

TRANSPORTATION/ECONOMIC DEVELOPMENT COMMITTEE AGENDA

August 11, 2020 –2:00 P.M.

County Council Conference Room

Members:

Dennis DiSabato, Chairman
Cam Crawford, Vice Chairman
Bill Howard
Gary Loftus

- I. Call to Order..... Dennis DiSabato
- II. Invocation
- III. Public Input
- IV. Review and Approval of Agenda Contents
- V. Approval of Minutes – June 30, 2020 page 2-6
- VI. Discussion Items
 - A. **Coast RTA Update**.....Brian Piascik
 - B. **MBREDC Update**.....Sandy Davis
 - C. **R. J. Corman Engineering Update**Adam Boyles
 - D. **Discussion of Solar Farm Projects**.....David Jordan
- VII. Resolutions: None
- VIII. Ordinances: None
- IX. ATTACHMENTS: Coast RTA June 30, 2020 Financial Report (information only) page 7-24
- X. Old Business/New Business
- XI. Executive Session – If necessary
- XII. Adjourn
 - 8.5.2020

Arrigo Carotti, County Attorney
 - 8.5.2020

Steve Gosnell, County Administrator
 - 8.5.2020

Dennis DiSabato, Committee Chairman

MINUTES
HORRY COUNTY COUNCIL
Transportation/Economic Development Committee Meeting
County Council Conference Room
June 30, 2020
2:00 p.m.

MEMBERS PRESENT: Dennis DiSabato, Chairman, and Gary Loftus.

MEMBERS ABSENT: Bill Howard and Cam Crawford.

OTHERS PRESENT: Arrigo Carotti; Randy Haldi; Scott Van Moppes; Steve Gosnell; Samantha Wallace; and Kelly Moore.

In accordance with the FOIA, notices of the meeting were provided to the press stating the time, date, and place of the meeting.

CALL TO ORDER: Chairman DiSabato called the meeting to order at approximately 2:00 p.m.

INVOCATION: Chairman DiSabato gave the invocation.

PUBLIC INPUT: None.

REVIEW AND APPROVAL OF AGENDA CONTENTS: Mr. Loftus moved to approve the agenda contents. The motion was unanimously passed.

APPROVAL OF MINUTES: Mr. Loftus moved to approve the minutes for February 11, 2020 as submitted. The motion was unanimously passed.

RESOLUTIONS: None.

ORDINANCES: None.

COMMITTEE DISCUSSION: Mr. Loftus moved to elect Cam Crawford as vice-chairman of the Transportation / Economic Development Committee. The motion was unanimously passed.

Resolution: Revised Concession Seating in Common Areas (Scott Van Moppes): Mr. Van Moppes stated that their concessionaires had been hit hard by the travel slow down and had requested assistance with beverage relief. This was done at other airports. The proposed resolution before them mirrored the current one passed by Charleston Airport as well as Savannah. This resolution would allow passengers to drink beer and wine in the screened gate area that had been purchased at an airport concession. Because the beverages were only allowed in the concourse past the TSA checkpoint as with other airports this had proven to be an extremely safe and regulated method to improve service and increase revenue. **Mr. Loftus moved to approve and the motion was unanimously passed.**

Midway Par 3 Golf Property Lease (Scott Van Moppes): Mr. Van Moppes presented a brief discussion on the Midway Par 3 Golf Course. This was the golf course that the FAA allowed them to purchase using restricted cash. After much research Mr. Ryan Betcher was able to determine a way for the airport to lease the course to a third party and get a return on their investment. The winner of the RFP had begun preparing the course as the contract finishes routing. The county and airport were being protected by tracking the hours and costs to the contract being delayed in any way so he can be reimbursed for the money invested. They just wanted to keep the committee informed as to what was going on.

Mr. Loftus stated he had talked with Mr. Chip Smith. He was an awesome operator. He did Whispering Pines and all the TPCs. They had a good one there.

General Aviation Fuel Supplier (Ryan Betcher): Mr. Betcher stated this would just be a discussion for informational purposes. The general aviation fuel supplier was a vendor that was contracted with the county to provide aviation fuel. They provide that to the county at Myrtle Beach International, Grand Strand, and Conway/Horry County airports. In addition to providing aviation fuel they also provide the refueler truck lease program for both the general aviation side as well as the commercial airline side. Something important to note was that on the commercial airline side, although they were providing those refueler vehicles, they were not actually providing the fuel that goes into the airlines. The airlines procure that themselves. They essentially just leverage this contract to provide the refueler trucks for the commercial airlines. The existing fuel supplier had been contracted with the county for approximately 10 years. Their term began on October 6, 2010 for an initial 5 year period but they were granted a renewal option that was an additional 5 years. That contract extended through October 5, 2020. In preparation for the expiration of the existing contract Horry County Department of Airports and Horry County procurement issued a solicitation in the form of a request for proposal in March 2020. They received four proposals from qualified firms. They had been evaluated by a committee that works with these types of fuel suppliers on a regular basis. The new contract would commence on October 6, 2020 and would continue for a period of 5 years and included an additional renewal term for an additional 5 years. That had to be mutually agreed upon by both parties. Airport staff were hoping to finalize the contract terms within the next week or so. Upon completion of the contract terms they were looking for clarification and direction from the committee as to whether this was an item that they would request go to Council as a resolution.

Chairman DiSabato said he thought it should and asked Mr. Loftus his opinion.

Mr. Loftus verified that there were 4 proposals. He found that amazing in and of itself. He asked what the 4 proposals were. Allen Aviation had had it for the last 10 years, correct.

Mr. Betcher named the four proposals. Titan was the current incumbent supplier. They were the one that was issued the previous (inaudible) term and were one of the 4 proposals.

Chairman DiSabato said he thought it should go on to Council as a resolution.

Mr. Carotti stated it was not a requirement but it was advisable.

Mr. Loftus moved to send to Council and it was unanimously passed.

Ordinance: Allen Aviation Fuel Tank Lease (Ryan Betcher): Mr. Betcher stated this was an ordinance for the lease of an above ground aviation fuel storage tank for Allen Aviation at the Conway-Horry County Airport. The subject tank had been used for jet aviation storage, had a capacity of 10,000 gallons, and was estimated to be over 20 years old. Air Methods Corporation was the previous user and had a lease agreement for that. In December 2019 they elected to no longer occupy space at the Conway Airport so the tank became unused. Shortly after that Allen Aviation approached the airport about leasing the tank or modifying their agreement to include the tank so they could use it for the storage of Jet-A fuel. They had the modification document in their packet. The airport and county legal were the ones to negotiate the terms of that modification. They also negotiated the annual rent of \$2,700. He wanted to point out some highlights from the modification agreement. The lessee would have exclusive use of the fuel tank to store Jet-A fuel solely in connection with their business operations. The lessee would agree to accept the tank in its as is current condition. The Department of Airports would not retain any ownership of the fuel stored or dispensed from the fuel tank and would not be responsible for inspecting or certifying the fuel tank or any of the aviation fuels. The lessee would be responsible for all the maintenance of all non-structural elements of the fuel tank.

Chairman DiSabato asked if this was the fair market value when negotiating the lease.

Mr. Betcher said yes. The negotiated rate of \$2,700 per year came out to \$225 per month. That was based off of the monthly rate of what Air Methods was paying. That was determined in 2013. Air Methods did a couple of lease structures with that, the monthly rent and they paid a fuel flowage fee. That was an additional \$.10 per gallon per month with a minimum 5,000 gallons. That came out to an additional \$500

per month but it was the understanding of the airport staff that that term was proposed by Air Methods. In return the county would have to take the responsibility for all the inspections, compliance, and any kind of maintenance associated with it. When Allen Aviation approached the airport they looked at the age of the tank, the condition it was in, other options available, the staff time that would have to go into certifying the fuel, the tank, and its condition and determined it wasn't a good financial risk for the airport to take on. There was a lot of liability associated with it. That was where the \$225 per month or \$2,700 per year came from. It was the original rental rate.

Mr. Loftus asked how they cover in the event of some type of catastrophic failure of the storage tank. Who was responsible for that?

Mr. Betcher said they had built that into the agreement. That was where the county's language said they were responsible for the structural components. He believed the airport's position would be that in the event that something did go structurally wrong with the tank or foundation that it was not something that the airport would replace.

Chairman DiSabato asked who had liability if there were damages as the result of failure of the structure.

Mr. Betcher said the tenant would have environmental liability associated with the tank and any negligence or damage associated as a result of their negligence. If it was something where there was a failure of the tank itself and it was no longer viable or usable then the airport would essentially give the tenant or lessee an option to no longer incorporate this built into their agreement. It would position the airport to use it or eventually decommission it.

Chairman DiSabato said that didn't answer the question of liability.

Mr. Haldi said the operator was required under the minimum standards to maintain environmental liability so....

Mr. Loftus asked if they were showing proof of insurance and all that to cover that.

Mr. Haldi said correct.

Mr. Loftus moved to approve and the motion was unanimously passed.

Coast RTA Update (Brian Piascik): Mr. Piascik said it had been quite a while since he had been able to address the committee. A lot had been happening for them. They had been muddling through without a playbook with the Covid-19 as most people had been doing. He presented a PowerPoint presentation. Ridership had been a fraction of what it was normally at normal levels. The numbers in June were ratcheting back up. They were back up over 50% of their normal levels. It was becoming increasingly difficult to maintain social distancing within the vehicles. They tried to add extra service when they could. They were strenuously recommending that people wear a mask when they board the buses and he was working towards reinstating fares. They eliminated fares in April but were going to try to get those back in July for no other reason than to try to slow down the growth in ridership until they got to a more permanent solution. Passengers had been pretty cooperative on the mask side as well as using the rear doors for entry and exits so that they were bypassing the area around the drivers to help protect the drivers. They had made a number of improvements to the system to protect the workers in general. They had closed both the passenger facilities and hopefully would reopen them when they reinstitute fares. Currently they were looking at July 14th but that was to be determined. He had a few other things that needed to get done before they got to that point. The CARES Act funded them \$7 million and for a system that was so dependent on federal dollars it had been a bit of a Godsend. They hadn't had to furlough anybody. They were keeping people whole. They had an administrative adjustment for people who were out on the front lines for wages. They had a few projects that they hadn't had the money for that they had been able to do. The intent of the CARES Act was to try and get that money out into the economy so they had been trying to do that as best they could. He reviewed slides of the Covid-19 safety procedures put in place, budget revision, financial outlook, and FY21 – FY26 draft financial plan. They paid off their note at Conway National

Bank the week before. They were essentially fully federally funded for one and a half years beginning in February. The strategy moving forward was to get them to a five year plan that would get them to a referendum which would be their effort to get off the county's dole altogether.

MBREDC Update (Sandy Davis): Ms. Davis stated that since their last meeting in February the MBREDC had continued to reach out to the industry. Coronavirus had affected their travel but not their activity. They had actually seen an uptick in the response they were receiving from CEOs that they had been dealing with. Their current link count was 411 open links. They had added 24 new leads since their last meeting in February through June 16th. They had two projects that were approved to purchase land at Cool Springs in March by Council. They planned to announce one of those that month. The second would take a little longer. Their sales had been affected by the coronavirus and they had asked for a couple more months before being announced. They continued to work 25 open projects that they were still in the running for. They had not added any additional projects because people had been unable to attend visits for the area. Until they actually visit or ask them to come see their facility to move further, they consider them a lead. They had really only been able to have leads because there hadn't been any travel. They had postponed the adding of an additional person because there was currently no travel. They had someone who was planning to visit at the end of July to assist them with the City of Myrtle Beach Agreement that they were working on to try to help them with their downtown redevelopment. They know what they want it to look like and they want to actually target what they want into those buildings that they have a vision for. They had 3 very detailed projects during the previous months that required a little help from others. She thanked Ms. Olmstead and Mr. Van Moppes for their assistance on the aviation project. They submitted an RFI back to the company but had not heard from them. Mr. Boyles with R. J. Corman assisted with a lead that they were currently working, but they were planning to visit the next week. They had had a project that had a lot of questions. South Carolina had never had this type of business and it would be really great. It was technology related. They also applied for a South Carolina Department of Commerce Grant. It was something different that they had never offered before. The grants were for \$5,000 per site and she applied for 5 sites. They were approved for all 5 sites. In addition to that grant she worked with the grants department to submit for a Rural Infrastructure Authority Grant for Ascot Valley. They were approved for \$300,000 and were hopefully going to get the bid package out for that. Their staff tried to go out every year to visit every existing industry that they have in Horry County to let them know what they can do for them and what services they can provide to them. Due to the coronavirus this year they felt that would be hard. FEMA provided infrared head scanning thermometers to the South Carolina Department of Commerce to be sent to each economic developer. They had been out delivering those and companies had been excited to receive them.

R. J. Corman Update (Adam Boyles): Mr. Boyles presented an update on the railroad. They had had little Covid-19 impact. Their volumes had been maintained as expected to the budget. They were still showing growth in the county. None of their employees had tested positive. Their protocols were working. They received the CSX Short Line Business Development Award in recognition of their 2019 carload percentage growth. They expected to receive the Short Line of the Year Award next year. They had a few companies coming on line looking at property. They were bringing people in and showing them different sites. Volumes continued to increase. They continued the TIGER project. They appreciated the county and the majority of their growth was on the county owned portion of the line. The TIGER Grant made his job easy because now they had something to present to the customers. He had a lot of interest in the railroad towards the Blue Ridge that they talk about. A couple of potential customers were looking to move in there and potentially reestablish one of those. That would take a pretty substantial investment by their company in that last section of line to get to the Intracoastal Waterway. That would probably be happening this year. Hopefully they would see some activity towards River Oaks Boulevard between Carolina Forest and River Oaks. At least cleaning that portion of the line up and hopefully they would get some more customers on that end.

Chairman DiSabato asked if it included improvements to the bridge over the Intracoastal Waterway.

Mr. Boyles replied that he didn't think so. There was not a lot of interest on that side at this point. The county and city helped them on the Belkin Project and they were looking to move their first train for that company on July 17th. That was incremental volume for the railroad and he thought that was what was

going to push them over the top for that Short Line of the Year for next year. That was what their goal was when this whole thing started with the CEOs. They were happy and appreciated all the support at this point.

OLD BUSINESS/NEW BUSINESS: None.

EXECUTIVE SESSION: None.

ADJOURNMENT: With no further business, Mr. Loftus moved to adjourn at approximately 2:44 p.m. and the motion was unanimously passed.



FINANCIALS
June 30, 2020
FY 2020

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
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June 30, 2020**

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Income Statement
DBA THE COAST RTA
Revised FY 2020 Budget
FOR THE PERIOD ENDED June 30, 2020

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY20 Budget
Operating Revenues						
Passenger Fares and Passes	0	211,059	273,333	(62,274)	-22.8%	400,000
Local Contracts	0	0	0	0	0.0%	0
Other Operating Revenue	0	0	0	0	0.0%	0
Total Operating Revenues	0	211,059	273,333	(62,274)	-22.8%	400,000
Operating Expenses						
Salaries & Benefits - Admin	59,847	553,116	573,746	20,630	3.6%	764,994
Salaries & Benefits - Transit	240,881	1,898,219	1,927,966	29,747	1.5%	2,672,361
Overtime - Transit	19,576	101,977	89,690	(12,287)	-13.7%	126,343
Salaries & Benefits - Maintenance	82,758	685,373	686,170	797	0.1%	933,925
Overtime - Maintenance	2,132	13,476	13,734	258	1.9%	21,909
Facility Maintenance	25,273	233,146	229,672	(3,474)	-1.5%	280,000
Vehicle Maintenance	21,599	400,119	413,596	13,477	3.3%	599,000
Fuel & Oil	23,353	280,336	324,800	44,464	13.7%	450,000
Tires	8,838	22,273	24,166	1,893	7.8%	30,000
Liability Insurance	13,511	125,600	131,250	5,650	4.3%	175,000
Utilities	2,479	22,231	24,659	2,428	9.8%	32,878
Telecommunications	7,792	74,495	78,750	4,255	5.4%	105,000
Postage & Freight	513	2,696	2,250	(446)	-19.8%	3,000
Office Supplies/Computer/Security	12,490	53,912	56,005	2,093	3.7%	80,000
Legal & Professional Services	1,413	47,188	52,500	5,312	10.1%	70,000
Public Information	3,411	3,951	15,000	11,049	73.7%	20,000
Advertising & Marketing	1,433	5,611	9,000	3,389	37.7%	12,000
Dues & Subscriptions	6,454	12,554	8,840	(3,714)	-42.0%	11,787
Leases	1,783	12,060	13,500	1,440	10.7%	18,000
Travel & Training	1,078	33,451	32,515	(936)	-2.9%	40,000
Interest Expense	450	6,684	6,450	(234)	-3.6%	7,000
Other Expenses	0	1,631	1,875	244	13.0%	2,500
Total Operating Expenses	537,064	4,590,099	4,716,134	126,035	2.7%	6,455,698
Operating Profit (Loss)	(537,064)	(4,379,040)	(4,442,801)	63,761	1.4%	(6,055,698)
Non-Reimbursable (by FTA) Expenses						
Depreciation	54,878	430,952	450,000	19,048	4.2%	600,000
(Gain) Loss on Fixed Assets	0	0	0	0	0.0%	0
Accident Expense*	270	16,914	0	(16,914)	--%	0
Other Non-Reimbursable Expense	0	0	0	0	0.0%	0
Pension Expense - Deferred Outflows	0	0	0	0	0.0%	0
Total Non-Reimbursable Expenses	55,148	447,866	450,000	2,134	0.5%	600,000
Total Operating and Non-Reimbursable Expenses	592,212	5,037,965	5,166,134	128,169	2.5%	7,055,698

* Moved accident expenses to Non-Reimbursable line items since cost is covered by insurance proceeds.

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
INCOME STATEMENT
FOR THE PERIOD ENDED June 30, 2020**

	MTD Actual	YTD Actual	YTD Budget	YTD \$ Variance	YTD % Variance	TOTAL FY20 Budget
Operating Grant Revenue						
Federal Grants - Operating	566,262	3,400,687	3,406,231	(5,544)	-0.2%	4,281,344
State Grants - Operating	0	85,992	84,245	1,747	2.1%	123,893
Local Grants - Operating	248,047	1,925,272	1,911,033	14,239	0.7%	2,764,352
Total Operating Grant Revenue	814,309	5,411,951	5,401,509	10,442	0.2%	7,169,589
Capital Grant Revenue						
Federal Grants - Capital	0	1,053,982	1,051,141	2,841	0.3%	1,484,928
State Grants - Capital	0	90,156	88,000	2,156	2.4%	88,000
Local Grants - Capital	0	388,093	387,050	1,043	0.3%	479,187
Total Capital Grant Revenue	0	1,532,231	1,526,191	6,040	0.4%	2,052,115
Total Grant Revenue	814,309	6,944,182	6,927,700	16,482	0.2%	9,221,704
Other Revenue						
Bus Advertising Revenue	(1,900)	1,590	13,333	(11,743)	-88.1%	20,000
Miscellaneous - Vending, Other	75	1,713	1,600	113	7.1%	2,400
Total Other Revenue	(1,825)	3,303	14,933	(11,630)	-77.9%	22,400
Total Non-Operating Revenue	812,484	6,947,485	6,942,633	4,852	0.1%	9,244,104
 In-Kind Revenue				0		
Change in Net Position	<u>220,272</u>	<u>2,120,579</u>	<u>2,049,833</u>	<u>70,746</u>	<u>3%</u>	<u>2,588,406</u>
 YTD Capital Expenditure Activity (Cost)						
Paratransit Vehicles	0	189,096	189,096	0	0%	189,096
Bus Purchases	0	1,220,136	1,220,136	0	0%	1,220,136
FTA Equity for Internationals	0	170,294	0	(170,294)	0%	0
Facility Due/Diligence	0	0	0	0	0%	1,000,000
Computer Hardware/Software - Paratransit	0	9,606	9,606	0	0%	118,000
Facility Maintenance Items	0	39,350	39,350	0	0%	87,634
Bus Stop Designation/Implementation	0	101,147	90,932	(10,215)	-11%	321,080
Computer Hardware/Software - 5307/Other	6,000	42,279	34,467	(7,812)	-23%	64,000
YTD Capital Expenditures vs Budget	<u>6,000</u>	<u>1,771,908</u>	<u>1,583,587</u>	<u>(188,321)</u>	<u>-12%</u>	<u>2,999,946</u>

Statements have been downloaded from Sage 100 and consolidated for reporting purposes.

**WACCAMAW REGIONAL TRANSPORTATION AUTHORITY
DBA THE COAST RTA
INCOME STATEMENT NOTES – June 2020**

These notes represent Income Statement variances of \$5,000 per MTD and YTD budget line item on pages 2 and 3, in accordance with Section 2.3 of WRTA Month-End Procedures (Rev. 04/01/09).

Total Operating Revenue is under budget YTD (\$62.3K) or (22.8%) (page 2) due Coast RTA eliminating fares in March. Management will be resuming fares on July 20, 2020. Budget for the year has been reduced to \$400K.

Salaries & Benefits - Administration is under budget YTD \$20.6K or 3.6% (page 2) due to some expected labor expenses being delayed to July.

Salaries & Benefits - Transit is under budget YTD \$29.7K or 1.5% (page 2) due to the adjustment made in the budget revision and the start of the Entertainment Shuttle was delayed to June 12th. We are experiencing some issues in recruiting drivers as evidenced by the increase in overtime expense. Management is exploring changes to entry level payrates and we are redoubling our efforts to find qualified operators.

Overtime - Transit is over budget YTD (\$12.3K) or (13.7%) (page 2) due to a shortage in drivers which is exacerbated by the COVID-19 administrative adjustment, which is paid at timer and half. See Salaries & Benefits – Transit note.

Vehicle Maintenance is under budget YTD (\$13.5K) or (3.3%) (page 2) as some expenses for items like bus wraps have been delayed. Maintenance continues to work on improving driver shielding and other COVID-19 protections. Budget allows for additional investments in PPE and cleaning vehicles.

Fuel & Oil is under budget YTD \$44.5K or 13.7% (page 2) as market prices for fuel remain low and our total miles for the month were lower because of service reductions related to COVID-19. The overall budget was reduced significantly, but we left enough budget in the line item in case market prices rise unexpectedly.

Liability Insurance is under budget YTD \$5.6K or 4.3% (page 2) primarily due to timing of expenses as we transition between annual policies. We expect a small increase in in premiums beginning in August.

Legal & Professional Services is under budget YTD \$5.3K or 10.1% (page 2) due timing of expenses related to our RTA designation research.

Public Information is under budget YTD \$11.0K or 73.7% (page 2) due to timing of expenses. We have a number of public schedules and other documents to be produced between now and the end of the fiscal year, including a new riders' guide and system map for new service in October.

Depreciation is under budget YTD \$19.0K or 4.2% (page 2) due the delays in acquiring rolling stock.

Total Operating Grant Revenue is over budget YTD \$10.4K or 0.2% (page 2) due to local revenues exceeding expectations.

Total Other Revenue is under budget YTD (\$11.6K) or (77.9%) (page 2) because of a significant reduction in advertising revenues due to COVID-19.

Coast RTA Budget Review FY 20

	Total Expense YTD	Budget YTD	Variance \$ YTD	Variance % YTD
Administration	825,629	860,090	34,461	4.0%
Operations	2,432,356	2,512,872	80,516	3.2%
Maintenance	1,332,114	1,343,172	11,058	0.8%
Total	4,590,099	4,716,134	126,035	2.7%
Farebox Revenue	211,059	273,333	(62,274)	-22.8%

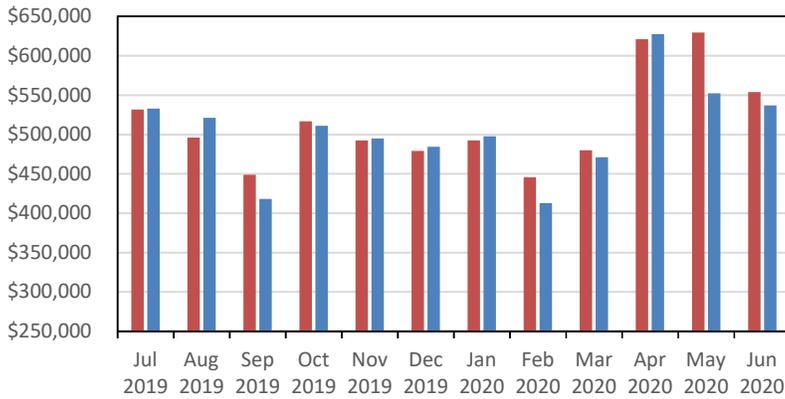
ending June 30, 2019

16-Jul-20

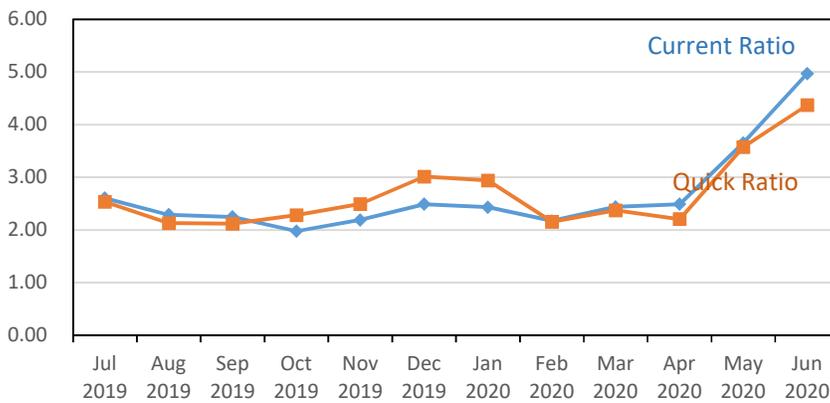
**Waccamaw Regional Transportation Authority
DBA THE COAST RTA
COMPARATIVE BALANCE SHEET
June 30, 2020**

	<u>Jun-20</u>	<u>Jun-19</u>
ASSETS		
Current Assets:		
Cash	435,722	(64,393)
Cash Reserve (Certificate of Deposit)	0	0
Accounts Receivable - Federal, State & Local Grants	1,317,512	734,078
Accounts Receivable - Employees/Other	7,021	53,201
Inventory	249,702	174,760
Prepaid Expenses	<u>(3,899)</u>	<u>46,548</u>
Total Current Assets	<u>2,006,058</u>	<u>944,194</u>
Long-Term Assets		
Total Capital Assets, Net	4,011,397	2,834,108
Deferred Outflows of Resources-NPL	<u>528,466</u>	<u>1,000,624</u>
Total Long-Term Assets	<u>4,539,863</u>	<u>3,834,732</u>
Total Assets	<u>6,545,921</u>	<u>4,778,926</u>
LIABILITIES & EQUITY		
LIABILITIES		
Current Liabilities:		
Accounts Payable	56,656	41,056
Accrued Payroll and Withholdings	252,968	136,042
Accrued Compensated Absences	93,236	75,055
Disallowed Costs due to SCDOT - Current	217,166	101,634
Installment Loan CNB - Short-term	718	90,000
Unearned Revenue	<u>0</u>	<u>13,000</u>
Total Current Liabilities	<u>620,744</u>	<u>456,787</u>
Non-Current Liabilities:		
Accrued Compensated Absences, Net of Current Portion	0	32,063
Installment Loan CNB - Long-term	0	180,000
Due to FTA - Long Term	325,199	338,515
Disallowed Costs due to SCDOT - Long Term	126,668	75,500
Net Pension Liability	5,682,686	5,625,121
Deferred Inflows of Resources-NPL	<u>85,730</u>	<u>75,580</u>
Total Non-Current Liabilities	<u>6,220,283</u>	<u>6,326,779</u>
Total Liabilities	<u>6,841,027</u>	<u>6,783,566</u>
EQUITY		
Contributed Capital	2,719,523	2,719,523
Restricted Net Assets	(1,247,175)	(579,793)
Retained Earnings - Current Year	2,120,579	(256,337)
Net Investments in Capital Assets	2,027,824	2,027,824
Net Position Retriected for Pensions	(3,676,132)	(3,676,132)
Restricted for Transit Operations	60,000	60,000
Unrestricted Net Pension	<u>(2,299,725)</u>	<u>(2,299,725)</u>
Total Fund Equity	<u>(295,106)</u>	<u>(2,004,640)</u>
Total Liabilities and Fund Equity	<u>6,545,921</u>	<u>4,778,926</u>

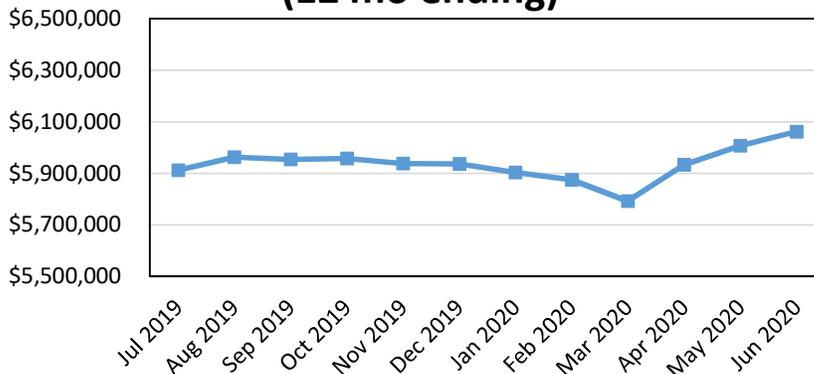
Expenses: Monthly Budget to Actual



Current/Quick Ratio



12-mo Rolling Expense Trending (12 mo ending)



WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

CASH REQUIREMENTS

7/16/2020

	Income	Expense	Balance	Date	Notes
Cash Balance			\$350,473	07/15/20	
Deposits in Transit	\$0		\$350,473		
Fares			\$350,473	07/13/20	
Horry County 2FQ20	\$553,748		\$904,221	07/16/20	
Accounts Payable		\$36,360	\$867,861	07/17/20	
Fuel - Diesel	\$3,500	\$11,282	\$860,079	07/18/20	
Fuel - Gas		\$10,940	\$849,139	07/18/20	
5307 Federal OPS	\$281,755		\$1,130,894	07/20/20	June Final
5307 Federal PM	\$115,000		\$1,245,894	07/20/20	June Final
Fares			\$1,245,894	07/20/20	
Payroll and taxes		\$135,000	\$1,110,894	07/22/20	
City of Myrtle Beach Q4 FY 20	\$62,500		\$1,173,394	07/23/20	
City of North Myrtle Beach	\$15,000		\$1,188,394	07/23/20	
CNB Savings		\$500,000	\$688,394	07/23/20	O&M Reserve Balance \$500,000
Fares	\$5,000		\$693,394	07/27/20	
Fuel - Diesel		\$13,333	\$680,061	07/27/20	
PEBA - SC Retirement (Pension)		\$53,000	\$627,061	07/30/20	June Pension Payment
Accounts Payable		\$25,000	\$602,061	07/31/20	
PEBA Health Insurance (FY 20 Premium Adj.)	\$25,000		\$627,061	07/31/20	
Fares	\$10,000		\$637,061	08/03/20	
5311 Federal Admin/Ops/PM	\$169,507		\$806,568	08/05/20	June Rural Service
Payroll and taxes		\$135,000	\$671,568	08/05/20	
Fuel - Gas		\$12,500	\$659,068	08/08/20	
Fares	\$8,000		\$667,068	08/10/20	
Fuel - Diesel		\$13,333	\$653,734	08/10/20	
Georgetown County	\$31,000		\$684,734	08/10/20	
PEBA Health Insurance		\$45,000	\$639,734	08/10/20	Aug Premiums
State Insurance Fund - Liability Ins. Premium		\$50,000	\$589,734	08/10/20	
Accounts Payable		\$25,000	\$564,734	08/14/20	
CNB Savings		\$150,000	\$414,734	08/15/20	O&M Reserve Balance \$650,000
Fares	\$10,000		\$424,734	08/17/20	
Payroll and taxes		\$135,000	\$289,734	08/19/20	
5307 Federal OPS	\$250,000		\$539,734	08/20/20	July Final
5307 Federal PM	\$112,500		\$652,234	08/20/20	July Final
Fares	\$10,000		\$662,234	08/24/20	
Fuel - Diesel		\$13,333	\$648,901	08/24/20	
Accounts Payable		\$20,000	\$628,901	08/28/20	
Fuel - Gas		\$12,500	\$616,401	08/29/20	
PEBA - SC Retirement (Pension)		\$53,000	\$563,401	08/30/20	July Pension Payment
Fares	\$10,000		\$573,401	08/31/20	
SC Dvsn of Insurance Services Workers Comp		\$24,865	\$548,536	09/01/20	4CQ20 Premium
Payroll and taxes		\$135,000	\$413,536	09/02/20	
5311 Federal Admin/Ops/PM	\$146,000		\$559,536	09/05/20	July Rural Service
Fares	\$8,500		\$568,036	09/07/20	
Fuel - Diesel		\$13,333	\$554,703	09/07/20	
Georgetown County	\$31,000		\$585,703	09/10/20	
PEBA Health Insurance		\$45,000	\$540,703	09/10/20	Sep Premiums
Accounts Payable		\$20,000	\$520,703	09/12/20	

WACCAMAW REGIONAL TRANSPORTATION AUTHORITY

CASH REQUIREMENTS

7/16/2020

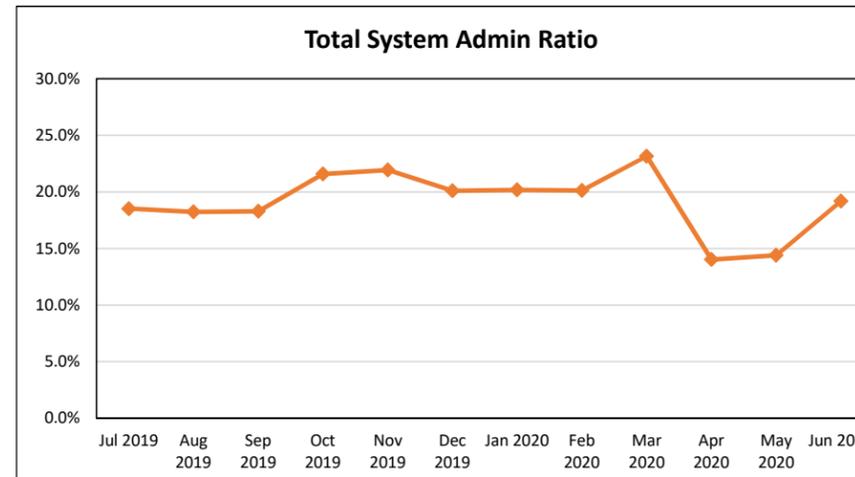
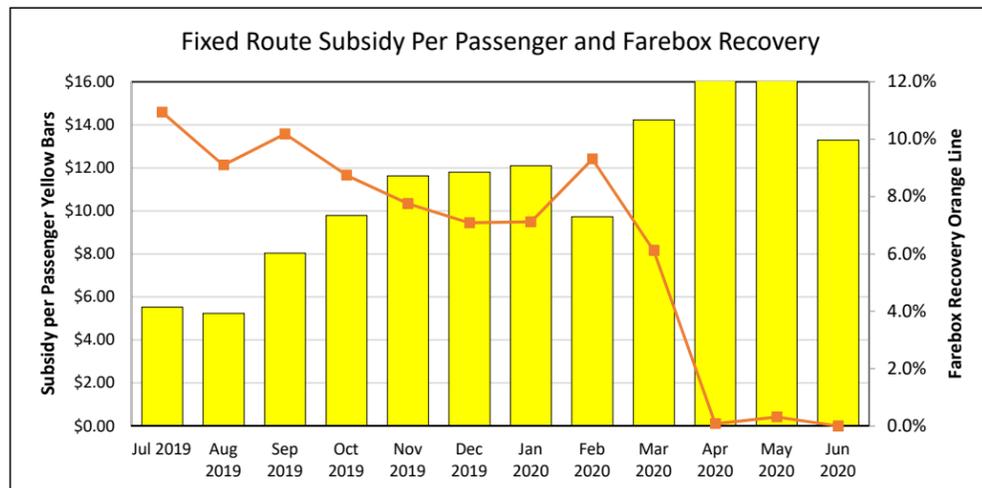
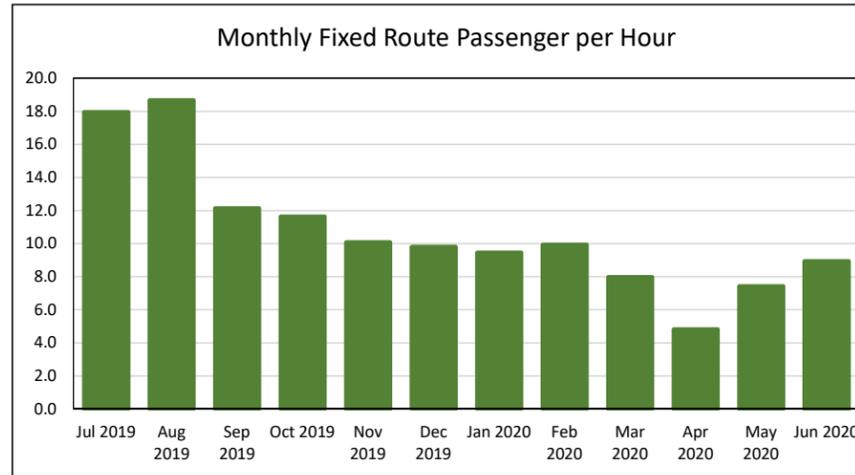
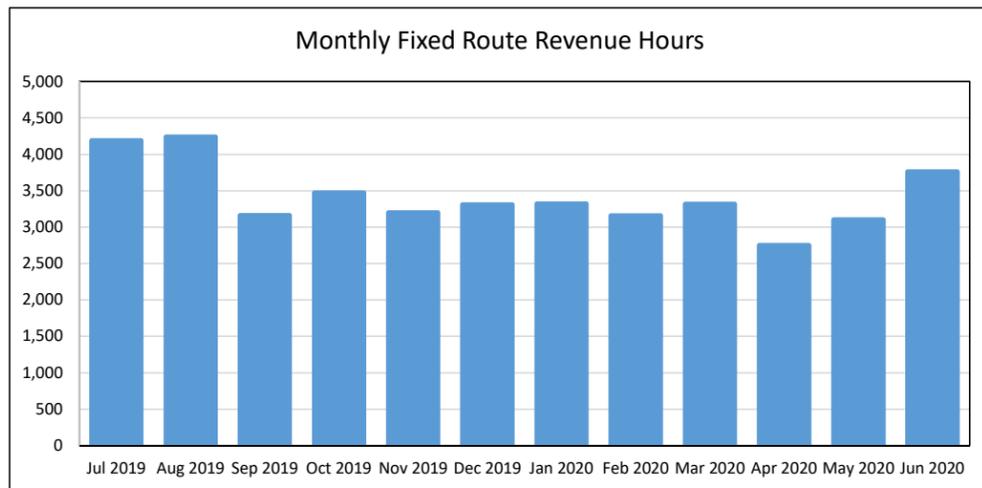
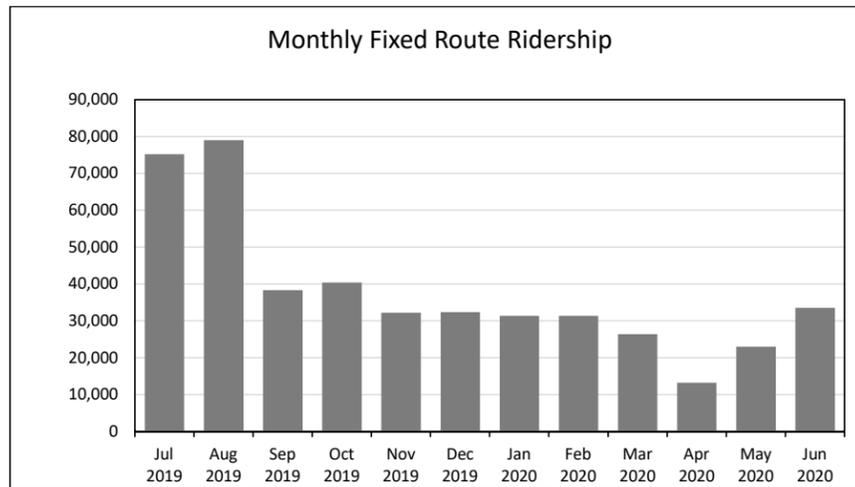
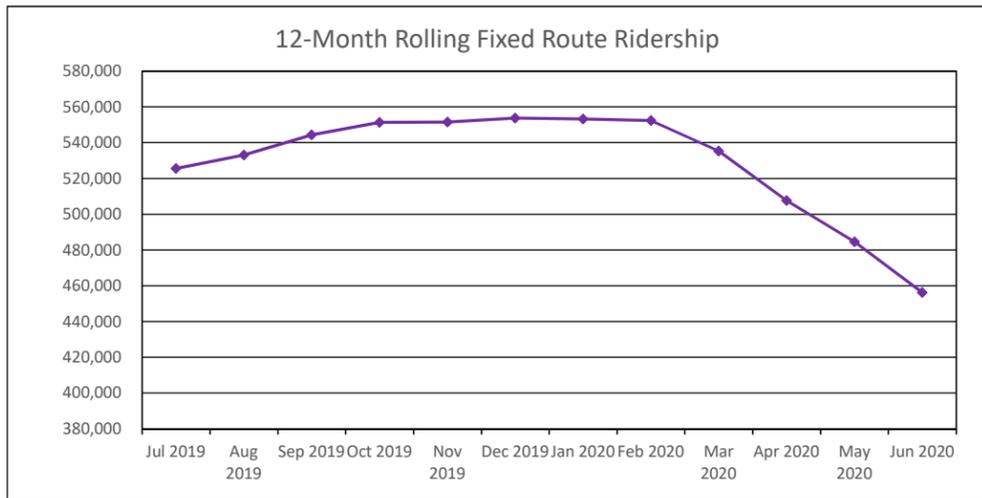
	Income	Expense	Balance	Date	Notes
Fares	\$8,500		\$529,203	09/14/20	
CNB Savings		\$150,000	\$379,203	09/15/20	O&M Reserve Balance \$800,000
Payroll and taxes		\$125,000	\$254,203	09/16/20	
Fuel - Gas		\$12,500	\$241,703	09/19/20	
5307 Federal OPS	\$250,000		\$491,703	09/20/20	August Final
5307 Federal PM	\$112,500		\$604,203	09/20/20	August Final
Fares	\$8,500		\$612,703	09/21/20	
Fuel - Diesel		\$13,333	\$599,369	09/21/20	
Accounts Payable		\$20,000	\$579,369	09/26/20	
Fares	\$8,500		\$587,869	09/28/20	
Payroll and taxes		\$120,000	\$467,869	09/30/20	
PEBA - SC Retirement (Pension)		\$53,000	\$414,869	09/30/20	Aug Pension Payment
5311 Federal Admin/Ops/PM	\$146,000		\$560,869	10/05/20	Aug Rural Service
Fares	\$8,500		\$569,369	10/05/20	
Fuel - Diesel		\$13,333	\$556,036	10/05/20	
Accounts Payable		\$30,000	\$526,036	10/10/20	
City of Myrtle Beach Q3 FY 20	\$62,500		\$588,536	10/10/20	
City of North Myrtle Beach	\$25,000		\$613,536	10/10/20	
Fuel - Gas		\$12,500	\$601,036	10/10/20	
Georgetown County	\$31,000		\$632,036	10/10/20	
Horry County 3FQ20	\$525,000		\$1,157,036	10/10/20	
PEBA Health Insurance		\$40,000	\$1,117,036	10/10/20	Oct Premiums
Fares	\$7,500		\$1,124,536	10/12/20	
Payroll and taxes		\$120,000	\$1,004,536	10/14/20	
CNB Savings		\$150,000	\$854,536	10/15/20	
Fuel - Diesel		\$13,333	\$841,203	10/19/20	
5307 Federal OPS	\$190,000		\$1,031,203	10/20/20	September Final
5307 Federal PM	\$112,500		\$1,143,703	10/20/20	September Final
5311 Federal Admin/Ops/PM	\$146,000		\$1,289,703	10/20/20	Sep Rural Service
Payroll and taxes		\$120,000	\$1,169,703	10/28/20	

Key Performance Indicators - Fixed Route

Fixed Route Measures	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	Dec 2019	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	12-Month Total
Ridership	61,830	75,167	79,037	38,311	40,353	32,201	32,359	31,350	31,335	26,404	13,234	22,959	33,526	456,236
Revenue Hours	4,108	4,188	4,236	3,160	3,469	3,195	3,306	3,319	3,155	3,312	2,748	3,100	3,758	40,946
Total Hours	4,260	4,453	4,523	3,318	4,163	3,398	3,484	3,506	3,303	3,464	2,977	3,226	3,996	43,811
Revenue Miles	83,852	84,303	86,573	70,299	79,236	72,875	75,630	75,864	72,789	74,636	65,223	72,358	81,595	911,381
Total Miles	89,574	90,428	93,126	74,053	83,752	76,797	80,130	79,858	76,924	79,041	67,528	75,392	87,570	964,599
Accidents	0	0	2	1	0	0	3	1	2	0	0	1	1	11
Breakdowns	8	4	10	9	3	5	6	4	6	3	3	0	3	56
Complaints	7	3	4	5	7	2	6	3	2	2	3	3	2	42
Transit Expense	\$260,709	\$253,985	\$257,985	\$219,289	\$254,270	\$241,939	\$228,095	\$254,765	\$192,793	\$221,355	\$284,788	\$253,012	\$264,735	\$2,927,015
Maintenance Expense	\$86,819	\$139,616	\$126,988	\$70,498	\$101,352	\$90,862	\$114,189	\$85,106	\$87,106	\$103,484	\$194,188	\$167,820	\$108,982	\$1,390,191
Administrative Expense	\$65,188	\$72,897	\$70,229	\$53,014	\$76,774	\$72,978	\$68,833	\$68,577	\$56,358	\$75,215	\$67,152	\$60,625	\$71,671	\$814,323
Total Operating Expenses	\$412,716	\$466,499	\$455,202	\$342,801	\$432,396	\$405,779	\$411,117	\$408,448	\$336,256	\$400,055	\$546,129	\$481,457	\$445,388	\$5,131,528
Fare/Contract Revenues	\$44,875	\$51,025	\$41,384	\$34,898	\$37,807	\$31,465	\$29,114	\$29,048	\$31,288	\$24,504	\$412	\$1,507	\$0	\$312,452

Efficiency Metrics	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	Dec 2019	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	12-Month Total
O & M Expense per Hour (No Admin)	\$84.60	\$93.98	\$90.88	\$91.70	\$102.53	\$104.16	\$103.53	\$102.40	\$88.72	\$98.08	\$174.30	\$135.75	\$99.45	\$105.44
Average Fare	\$0.73	\$0.68	\$0.52	\$0.91	\$0.94	\$0.98	\$0.90	\$0.93	\$1.00	\$0.93	\$0.03	\$0.07	\$0.00	\$0.68
Farebox Recovery	10.9%	10.9%	9.1%	10.2%	8.7%	7.8%	7.1%	7.1%	9.3%	6.1%	0.1%	0.3%	0.0%	6.1%
Subsidy per Passenger	\$5.95	\$5.53	\$5.24	\$8.04	\$9.78	\$11.62	\$11.81	\$12.10	\$9.73	\$14.22	\$41.24	\$20.90	\$13.28	\$10.56
Maintenance Cost per Mile	\$0.97	\$1.54	\$1.36	\$0.95	\$1.21	\$1.18	\$1.43	\$1.07	\$1.13	\$1.31	\$2.88	\$2.23	\$1.24	\$1.44
Deadhead Ratio (Miles)	7%	7%	8%	5%	6%	5%	6%	5%	6%	6%	4%	4%	7%	6%
Administrative Ratio	19%	19%	18%	18%	22%	22%	20%	20%	20%	23%	14%	14%	19%	19%

Effectiveness Metrics	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	Dec 2019	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	12-Month Total
Passengers per Hour	15.1	17.9	18.7	12.1	11.6	10.1	9.8	9.4	9.9	8.0	4.8	7.4	8.9	11.1
Mean Distance between Accidents	N/A	N/A	46,563	74,053	N/A	N/A	26,710	79,858	38,462	N/A	N/A	75,392	87,570	87,691
Mean Distance between Breakdowns	11,197	22,607	9,313	8,228	27,917	15,359	13,355	19,965	12,821	26,347	22,509	N/A	29,190	17,225
Complaints per 1,000 Riders	0.113	0.040	0.051	0.131	0.173	0.062	0.185	0.096	0.064	0.076	0.227	0.131	0.060	0.122
On-Time Performance	75%	71%	74%	84%	86%	90%	92%	93%	88%	94%	96%	96%	94%	87%

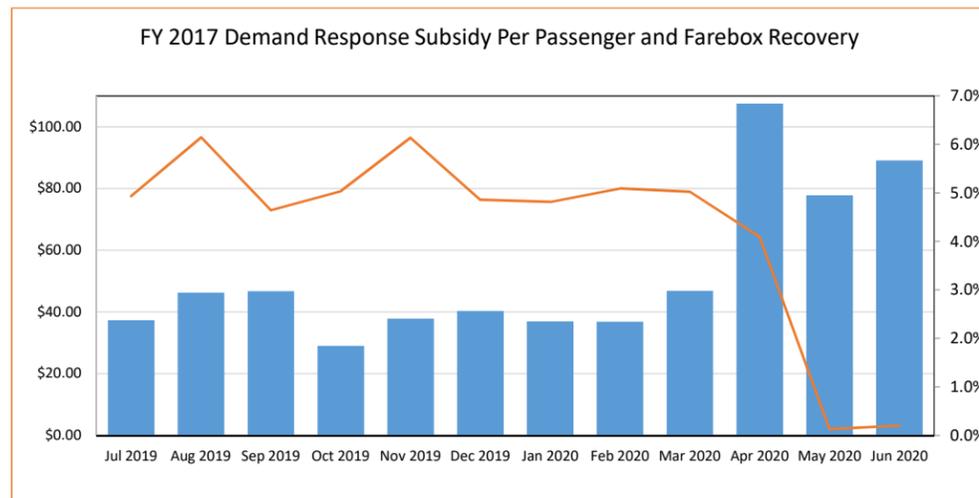
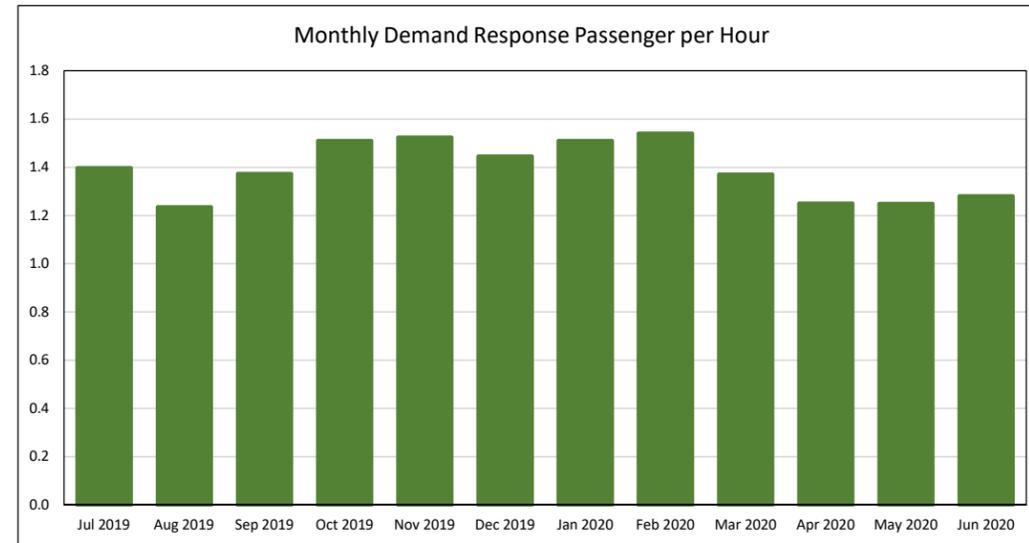
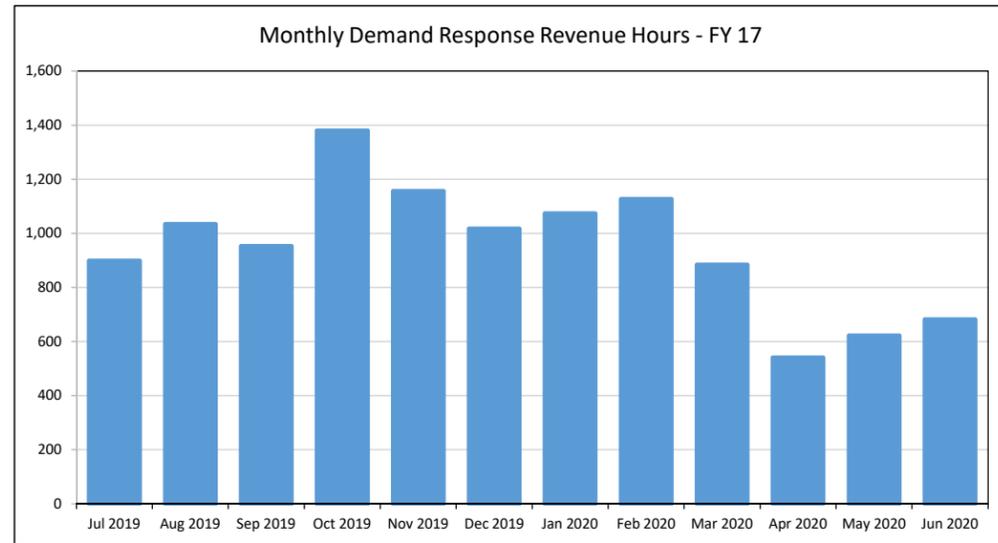
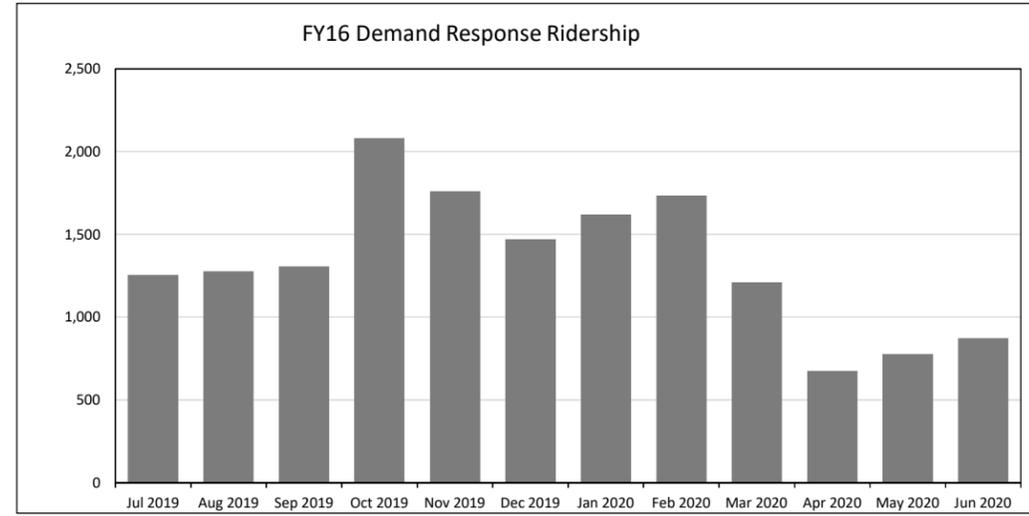
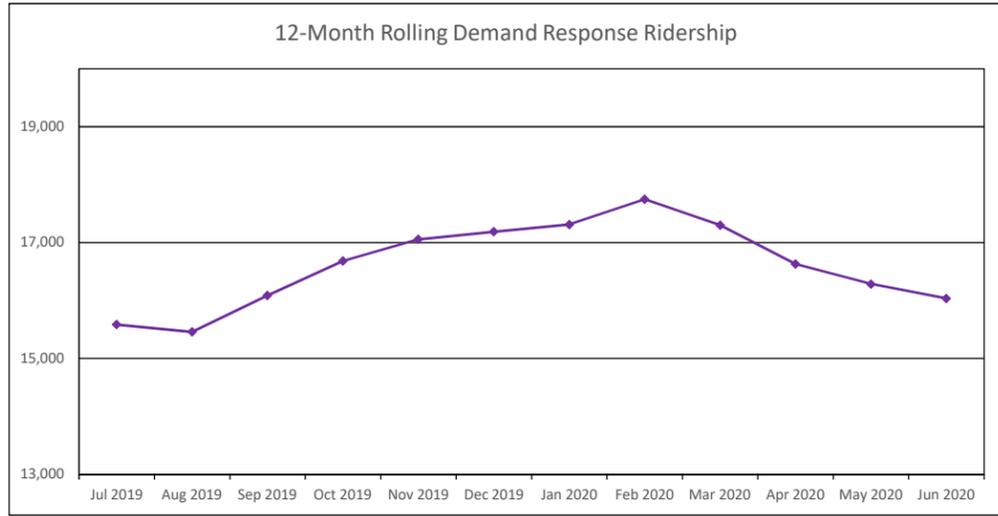


Key Performance Indicators - Demand Response

Demand Response Measures	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	Dec 2019	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	12-Month Total
Ridership	1,119	1,254	1,277	1,307	2,081	1,761	1,470	1,620	1,734	1,210	675	777	872	16,038
Revenue Hours	898	898	1,034	952	1,379	1,156	1,017	1,073	1,126	883	540	622	681	11,361
Total Hours	1,101	1,064	1,226	1,119	1,584	1,333	1,215	1,253	1,353	1,096	686	772	852	13,553
Revenue Miles	16,515	17,971	19,831	17,948	23,251	21,479	18,275	20,833	21,987	16,956	9,720	11,471	12,566	212,288
Total Miles	20,488	22,082	24,254	21,464	28,015	25,568	22,771	25,086	26,506	21,243	3,812	14,949	16,777	252,527
Accidents	0	0	0	1	1	0	1	0	0	0	0	0	0	3
Breakdowns	1	0	1	1	1	0	1	0	0	1	0	0	0	5
Complaints	3	1	4	0	6	2	3	4	4	1	1	1	1	28
Paratransit Expense	\$41,548	\$36,481	\$45,467	\$47,888	\$50,905	\$54,631	\$44,158	\$51,162	\$49,065	\$43,517	\$48,237	\$43,144	\$52,476	\$567,132
Maintenance Expense	\$13,971	\$14,194	\$17,049	\$17,027	\$14,446	\$16,245	\$18,757	\$12,643	\$19,083	\$16,221	\$24,449	\$17,515	\$25,264	\$212,893
Administrative Expense	\$10,389	\$10,471	\$10,471	\$11,577	\$15,370	\$16,479	\$13,326	\$13,772	\$14,343	\$14,787	\$11,374	\$10,338	\$14,207	\$156,513
Total Operating Expenses	\$65,908	\$61,146	\$72,987	\$76,493	\$80,721	\$87,355	\$76,241	\$77,576	\$82,490	\$74,525	\$84,060	\$70,997	\$91,947	\$936,537
Fare Revenues	\$3,252	\$3,758	\$3,392	\$3,850	\$4,953	\$4,244	\$3,670	\$3,953	\$4,143	\$3,051	\$111	\$146	\$0	\$35,270

Efficiency Metrics	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	Dec 2019	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	12-Month Total
O & M Expense per Hour	\$61.84	\$56.43	\$60.46	\$68.19	\$47.39	\$61.31	\$61.86	\$59.46	\$60.52	\$67.65	\$134.60	\$97.52	\$114.16	\$68.66
Average Fare	\$2.91	\$3.00	\$2.66	\$2.95	\$2.38	\$2.41	\$2.50	\$2.44	\$2.39	\$2.52	\$0.16	\$0.19	\$0.00	\$2.20
Farebox Recovery	4.9%	6.1%	4.6%	5.0%	6.1%	4.9%	4.8%	5.1%	5.0%	4.1%	0.1%	0.2%	0.0%	3.8%
Subsidy per Passenger	\$46.71	\$37.41	\$46.30	\$46.72	\$29.02	\$37.84	\$40.30	\$36.95	\$36.91	\$46.85	\$107.52	\$77.88	\$89.15	\$46.44
Deadhead Ratio (Miles)	24%	23%	22%	20%	20%	19%	25%	20%	21%	25%	-61%	30%	34%	19%
Administrative Ratio	19%	21%	17%	18%	24%	23%	21%	22%	21%	25%	16%	17%	18%	20%

Effectiveness Metrics	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019	Nov 2019	Dec 2019	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	12-Month Total
Passengers per Hour	1.25	1.40	1.24	1.37	1.51	1.52	1.45	1.51	1.54	1.37	1.25	1.25	1.28	1.41
Mean Distance between Accidents	n/a	n/a	n/a	21,464	28,015	n/a	22,771	n/a	n/a	n/a	n/a	n/a	n/a	84,176
Mean Distance between Breakdowns	20,488	n/a	24,254	21,464	28,015	n/a	22,771	n/a	n/a	21,243	n/a	n/a	n/a	50,505
Complaints per 1,000 Riders	2.7	0.8	3.1	0.0	2.9	1.1	2.0	2.5	2.3	0.8	1.5	1.3	1.1	1.7
On-Time Performance	82%	86%	88%	88%	86%	86%	90%	87%	91%	92%	95%	91%	91%	88%



Coast RTA Federal Grants - FY19						Current Month						21	> 5307 + Bus Stop
Activity Line Item Balances						Current Month						9	> 5339 Grants
June 2020 - Final													
5307 Federal Grant # SC-2019-016-00						Bus Stop Implementation (5339) Grant # 2018-040-00							
SC-2019-016-03		SC-2019-016-01		SC-2019-016-02		SC-2018-001		SC-2018-002		SC-2018-003		Georgetown	
114-A3		117-A1		300-A2		117-A3		113-A1		113-A2		County	
Security / I.T.		Preventative				Construction		Bus Stop		Bus Stop		Local	
Month	Hard/Software	Maintenance	Operations	Totals	Comments	Month	Management	Signs	Posts	Match	Totals	Comments	
FY20 Contract	\$ 28,800	\$ 571,200	\$ 900,000	\$ 1,500,000	> Current Year Award	FY18 Award	\$ 175,000	\$ 21,500	\$ 17,560	\$ 53,515	\$ 267,575	> Total Award	
	\$ -	\$ -	\$ (342,552)	\$ (342,552)	> Prior Year(s) Carryforward		\$ 249,200	\$ -	\$ -	\$ 62,300	\$ 311,500	> Amendment #1	
							\$ (66,188)	\$ (9,500)	\$ (13,597)	\$ (22,322)	\$ (111,607)	> Prior Year Carryforward	
Monthly Draws:						Monthly Draws:							
Oct 2019	\$ 2,876	\$ 73,974	\$ 95,594	\$ 172,444		Oct 2019	\$ 24,216	\$ -	\$ -	\$ 6,054	\$ 30,270	> Aecom	
Nov 2019	\$ -	\$ 73,977	\$ 96,682	\$ 170,659		Nov 2019	\$ 25,026	\$ -	\$ -	\$ 6,256	\$ 31,282	> Aecom	
Dec 2019	\$ 3,767	\$ 83,788	\$ 97,753	\$ 185,308		Dec 2019	\$ 1,321	\$ -	\$ -	\$ 330	\$ 1,651	> Aecom	
Jan 2020	\$ -	\$ 75,062	\$ 112,162	\$ 187,224		Jan 2020	\$ -	\$ -	\$ -	\$ -	\$ -		
Feb 2020	\$ -	\$ 69,860	\$ 91,788	\$ 161,648		Feb 2020	\$ 7,420	\$ -	\$ -	\$ 1,855	\$ 9,275	> Aecom	
Mar 2020	\$ -	\$ 77,597	\$ 63,469	\$ 141,066		Mar 2020	\$ -	\$ -	\$ -	\$ -	\$ -		
Apr 2020	\$ -	\$ 116,942	\$ -	\$ 116,942		Apr 2020	\$ 12,080	\$ 6,000	\$ -	\$ 4,519	\$ 22,599	> Aecom + Design/Sign	
May 2020	\$ 1,449	\$ -	\$ -	\$ 1,449		May 2020	\$ 8,172	\$ -	\$ -	\$ 2,043	\$ 10,215	> Aecom	
June 2020	\$ -	\$ -	\$ -	\$ -		June 2020	\$ -	\$ -	\$ -	\$ -	\$ -		
July 2020	\$ -	\$ -	\$ -	\$ -		July 2020	\$ -	\$ -	\$ -	\$ -	\$ -		
Aug 2020	\$ -	\$ -	\$ -	\$ -		Aug 2020	\$ -	\$ -	\$ -	\$ -	\$ -		
Sept 2020	\$ -	\$ -	\$ -	\$ -		Sept 2020	\$ -	\$ -	\$ -	\$ -	\$ -		
Subtotal Draws	\$ 8,092	\$ 571,200	\$ 557,448	\$ 1,136,740			\$ 78,235	\$ 6,000	\$ -	\$ 21,057	\$ 105,292		
Remaining Balance	\$ 20,708	\$ -	\$ -	\$ 20,708			\$ 279,777	\$ 6,000	\$ 3,963	\$ 72,436	\$ 362,176		
% Expended	28.10%	100.00%	100.00%	98.62%			-97.69%	27.91%	0.00%	-77.07%	-77.07%		
% Time Elapsed	87.50%	100.00%	100.00%	110.53%			58.33%	58.33%	58.33%	58.33%	58.33%		
Bus & Bus Facilities (5339) Grant # 2017-020-00 114-A1						Vehicle Replacement Initiative Phase III (5339) Grant # PT-90939-C4							
5339 Urban		Horry				5339 Rural		Georgetown Cty		Horry			
Month	Formula	Cty Capital	Totals	Comments	Month	Discretionary	SMTF	Capital+WRCOG	Cty Capital	Local Funds	Totals		
FY18 Award	\$ 293,250	\$ 51,750	\$ 345,000	> Partial Funding	FY18 Award	\$ 500,000	\$ 88,235	\$ 255,749	\$ 118,113	\$ 102,135	\$ 1,064,232		
Monthly Draws:					Monthly Draws:								
Oct 2019	\$ -	\$ -	\$ -		Oct 2019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Nov 2019	\$ -	\$ -	\$ -		Nov 2019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Dec 2019	\$ -	\$ -	\$ -		Dec 2019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Jan 2020	\$ 85,340	\$ 12,800	\$ 98,140	> 3 Ford F-550, 24 Passenger Buses;	Jan 2020 (F-550's)	\$ -	\$ -	\$ 95,038	\$ 24,823	\$ 82,518	\$ 202,379		
Feb 2020	\$ 207,910	\$ 38,950	\$ 246,860	2 New Flyer Buses & 3 Ford Transit Vans	Feb 20-NF's+Transits	\$ 500,000	\$ 88,235	\$ 160,711	\$ 93,290	\$ 19,617	\$ 861,853		
Mar 2020	\$ -	\$ -	\$ -		Mar 2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Apr 2020	\$ -	\$ -	\$ -		Apr 2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
May 2020	\$ -	\$ -	\$ -		May 2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
June 2020	\$ -	\$ -	\$ -		June 2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
July 2020	\$ -	\$ -	\$ -		July 2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Aug 2020	\$ -	\$ -	\$ -		Aug 2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Sept 2020	\$ -	\$ -	\$ -		Sept 2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Subtotal Draws	\$ 293,250	\$ 51,750	\$ 345,000			\$ 500,000	\$ 88,235	\$ 255,749	\$ 118,113	\$ 102,135	\$ 1,064,232		
Remaining Balance	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
% Expended	100.00%	100.00%	100.00%			100.00%	100.00%	100.00%	100.00%	100.00%	100.00%		
% Time Elapsed	75.00%	75.00%	75.00%			75.00%	75.00%	75.00%	75.00%	75.00%	75.00%		

Coast RTA - COVID 19 Cares Act - FY20											Current Month	5
Activity Line Item Balances												
June 2020 - Final												
5307 FTA CARES Act (Federal Urban) - Grant # TBD					***** 5311 SCDOT CARES Act (Federal Rural) - Grant # PT-2009CA-19 *****							
	2020-012-00	2020-012-00	2020-012-00									
	117	117	300 A2									
	Preventative	Preventative				Preventative	Preventative					
Month	Maint - FY20	Maint - FY21	Operations	Totals	Comments	Operating	Maint - FY20	Maint - FY21	Admin	Totals	Comments	
FY20-21 Contract	\$ 450,000	\$ 1,100,000	\$ 2,948,589	\$ 4,498,589		\$ 318,725	\$ 187,333	\$ -	\$ 70,000	\$ 576,058		
Monthly Draws:						\$ 100,000	\$ 50,000	\$ -	\$ 30,000	\$ 180,000	> Amendment #1	
Oct 2019						\$ 300,000	\$ 175,000	\$ -	\$ 100,000	\$ 575,000	> Amendment #2	
Nov 2019												
Dec 2019												
Jan 2020												
Feb 2020	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 36,222	\$ -	\$ -	\$ 36,222		
Mar 2020	\$ -	\$ -	\$ 64,821	\$ 64,821		\$ 80,089	\$ 40,450	\$ -	\$ -	\$ 120,539		
Apr 2020	\$ -	\$ -	\$ 255,826	\$ 255,826		\$ 108,227	\$ 76,132	\$ -	\$ 32,720	\$ 217,079		
May 2020	\$ 142,883	\$ -	\$ 240,828	\$ 383,711		\$ 95,716	\$ 62,893	\$ -	\$ 35,874	\$ 194,483		
June 2020	\$ 115,000		\$ 281,755	\$ 396,755		\$ 95,465	\$ 41,013		\$ 33,029	\$ 169,507		
July 2020				\$ -						\$ -		
Aug 2020				\$ -						\$ -		
Sept 2020				\$ -						\$ -		
Oct 2020				\$ -						\$ -		
Nov 2020				\$ -						\$ -		
Dec 2020				\$ -						\$ -		
Jan 2021				\$ -						\$ -		
Feb 2021				\$ -						\$ -		
Mar 2021				\$ -						\$ -		
Apr 2021				\$ -						\$ -		
May 2021				\$ -						\$ -		
June 2021				\$ -						\$ -		
July 2021				\$ -						\$ -		
Aug 2021				\$ -						\$ -		
Sept 2021				\$ -						\$ -		
Subtotal Draws	\$ 257,883	\$ -	\$ 843,230	\$ 1,101,113		\$ 379,497	\$ 256,710	\$ -	\$ 101,623	\$ 737,830		
Remaning Balance	\$ 192,117	\$ 1,100,000	\$ 2,105,359	\$ 3,397,476		\$ 339,228	\$ 155,623	\$ -	\$ 98,377	\$ 593,228		
% Expended	57.31%	0.00%	28.60%	24.48%		52.80%	62.26%		50.81%	55.43%		
% Time Elapsed	25.00%	25.00%	25.00%	25.00%		25.00%	25.00%	25.00%	25.00%	25.00%		

Coast RTA SCDOT Grants - FY20

Activity Line Item Balances

June 2020 - Final

Current Month

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***** 5311 Federal Rural - Grant # PT-200911-19 *****

***** 5311 State Rural - Grant # PT-200911-19 *****

	***** 5311 Federal Rural - Grant # PT-200911-19 *****					***** 5311 State Rural - Grant # PT-200911-19 *****						
	Operating	Preventative Maintenance	Capital Expenditures	Admin	Totals	Comments	Operating	Preventative Maintenance	Capital Expenditures	Admin	Totals	Comments
FY20 Contract	\$ 298,784	\$ 200,000	\$ -	\$ 200,000	\$ 698,784		\$ 159,805	\$ 41,700	\$ -	\$ 34,880	\$ 236,385	> Orig Submission
							\$ -	\$ -	\$ -	\$ -	\$ -	
Monthly Draws:						<u>Month Drawn</u>						<u>Month Drawn</u>
July 2019	\$ 36,333	\$ 36,400	\$ -	\$ 20,376	\$ 93,109	Aug 19	\$ 36,333	\$ 9,099	\$ -	\$ 5,094	\$ 50,526	Aug 19
Aug 2019	\$ 37,729	\$ 34,334	\$ -	\$ 19,809	\$ 91,872	Sept 19	\$ 37,729	\$ 8,583	\$ -	\$ 4,953	\$ 51,265	Sept 19
Sept 2019	\$ 37,902	\$ 20,459	\$ -	\$ 22,346	\$ 80,707	Oct 19	\$ 37,902	\$ 5,114	\$ -	\$ 5,586	\$ 48,602	Oct 19
Oct 2019	\$ 40,910	\$ 30,994	\$ -	\$ 23,097	\$ 95,001	Nov 19	\$ 40,910	\$ 7,748	\$ -	\$ 5,775	\$ 54,433	Nov 19
Nov 2019	\$ 40,234	\$ 30,018	\$ -	\$ 24,610	\$ 94,862	Dec 19	\$ 6,931	\$ 7,505	\$ -	\$ 6,153	\$ 20,589	Dec 19
Dec 2019	\$ 41,049	\$ 34,794	\$ -	\$ 22,892	\$ 98,735	Jan 20	\$ -	\$ 3,651	\$ -	\$ 5,723	\$ 9,374	Jan 20
Jan 2020	\$ 46,882	\$ 13,001	\$ -	\$ 25,959	\$ 85,842	Feb 20	\$ -	\$ -	\$ -	\$ 1,596	\$ 1,596	Feb 20
Feb 2020	\$ 17,745	\$ -	\$ -	\$ 22,586	\$ 40,331	Mar 20	\$ -	\$ -	\$ -	\$ -	\$ -	
Mar 2020	\$ -	\$ -	\$ -	\$ 18,325	\$ 18,325	Apr 20	\$ -	\$ -	\$ -	\$ -	\$ -	
Apr 2020	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	
May 2020	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	
June 2020	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ 298,784	\$ 200,000	\$ -	\$ 200,000	\$ 698,784		\$ 159,805	\$ 41,700	\$ -	\$ 34,880	\$ 236,385	
Remaning Balance	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	
% Expended	100.00%	100.00%		100.00%	100.00%		100.00%	100.00%		100.00%	100.00%	
% Time Elapsed	100.00%	100.00%		100.00%	100.00%		100.00%	100.00%		100.00%	100.00%	

Grant # PT-200999-29 5307 State Urban SMTF

Grant # PT-909SP-13 (5311 Funds) ParaTransit Scheduling Software (Ecolane)

Month	Fed Oper/PM	Federal	State	Totals	
FY20 Award	\$ 68,810	\$ 90,712	\$ 22,678	\$ 113,390	> FY19 Award
		\$ 51,983	\$ 12,994	\$ 64,977	> FY19 Expense
Monthly Draws:					
July 2019	\$ 68,810	\$ -	\$ -	\$ -	
Aug 2019	\$ -	\$ 17,062	\$ 4,265	\$ 21,327	> 32 Tablets + Laptop
Sept 2019	\$ -	\$ 2,591	\$ 648	\$ 3,239	> Tablet Mounts
Oct 2019	\$ -	\$ 7,684	\$ 1,921	\$ 9,605	> Tablets + Mounts
Nov 2019	\$ -	\$ -	\$ -	\$ -	
Dec 2019	\$ -	\$ -	\$ -	\$ -	
Jan 2020	\$ -	\$ -	\$ -	\$ -	
Feb 2020	\$ -	\$ -	\$ -	\$ -	
Mar 2020	\$ -	\$ -	\$ -	\$ -	
Apr 2020	\$ -	\$ -	\$ -	\$ -	
May 2020	\$ -	\$ -	\$ -	\$ -	
June 2020	\$ -	\$ -	\$ -	\$ -	
Subtotal Draws	\$ 68,810	\$ 79,320	\$ 19,828	\$ 99,148	
Remaning Balance	\$ -	\$ 11,392	\$ 2,850	\$ 14,242	
% Expended	100.00%		% Expended	87.43%	
% Time Elapsed	100.00%		% Time Elapsed	87.50%	



Coast RTA													
Monthly Cash Flow													
June 30, 2020													
	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Totals
Beginning Balance	\$ 158,567.58	\$ 544,742.74	\$ 190,198.75	\$ 300,827.30	\$ 385,217.65	\$ 128,853.25	\$ 289,310.97	\$ 400,640.82	\$ 372,738.17	\$ 435,421.90	\$ 435,421.90	\$ 435,421.90	\$ 158,567.58
Cash Receipts													
5307 - Operations	\$ -	\$ 95,594.00	\$ 161,682.00	\$ 32,753.00	\$ 112,162.00	\$ 91,788.00	\$ 63,469.00	\$ 320,647.00	\$ 240,828.00	\$ -	\$ -	\$ -	\$ 1,118,923.00
5307 - Preventative Maintenance	\$ -	\$ 73,974.00	\$ 113,977.00	\$ 43,788.00	\$ 75,062.00	\$ 69,860.00	\$ 142,597.00	\$ 51,942.00	\$ 142,883.00	\$ -	\$ -	\$ -	\$ 714,083.00
5307 - Capital Expenditures	\$ 44,555.00	\$ 2,876.00	\$ -	\$ 3,767.00	\$ -	\$ -	\$ -	\$ -	\$ 1,449.00	\$ -	\$ -	\$ -	\$ 52,647.00
5307 - SMTF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311 - Operations	\$ 75,804.00	\$ -	\$ 128,985.00	\$ 41,049.00	\$ 46,882.00	\$ 17,745.00	\$ -	\$ 80,089.00	\$ 108,227.00	\$ -	\$ -	\$ -	\$ 498,781.00
5311 - Preventative Maintenance	\$ 25,573.00	\$ -	\$ 76,265.00	\$ 38,445.00	\$ 13,001.00	\$ -	\$ -	\$ 76,672.00	\$ 76,132.00	\$ -	\$ -	\$ -	\$ 306,088.00
5311 - Administration	\$ 27,932.00	\$ -	\$ 59,635.00	\$ 28,615.00	\$ 27,555.00	\$ 22,586.00	\$ -	\$ 18,325.00	\$ 32,720.00	\$ -	\$ -	\$ -	\$ 217,368.00
5311 - Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Horry County Registration Fees	\$ 560,274.00	\$ -	\$ -	\$ 492,388.00	\$ -	\$ -	\$ 514,781.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,567,443.00
Horry County Other	\$ -	\$ -	\$ -	\$ 12,600.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,600.54
Georgetown County Registration Fees	\$ 31,000.00	\$ 31,000.00	\$ 31,000.00	\$ 31,000.00	\$ 31,000.00	\$ 31,000.00	\$ 31,000.00	\$ 31,000.00	\$ 31,000.00	\$ -	\$ -	\$ -	\$ 279,000.00
Myrtle Beach	\$ 62,500.00	\$ -	\$ 62,500.00	\$ -	\$ -	\$ 62,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,500.00
Loris	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fares/Passes	\$ 49,401.25	\$ 31,339.18	\$ 29,210.31	\$ 40,109.26	\$ 53,998.45	\$ 28,853.31	\$ 3,945.10	\$ 1,007.00	\$ -	\$ -	\$ -	\$ -	\$ 237,863.86
Local Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Advertising	\$ -	\$ 70.00	\$ -	\$ -	\$ -	\$ 2,470.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,540.00
Accident Proceeds	\$ 3,323.92	\$ 2,484.95	\$ -	\$ 15,495.41	\$ 2,883.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,187.58
RTAP / Fuel Refunds / Other	\$ 19,235.30	\$ 3,974.78	\$ 6,311.56	\$ 14,717.33	\$ 6,926.57	\$ 15,705.26	\$ 4,628.55	\$ 4,571.63	\$ 1,041.78	\$ -	\$ -	\$ -	\$ 77,112.76
5304 - Bus Stop Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 - Bus Stop Implementation	\$ -	\$ 49,242.00	\$ 1,321.00	\$ -	\$ -	\$ 4,104.00	\$ 12,080.00	\$ 6,000.00	\$ 8,172.00	\$ -	\$ -	\$ -	\$ 80,919.00
5311 - Paratransit Scheduling	\$ 3,239.00	\$ -	\$ 9,605.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,844.00
5310 - Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,711.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,711.00
5339 - Vehicles	\$ -	\$ -	\$ -	\$ 85,340.00	\$ 799,461.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 884,801.00
5339 - Facility Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Horry County Capital Funds	\$ -	\$ -	\$ -	\$ 37,623.00	\$ -	\$ 132,240.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169,863.00
Georgetown County Capital Funds	\$ 10,000.00	\$ 6,054.00	\$ 6,586.00	\$ -	\$ 95,867.00	\$ 1,026.00	\$ -	\$ 1,500.00	\$ 2,043.00	\$ -	\$ -	\$ -	\$ 123,076.00
Total Cash Receipts	\$ 912,837.47	\$ 296,608.91	\$ 687,077.87	\$ 917,690.54	\$ 1,264,798.32	\$ 640,588.57	\$ 772,500.65	\$ 591,753.63	\$ 644,495.78	\$ -	\$ -	\$ -	\$ 6,728,351.74
Cash Basis Expenditures:													
Operating Expenses	\$ 515,387.47	\$ 631,152.90	\$ 542,285.96	\$ 522,781.19	\$ 359,113.75	\$ 454,130.85	\$ 619,157.16	\$ 599,656.28	\$ 506,654.24	\$ -	\$ -	\$ -	\$ 4,750,319.80
Capital Expenditures	\$ 3,774.84	\$ -	\$ 14,163.36	\$ 300,519.00	\$ 1,132,048.97	\$ 6,000.00	\$ 22,013.64	\$ -	\$ 6,000.00	\$ -	\$ -	\$ -	\$ 1,484,519.81
CNB Note Payments	\$ 7,500.00	\$ 20,000.00	\$ 20,000.00	\$ 10,000.00	\$ 30,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 69,157.81	\$ -	\$ -	\$ -	\$ 216,657.81
Total Expenditures	\$ 526,662.31	\$ 651,152.90	\$ 576,449.32	\$ 833,300.19	\$ 1,521,162.72	\$ 480,130.85	\$ 661,170.80	\$ 619,656.28	\$ 581,812.05	\$ -	\$ -	\$ -	\$ 6,451,497.42
Ending Balance	\$ 544,742.74	\$ 190,198.75	\$ 300,827.30	\$ 385,217.65	\$ 128,853.25	\$ 289,310.97	\$ 400,640.82	\$ 372,738.17	\$ 435,421.90	\$ 435,421.90	\$ 435,421.90	\$ 435,421.90	\$ 435,421.90