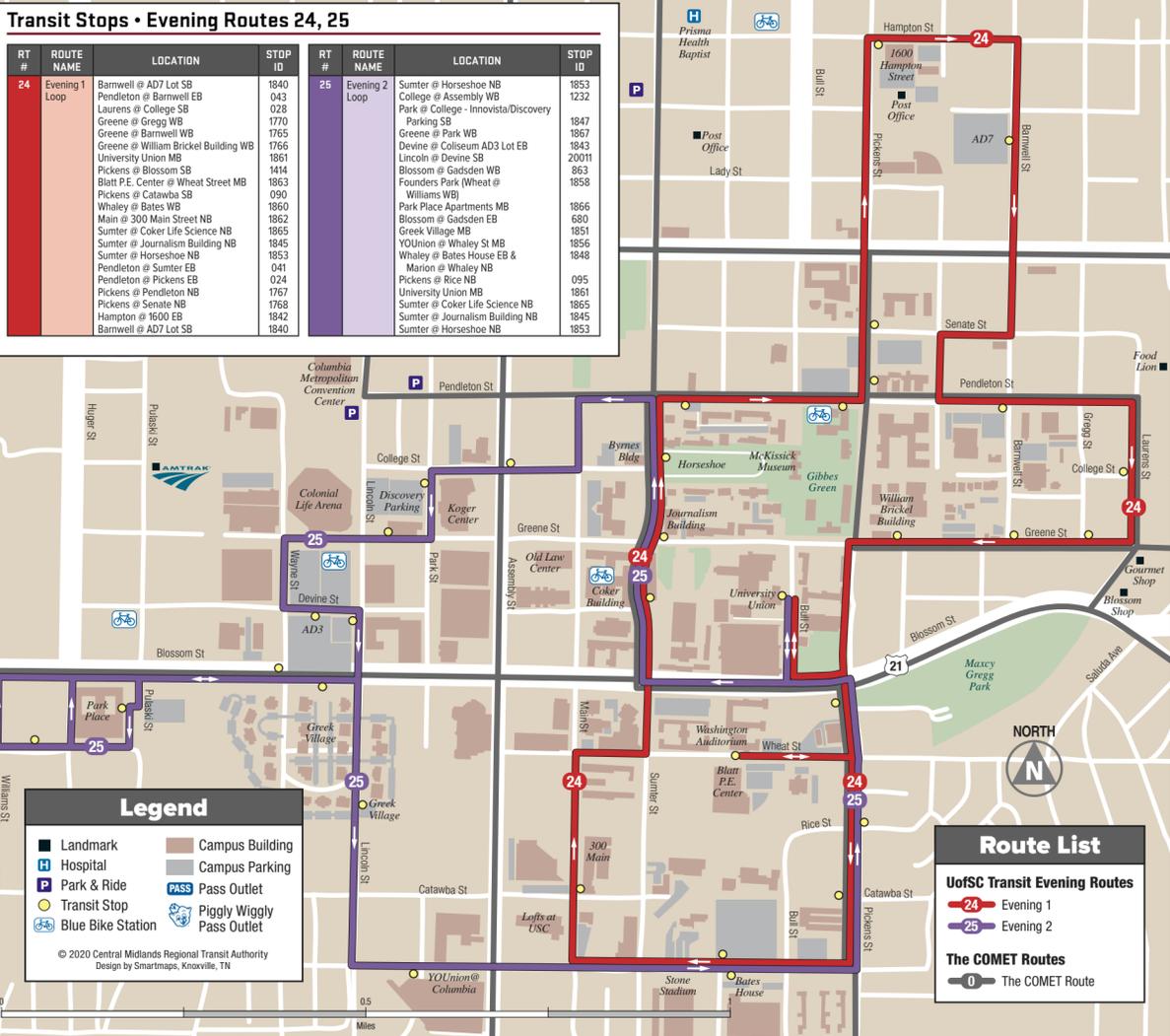
No service on reduced service days. See service calendar for details.

For exact times of routes, take advantage of The COMET's real time tracking which is available by texting "uscvm" and the bus stop ID number on the sign to 41411 to get real time information sent to your phone! **Example:** uscvm 266 in a text message to 41411. You can also download the Transit app to track buses in real time, or visit [uscvm.transloc.com](http://uscvm.transloc.com).

RT #	ROUTE NAME	STARTING AND ENDING POINT	SERVICE SPAN	DAYS OF OPERATION	FREQUENCY	FIRST TRIP	MINUTES AFTER THE HOUR FROM FIRST TRIP	LAST TRIP
24	Evening 1	Barnwell @ AD7	6:00 p.m. to 12:30 a.m.	Monday-Friday	30 Minutes	6:00 p.m.	:30, :00	12:00 a.m.
25	Evening 2	Sumter @ College (Horseshoe)	6:00 p.m. to 12:30 a.m.	Monday-Friday	30 Minutes	6:00 p.m.	:30, :00	12:00 a.m.

### Transit Stops • Evening Routes 24, 25

RT #	ROUTE NAME	LOCATION	STOP ID	RT #	ROUTE NAME	LOCATION	STOP ID
24	Evening 1 Loop	Barnwell @ AD7 Lot SB	1840	25	Evening 2 Loop	Sumter @ Horseshoe NB	1853
		Pendleton @ Barnwell EB	043			College @ Assembly WB	1232
		Laurens @ College SB	028			Park @ College - Innovista/Discovery	1847
		Greene @ Gregg WB	1770			Greene @ Park WB	1867
		Greene @ Barnwell WB	1765			Devine @ Coliseum AD3 Lot EB	1843
		Greene @ William Brickett Building WB	1766			Lincoln @ Devine SB	20011
		University Union MB	1891			Blossom @ Gadsden WB	863
		Pickens @ Blossom SB	1414			Founders Park (Wheat @ Williams WB)	1858
		Blatt P.E. Center @ Wheat Street MB	1863			Park Place Apartments MB	1866
		Pickens @ Catalwa SB	090			Blossom @ Gadsden EB	680
		Whaley @ Bates WB	1860			Greek Village MB	1851
		Main @ 300 Main Street NB	1862			YOUnion @ Whaley St MB	1856
Sumter @ Coker Life Science NB	1865	Whaley @ Bates House EB & Marion @ Whaley NB	1848				
Sumter @ Journalism Building NB	1845	Pickens @ Rice NB	095				
Sumter @ Horseshoe NB	1853	University Union MB	1861				
Pendleton @ Sumter EB	041	Sumter @ Coker Life Science NB	1865				
Pendleton @ Pickens EB	024	Sumter @ Journalism Building NB	1845				
Pickens @ Pendleton NB	1767	Sumter @ Horseshoe NB	1853				
Pickens @ Senate NB	1768						
Hampton @ 1600 EB	1842						
Barnwell @ AD7 Lot SB	1840						



## UofSC Transit Service Calendar

Only Routes 13, 14 and 20 operate on reduced service days. Only Route 20 operates on weekends.

MONTH	Mon	Tue	Wed	Thur	Fri	Sat	Sun
August 2020	3	4	5	6	7	8	9
September 2020	7	8	9	10	11	12	13
October 2020	5	6	7	8	9	10	11
November 2020	2	3	4	5	6	7	8
December 2020	7	8	9	10	11	12	13
January 2021	4	5	6	7	8	9	10
February 2021	1	2	3	4	5	6	7
March 2021	8	9	10	11	12	13	14
April 2021	5	6	7	8	9	10	11
May 2021	3	4	5	6	7	8	9
June 2021	1	2	3	4	5	6	7

## UofSC Transit Fares

UofSC employees, students and faculty can ride UofSC Transit FREE. Swipe your CarolinaCard in the farebox in order to receive a free ride.

### The COMET Fares

Effective 1/28/2019	Basic	Discount*	Express
One Way	\$2.00	\$1.00	\$4.00
All-Day Pass	\$4.00	\$2.00	\$6.00
7-Day Pass	\$14.00	\$7.00	\$28.00
10-Ride Pass	N/A	N/A	\$40.00
31-Day Pass	\$40.00	\$20.00	\$80.00
Route Deviation on Flex Routes	+ \$2.00	+ \$1.00	N/A
Express Route Upcharge	+ \$2.00	+ \$1.00	—
Soda Cap Connector	FREE	FREE	FREE
Transfer (60 minutes only)	FREE	FREE	FREE

### \*Discount Fares are available to:

- Seniors ages 65 years old and older with ID
- Persons with Disabilities with The COMET Half Fare ID
- Medicare Card Holders with ID
- Youth ages 16-18 years old with The COMET Half Fare ID
- Veterans with a Military ID, Veterans ID or DD-214 form
- Half Fare ID Cards can be obtained at COMET Central. Call (803) 255-7100 for more details.
- The COMET offers free programs for DART passengers, youth 39 inches to 15 years old, students in middle and high schools in Richland and Lexington Counties and selected employers. Visit [www.CatchTheCOMET.org](http://www.CatchTheCOMET.org) or call (803) 255-7100 for details.
- UofSC employees, students and faculty can ride UofSC Transit free. Fares are required on The COMET Routes (except Routes 1, 2, 3, 4 and 7, which are free).
- Santee Wateree RTA and Fairfield County Transit System transfers are accepted for no additional cost.

## Passes

COMET Cards, Day, 7-Day, and 31-Day Passes can be purchased:

- In person:** All Piggly Wiggly Stores in Columbia, Eastover and Springdale Town Halls, Columbia Visitor Center, Midlands Technical College Beltline Campus, Lowell C. Spires, Jr. Regional Transit Facility, 3613 Lucius Road and COMET Central, 1745 Sumter Street in Columbia.
- On our website:** [www.CatchTheCOMET.org](http://www.CatchTheCOMET.org) (credit card)
- On our App:** Catch The COMET or Transit app from Google Play or App Store (credit card or cash wallet payable at the COMET Central)
- By mail:** The COMET, 3613 Lucius Road, Columbia, SC (check, credit card or money order)
- On the bus:** Day, 7-Day or 10-Ride Passes (cash)
- All passes are non-refundable, non-replaceable and non-transferable.
- Businesses and organizations that purchase in bulk can purchase Basic passes at Discount prices. Call (803) 255-7133 or email: [Info@CatchTheCOMET.org](mailto:Info@CatchTheCOMET.org) for more details.

## UofSC Transit Holiday Schedule

No service is provided on UofSC holidays which are: New Years Day, Thanksgiving Day, Day After Thanksgiving, Christmas Eve, Christmas Day, all days between Christmas and New Years Eve, and New Year's Eve. Reduced service operates on Dr. Martin Luther King Jr. Day, Memorial Day, Independence Day, and Labor Day. For The COMET holiday schedule, visit [www.catchTheCOMET.org](http://www.catchTheCOMET.org) or call (803) 255-7100.

## Customer Service

- Need assistance in planning your trip? Visit [www.CatchTheCOMET.org](http://www.CatchTheCOMET.org) and use the trip planner powered by Google, Apple and Bing Maps, call (803) 255-7100 or email [Info@TheCOMETSC.gov](mailto:Info@TheCOMETSC.gov).
- Visit COMET Central located at 1745 Sumter Street, Columbia. It is open 7 days a week from 5 a.m. to 11:45 p.m. Customer Service is available Monday-Friday from 7 a.m. to 7 p.m. and Saturday, Sundays and Holidays from 8 a.m. to 5 p.m.
- Call Center telephone hours are available Monday-Friday from 6 a.m. to 9 p.m. and Saturday, Sundays and Holidays from 7 a.m. to 7 p.m.
- Plan your trip by downloading Transit app from Google Play or the App Store. You may also pay fares, find Blue Bikes, and order Lyft and Uber cars. Your one stop shop!
- Lost and Found:** If you leave an item on The COMET bus, please call (803) 253-7100 to see if it has been retrieved. The COMET or its contractors are not responsible for lost or stolen items on board its vehicles. Items not retrieved within 30 days will be donated to local charity or disposed of.

## Title VI of the Civil Rights Act of 1964

The Central Midlands Transit (COMET) is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended. For more information, or to file a complaint, contact The COMET Director of Regulatory Compliance & Civil Rights Officer, as defined above, FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building - 5th Floor TCR, 1200 New Jersey Avenue SE, Washington, DC 20590 or SCDOT, Attn: Title VI Program Coordinator at (803) 737-5095, or in writing to the Office of Business Development & Special Programs, 955 Park Street, Suite 117, Columbia SC 29202.



UofSC Transit is powered by The COMET which is a service of the Central Midlands Regional Transportation Authority. Services are provided under contract to RATP Dev USA, Inc. of Fort Worth, TX. The COMET has an intergovernmental agreement with the University of South Carolina to provide this service to you!

We hope to hear from you! We want your bus ride to be perfect every time. We welcome your comments, compliments, complaints or suggestions. Tell us how we can be better for you!

For specific comments, suggestions or concerns about UofSC Transit, please contact the UofSC Parking and Transportation Services, 1501 Pendleton Street, Columbia, SC 29208. You can call (803) 255-7160, fax: 803.777.4325, email: [shuttle@midbox.sc.edu](mailto:shuttle@midbox.sc.edu) or visit [www.usc.edu/about/offices\\_and\\_divisions/sc.edu/about/parking/index.php](http://www.usc.edu/about/offices_and_divisions/sc.edu/about/parking/index.php)

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Effective Tuesday, September 1, 2020



# UofSC TRANSIT



[www.CatchTheCOMET.org](http://www.CatchTheCOMET.org)  
803.255.7100 • 711 through Relay Service



# UofSC Transit Day Routes

## UofSC Frequency Chart • Day Routes and Gamecock Express

Below are the specifics of each of the UofSC Transit routes serving the UofSC campus. Routes generally operate between 7:00 a.m. and 12:30 a.m. operating every 10-30 minutes, Monday-Friday. Routes to MTC campus operate hourly. Limited service is provided on Saturday, Sundays and designated reduced service days as defined on the Service Calendar. The chart below shows

the span of service (hours of operation) according to the day of the week, and the frequency of each route (how many minutes apart trips are scheduled for each bus route). The minutes listed are approximate and service hours vary by route. Times are first pick up to last drop off. For exact times of routes, take advantage of The COMET's real time tracking which is available by texting

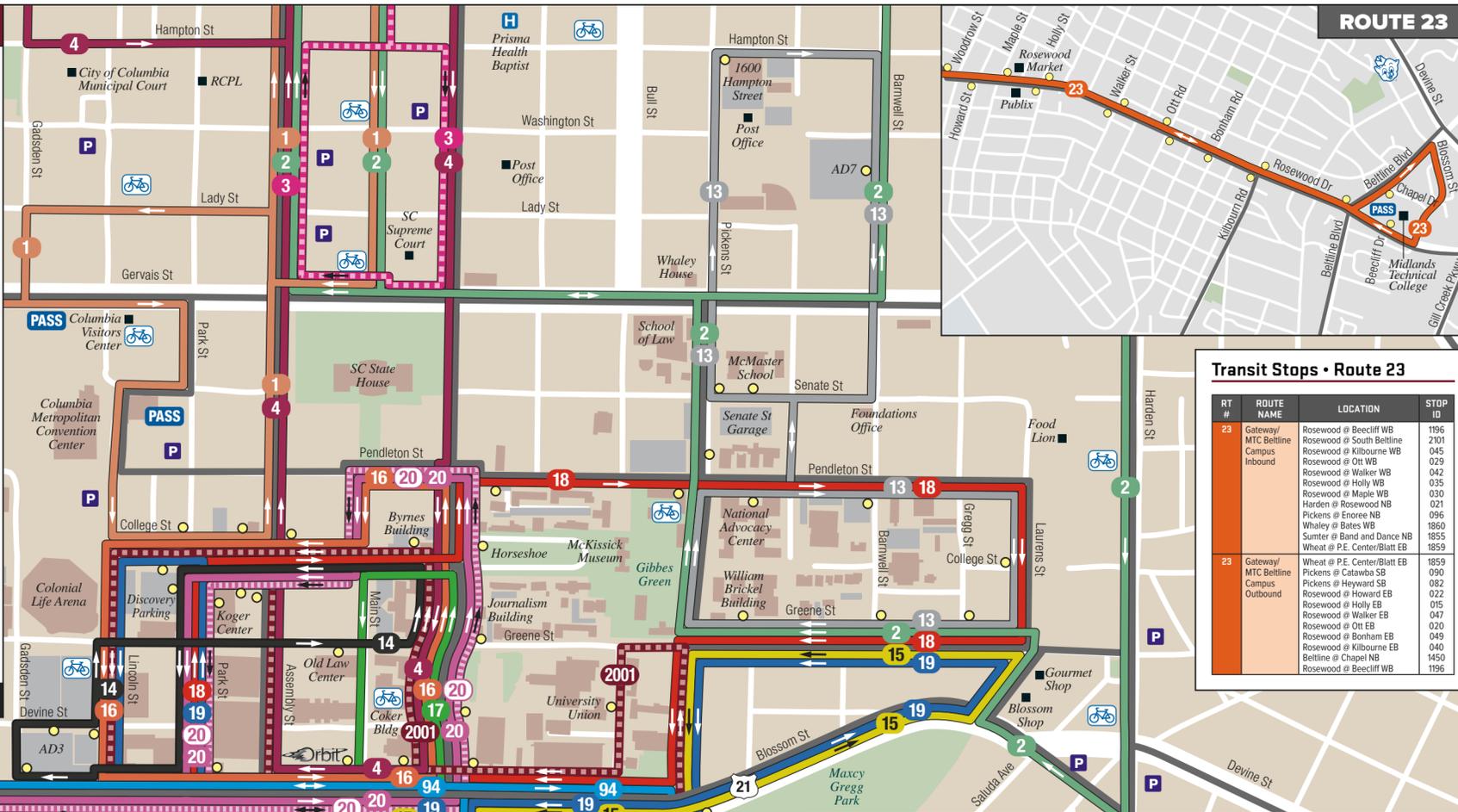
"uscvm" and the bus stop ID number on the sign to 41411 to get real time information sent to your phone! **Example:** uscvm 266 in a text message to 41411. You can also download the Transit app to track buses in real time, or visit [uscvm.transloc.com](http://uscvm.transloc.com).

See Evening Routes on other side.

Only Routes 13, 14 and 20 operate on reduced service days. See service calendar for details.

RT #	ROUTE NAME	STARTING AND ENDING POINT	SERVICE SPAN	DAYS OF OPERATION	FREQUENCY	FIRST TRIP	MINUTES AFTER THE HOUR FROM FIRST TRIP	LAST TRIP
13	North Loop	Barnwell @ AD7 Parking Lot	7:30 a.m. to 6:00 p.m.	Monday-Friday	15 Minutes	7:30 a.m.	:30, :45, :00, :15	5:45 p.m.
14	Express	Devine @ AD3 Parking Lot	7:30 a.m. to 6:00 p.m.	Monday-Friday	15 Minutes	7:30 a.m.	:30, :45, :00, :15	5:45 p.m.
15	Yellow	Bates @ AD6 Parking Lot	7:30 a.m. to 6:00 p.m.	Monday-Friday	15 Minutes	7:30 a.m.	:30, :45, :00, :15	5:45 p.m.
16	Greek Village Express	Sumter @ College (Horseshoe)	9:30 a.m. to 2:00 p.m.	Monday-Friday	15 Minutes	9:30 a.m.	:30, :45, :00, :15	5:45 p.m.
17	Green	Heyward @ Dodle Anderson Academic Enrichment Center	7:30 a.m. to 6:00 p.m.	Monday-Friday	15 Minutes	7:30 a.m.	:30, :45, :00, :15	5:45 p.m.
18	Red	YOUnion (Whaley @ Park)	7:30 a.m. to 6:00 p.m.	Monday-Friday	20 Minutes	7:30 a.m.	:30, :50, :10	5:50 p.m.
19	Blue	YOUnion (Whaley @ Park)	7:30 a.m. to 6:00 p.m.	Monday-Friday	20 Minutes	7:30 a.m.	:30, :50, :10	5:50 p.m.
20	West Campus (Fall)	Founders Park (Wheat @ Williams WB)	7:00 a.m. to 7:00 p.m.	Monday-Friday	10 Minutes*	7:00 a.m.	:00, :10, :20, :30, :40, :50	7:00 p.m.
20	West Campus (Weekend)	Park Place Apartments MB	9:00 a.m. to 1:00 p.m. & 3:00 p.m. to 8:00 p.m.	Saturday & Sunday	20 Minutes	9:00 a.m. / 3:00 p.m.	:00, :20, :40	1:00 p.m. / 8:00 p.m.
23	Gateway/MTC Beltline Campus	Wheat @ P.E. Center	7:15 a.m. to 6:00 p.m.	Monday-Thursday	60 Minutes	7:15 a.m.	:15 from P.E. Center :45 from MTC	5:15 p.m.
23	Gateway/MTC Beltline Campus	Wheat @ P.E. Center	7:15 a.m. to 1:30 p.m.	Friday	60 Minutes	7:15 a.m.	:15 from P.E. Center :45 from MTC	12:15 p.m.
94	Gateway/MTC Airport Campus	Wheat @ Blatt Bldg	7:15 a.m. to 6:00 p.m.	Monday-Thursday	60 Minutes	7:15 a.m.	:15 from Blatt :33 from MTC	5:15 p.m.
94	Gateway/MTC Airport Campus	Wheat @ Blatt Bldg	7:15 a.m. to 1:30 p.m.	Friday	60 Minutes	7:15 a.m.	:15 from Blatt :45 from MTC	12:15 p.m.
2001	Gamecock Express	Various	2 hours before game and 3 hours after game	Depends on Gamecock Season				Service on game days only. Visit <a href="http://www.CatchTheCOMET.org">www.CatchTheCOMET.org</a> for more details.

Routes 23, 94 and 2001 are suspended for the Fall semester. Service may resume in Spring 2021. Please call (803) 255-7100 or visit [www.catchTheCOMET.org](http://www.catchTheCOMET.org) for details.



### Transit Stops • Route 23

RT #	ROUTE NAME	LOCATION	STOP ID
23	Gateway/MTC Beltline Campus Inbound	Gateway @ Beechiff WB	1196
		Rosewood @ South Beltline	2101
		Rosewood @ Kibbourne WB	045
		Rosewood @ Olt WB	029
		Rosewood @ Walker WB	042
		Rosewood @ Holly WB	035
		Rosewood @ Maple WB	030
		Harden @ Rosewood NB	021
		Pickens @ Enoree NB	095
		Whaley @ Bates WB	1860
23	Gateway/MTC Beltline Campus Outbound	Sumter @ Band and Dance NB	1855
		Wheat @ P.E. Center/Blatt EB	1859
		Wheat @ P.E. Center/Blatt EB	1859
		Pickens @ Catawba SB	090
		Pickens @ Heyward SB	082
		Rosewood @ Howard EB	022
		Rosewood @ Holly EB	015
		Rosewood @ Walker EB	047
		Rosewood @ Olt EB	020
		Rosewood @ Bonham EB	049



### Transit Stops • Route 94

RT #	ROUTE NAME	LOCATION	STOP ID
94	Gateway/MTC Airport Campus Inbound	Lexington @ Midlands SB	016
		Lexington @ Kentucky Ave SB	454
		Charleston @ Hart NB	1410
		Charleston @ Knox Abbott NB	267
		Knox Abbott @ 325 EB	281
		Knox Abbott @ 12th EB	520
		Knox Abbott @ 989 EB	208
		Knox Abbott @ 9th EB	641
		Knox Abbott @ 7th SB	549
		Knox Abbott @ State EB	821
		Knox Abbott @ Artell EB	640
		Blossom @ Gadsden EB	680
		Pickens @ Blossom SB	1414
		Wheat @ Washington Auditorium WB	1857
		94	Gateway/MTC Airport Campus Outbound
Blossom @ Sumter WB	4003		
Blossom @ Main WB	4004		
Blossom @ Park WB	1736		
Blossom @ Gadsden WB	863		
Blossom @ Hugr WB	186		
Knox Abbott @ Artell WB	177		
Knox Abbott @ State WB	645		
Knox Abbott @ Still WB	362		
Knox Abbott @ 9th WB	784		
Knox Abbott @ Garden WB	689		
Knox Abbott @ 12th WB	025		
Knox Abbott @ 1270 WB	169		
Charleston @ Knox Abbott SB	268		
Airport @ Glenn SB	813		

### Route List

- 13 North Loop
- 14 Express
- 15 Yellow
- 16 Greek Village Express
- 17 Green
- 18 Red
- 19 Blue
- 20 West Campus (Fall)
- 20 West Campus (Weekend)
- 23 Gateway/MTC Beltline Campus
- 94 Gateway/MTC Airport Campus
- 2001 Gamecock Express

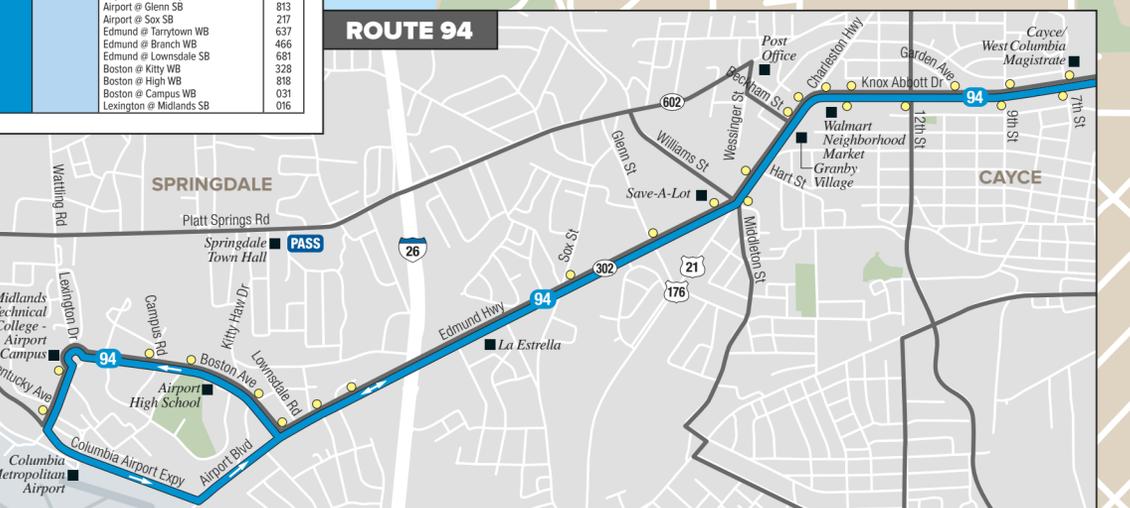
### The COMET Routes

- 0 The COMET Route
- 1 Soda Cap Connector 1
- 2 Soda Cap Connector 2
- 3 Soda Cap Connector 3
- 4 Soda Cap 4 The Orbit

### Legend

- Landmark
- Hospital
- Park & Ride
- Transit Stop
- Blue Bike Station
- Campus Building
- Campus Parking
- Pass Outlet
- Piggy Wiggly
- Pass Outlet

# UofSC South Carolina



### Transit Stops • Day Routes 13, 14, 15, 16, 17, 18, 19, 20

RT #	ROUTE NAME	LOCATION	STOP ID		
13	North Loop	Barnwell @ AD7 Lot SB	1840		
		Pendleton @ Barnwell EB	048		
		Laurens @ College SB	028		
		College @ Gregg WB	1770		
		Greene @ Barnwell WB	1765		
		Greene @ William Brickel Building WB	1766		
		National Advocacy Center @ Pendleton EB	1841		
		Senate @ McMaster WB	1864		
		Pickens @ Senate NB	1788		
		Hampton @ 1600 EB	1842		
14	Express Loop	Barnwell @ AD7 Lot SB	1840		
		Devine @ Coliseum AD3 Lot EB	1843		
		Greene @ Old Law Center WB	1844		
		Sumter @ Journalism Building NB	1845		
		College @ Byrnes Building WB	1846		
		College @ Assembly WB	1232		
		Park @ College - Innovista/Discovery Parking SB	1847		
		Blossom @ Park	848		
		Blossom @ Gadsden WB	848		
		Devine @ Coliseum AD3 Lot EB	1843		
15	Yellow Loop	Whaley @ Bates House EB & Marion @ Whaley NB	1848		
		Pickens @ Rice NB	095		
		Pickens @ Blossom NB	1415		
		Blossom @ Laurens EB	1770		
		Greene @ Barnwell WB	1765		
		Greene @ William Brickel Building WB	1766		
		Blossom @ Sumter WB	4003		
		Blossom @ Main WB	4004		
		Lincoln @ Devine SB	2001		
		YOUnion @ Whaley St MB	1851		
16	Greek Village Express Inbound	Greek @ Village MB	1851		
		Assembly @ Blossom SB	1187		
		Sumter @ Coker Life Science NB	1865		
		Sumter @ Journalism Building NB	1845		
		Sumter @ Horseshoe NB	1853		
		16	Greek Village Express Outbound	Sumter @ Horseshoe NB	1853
				Sumter @ Pendleton NB	1421
				College @ Assembly WB	1232
				Lincoln @ Devine SB	2001
				Greek @ Village MB	1851
17	Green Loop			Heyward @ Academic Enrichment Center EB	1854
				Whaley @ Bates House EB & Marion @ Whaley NB	1848
				Sumter @ Band and Dance NB	1855
				Sumter @ Coker Life Science NB	1865
				Sumter @ Journalism Building NB	1845
		College @ Byrnes Building WB	1846		
		Main @ Innovista/Discovery Parking SB	1849		
		Main @ Swearingin Building SB	1850		
		Whaley @ Bates House EB & Marion @ Whaley NB	1848		
		Heyward @ Academic Enrichment Center EB	1854		
18	Red Loop	YOUnion @ Whaley St MB	1856		
		College Street @ Innovista Parking NB	1852		
		College @ Park EB	1764		
		Sumter @ Horseshoe NB	1853		
		Sumter @ Pendleton NB	1421		
		Pendleton @ Sumter EB	041		
		Pendleton @ Pickens EB	024		
		National Advocacy Center @ Pendleton EB	1841		
		YOUnion @ Whaley St MB	1856		
		YOUnion @ Whaley St MB	1856		
19	Blue Loop	YOUnion @ Whaley St MB	1856		
		Heyward @ Academic Enrichment Center EB	1854		
		Whaley @ Bates House EB & Marion @ Whaley NB	1848		
		Sumter @ Band and Dance NB	1855		
		Wheat @ P.E. Center/Blatt EB	1859		
		Pickens @ Blossom NB	1415		
		Blossom @ Laurens EB	087		
		Greene @ Barnwell WB	1770		
		Greene @ William Brickel Building WB	1766		
		Blossom @ Sumter WB	4003		
20	West Campus Inbound (Fall)	Founders Park (Wheat @ Williams WB)	1858		
		Park Place Apartments MB	1866		
		Blossom @ Gadsden EB	680		
		Sumter @ Coker Life Science NB	1865		
		Sumter @ Journalism Building NB	1845		
		Sumter @ Horseshoe NB	1853		
		20	West Campus Outbound (Fall)	Sumter @ Horseshoe NB	1853
				College @ Assembly WB	1222
				Park @ College - Innovista/Discovery Parking SB	1847
				Blossom @ Park	848
Blossom @ Gadsden WB	863				
Founders Park (Wheat @ Williams WB)	1858				
20	West Campus Inbound (Weekend)			Park Place Apartments MB	1866
				Blossom @ Gadsden EB	680
				Sumter @ Coker Life Science NB	1865
				Sumter @ Journalism Building NB	1845
		Sumter @ Horseshoe NB	1853		
		20	West Campus Outbound (Weekend)	Sumter @ Horseshoe NB	1853
				College @ Assembly WB	1222
				Park @ College - Innovista/Discovery Parking SB	1847
				Assembly @ Blossom SB	1187
				Assembly @ RR Tracks SB	1139
YOUnion @ Whaley St MB	1856				
YOUnion @ Whaley St MB	1856				
Whaley @ Gadsden WB	560				
Park Place Apartments MB	1866				

It's easy to use The COMET's real time tracking for exact times of routes. Just text "uscvm" and the bus stop ID number on the sign to 41411 to get real time information sent to your phone! **Example:** uscvm 266 in a text message to 41411.

**Effective Wednesday May 20, 2020 ENHANCED SATURDAY SERVICE SCHEDULE (Monday – Friday).**

<b>Route</b>	<b>Service Span</b>	<b>Frequency</b>
101:	5:45 a.m. – 10:08 p.m.	Every 30/60 Minutes
301:	7:15 a.m. – 7:50 p.m.	Every 30 Minutes
401:	6:15 a.m. – 9:10 p.m.	Every 30 Minutes
501:	6:15 a.m. – 10:11 p.m.	Every 30/60 Minutes
701:	7:45 a.m. – 10:12 p.m.	Every 30 Minutes
801:	6:15 a.m. – 10:55 p.m.	Every 30/60 Minutes
6:	6:33 a.m. – 7:02 p.m.	Every 60 Minutes
11:	6:45 a.m. – 9:01 p.m.	Every 60 Minutes
12:	5:40 a.m. – 9:36 p.m.	Every 60 Minutes
21:	7:15 a.m. – 8:12 p.m.	Every 60 Minutes
22:	9:40 a.m. – 3:37 p.m.	Every 60 Minutes
31:	5:40 a.m. – 7:37 p.m.	Every 60 Minutes
32:	6:30 a.m. – 8:25 p.m.	Every 60 Minutes
42:	6:15 a.m. – 7:10 p.m.	Every 60 Minutes
45:	6:45 a.m. – 8:44 p.m.	Every 60 Minutes
47:	9:36 a.m. – 3:26 p.m.	Every 120 Minutes
55:	6:55 a.m. – 9:48 p.m.	Every 60 Minutes
57L:	8:10 a.m. – 7:10 p.m.	Every 60 Minutes
61:	7:15 a.m. – 8:41 p.m.	Every 60 Minutes
75:	7:50 a.m. – 9:43 p.m.	Every 60 Minutes
77:	7:50 a.m. – 6:45 p.m.	Every 120 Minutes
83L:	8:07 a.m. – 8:52 p.m.	Every 60 Minutes
84:	8:15 a.m. – 8:26 p.m.	Every 60 Minutes
88:	9:25 a.m. – 5:25 p.m.	Every 120 Minutes
91:	9:15 a.m. – 6:11 p.m.	Every 60 Minutes
92X:	5:30 a.m. – 7:02 a.m. 5:30 p.m. – 7:02 p.m.	1 trip in the morning and afternoon
96L:	9:00 a.m. – 4:53 p.m.	Every 60 Minutes
97:	7:00 a.m. – 7:30 p.m. (Thurs Only)	Variable
Soda Cap 1:	9:00 a.m. – 7:00 p.m.	Every 30 Minutes
Soda Cap 4/Orbit	7:15 a.m. – 7:15 p.m.	Every 30 Minutes
DART	5:38 a.m. – 10:55 p.m.	Reservation only

**On Demand Service**



*Riders near Routes 46, 62, or 74 must call to have pick-up service from their nearest bus stop via a ReFlex bus for transportation to the nearest bus stop in The COMET service area. This on-demand service will be available Monday-Saturday only. Calls must be made one hour in advance to (803) 255-7100, with reservations being accepted from 7 a.m. until 6 p.m. The ReFlex bus will pick up within 30 minutes of the requested trip.*

*Routes Soda Cap 2, 3, IWC Shuttle 7, 44X, 53X, 76, and 93X will remain suspended until further notice.*

**Blue Bike will resume service on June 1, 2020.**