CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY, COLUMBIA, SC

Comprehensive Annual Financial Report

FOR THE FISCAL YEAR ENDED JUNE 30, 2019

Prepared By:

Central Midlands Regional Transit Authority
Finance Department

THE COMET
CENTRAL MIDLANDS TRANSIT

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CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY

COLUMBIA, SOUTH CAROLINA

COMPREHENSIVE ANNUAL FINANCIAL REPORT

FOR THE FISCAL YEAR
ENDED JUNE 30, 2019

Prepared by Central Midlands Regional Transit Authority
Finance Department

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INTRODUCTORY SECTION

December 30, 2019

Honorable Chairman and Members of the Board

Central Midlands Regional Transit Authority, Columbia, SC 29201

Honorable Board Members,

In accordance with South Carolina Code of Laws, Section 58-25-70, the Central Midlands Regional Transit Authority (The COMET) hereby submits the Comprehensive Annual Financial Report for the year ending June 30, 2019. Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that it has established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are of any material misstatements.

Harper, Poston, & Moree, CPA, PA., have issued an unmodified ("clean") opinion on The COMET's financial statements for the year ended June 30, 2019.

Management's discussion and analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic financial statements. MD&A complement this letter of transmittal and should be read in conjunction with it.

The independent audit of the financial statements of The COMET was part of a broader, federally mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standards governing the Single Audit engagements require the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal awards. These reports are available in The COMET's Single Audit Report section.

In connection with our regular examination of the financial statements of The COMET, for the fiscal year ended June 30, 2019 on we have also reviewed the reporting forms and included in the report for the fiscal year ended 2019, required under Title 49 U.S.C. 5335(a), for conformity in all material respects with the requirements of the Federal Transit Administration (FTA) as set forth in its applicable National Transit Database (NTD) Uniform System of Accounts (USOA). Our review for this purpose included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances. We did not make a detailed examination such as would be required to determine that each transaction has been recorded in accordance with the USOA. The accounting system from which this NTD report is derived follows the accounting system prescribed by the USOA. The same accounting system has been adopted and was used to compile this NTD report.

Profile of the Central Midlands Regional Transit Authority

Under South Carolina Code of Laws – Regional Transportation Authority Law - Title 58 – Public Utilities, Services and Carriers, a regional transportation authority may be organized in any county in South Carolina that is part of a designated regional transportation area.

The COMET is a regional transportation authority formed by the governments in Richland and Lexington Counties on April 24, 2000 by the Central Midlands Council of Governments. In May 2001, The COMET Board of Directors held its first meeting. On

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

John Andoh, CCTM, CPM Executive Director/CEO
Ron Anderson, Chair
John V. Furgess, Sr. Vice Chair
Andy Smith, Secretary
Dr. Robert Morris, Treasurer
Board Members: Jacqueline Boulware, Lill Mood,
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Derrick Huggins, Col. Roger Leaks, Jr., Joyce Dickerson,
Skip Jenkins, Debbie Summers, Tem Miles, Geraldine Robinson

October 16, 2002, The COMET assumed operations of the bus services provided by South Carolina Electric and Gas Company utilizing a private contractor. In August 2011, The COMET was reconstituted between Richland County, Lexington County and the Cities of Columbia and Forest Acres.

A funding intergovernmental agreement was signed by Richland County, City of Columbia, City of Forest Acres and Lexington County to fund, operate and maintain public transit services in the Central Midlands area. The intergovernmental agreement took effect in July of 2013 based on receipt of new funding from Richland County for 22 years or $300,991,000, whichever comes first. Lexington County agreed to provide an appropriation which is agreed to annually. Lexington County also pursues funding from the Cities of West Columbia and Cayce, the Town of Springdale and Lexington Medical Center to support transit services in Lexington County.

The COMET is the brand name of the transit services provided. As of June 30, 2019, The COMET provides countywide public transit services on 35 fixed routes, four ReFlex services and DART ADA complementary paratransit service throughout Richland and western Lexington Counties. The COMET transports approximately 2.8 million passenger trips a year on a fleet of 81 buses and vans. Transit services are provided under contract with Transdev Services, Inc. of Lombard, Illinois. In addition, The COMET has contracts with Enterprise Holdings, Bewegen Technologies, Uber Technologies and Lyft for vanpool, eight bikeshare stations in downtown Columbia and The COMET On The Go! program at night and to fresh grocery markets in The COMET service area. The COMET provides direct transit services to the Cities of Columbia, Forest Acres, West Columbia and Cayce, Towns of Eastover, Blythewood (through May 24, 2019) and Springdale, as well as unincorporated areas of Richland and Lexington Counties. Presently, the Town of Arcadia Lakes, as well as towns in eastern Lexington County do not have The COMET transit services. The COMET also expanded to the Towns of Chapin and Little Mountain and the City of Newberry on May 29, 2019 with the Route 93X.

Through Lexington County, the Cities of West Columbia and Cayce, Town of Springdale and Lexington Medical Center provides funding support for The COMET to provide bus services in their jurisdictional areas. The COMET also receives contract revenues from Richland One, Richland Two, Lexington Richland Five School Districts, University of South Carolina, Nephron Pharmaceuticals and McEntire Produce.

The COMET Board of Directors sets overall policy and direction for the transit system. 11 voting Board Members representing the City of Columbia (3), Richland County (3), City of Forest Acres (1), Lexington County (3) and Richland County Delegation (3). Non-voting members include one (1) representative from the City of Cayce, City of West Columbia, Town of Eastover, Town of Springdale and Lexington County Legislative Delegation.

During the fiscal year, The COMET Board of Directors reviewed their service levels and restructured service to bring service levels in line with anticipated revenues due to the need to extend the use of the Transportation Penny provided by Richland County to The COMET and to ensure proper service equity between services in both counites. The Board of Directors also adopted a service equity policy.

The COMET has 12 employees, overseen by an Executive Director/CEO with support from staff in the Finance, Regulatory Compliance, Administration and Operations and Planning and Development departments. All other functions are contracted out to private vendors, including transit service delivery and maintenance, legal counsel, paratransit certification, engineering, marketing, community relations and government affairs, mobility management, bus stop amenities and bus stop advertising.

Motto

Catch The COMET.....We will Get You There!

Mission Statement

The COMET provides safe, reliable, efficient, and customer-friendly mobility services throughout the Midlands region and stimulates economic development and enhances quality of life.

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Vision Statement

A high-quality public transit service that contributes to economic development, environmental sustainability and mobility solutions throughout the Midlands.

Core Values

- Safety
- Reliability
- Friendliness
- Cleanliness & Comfort
- Cost Effectiveness

Economic Conditions and Outlook in Richland and Lexington Counties

The COMET service area is Richland and Lexington Counties. Actual transit service provided is concentrated more in the western, central and southern portions of Richland County and western Lexington County. The service area center is the City of Columbia, the State Capital of South Carolina, as well as the County Seat for Richland County. The combined population of The COMET service area is 646,895 based off the 2010 U.S. Census. In The COMET fixed route service area, within Richland and Lexington Counties, there are two cities, two towns in Richland County and two cities and two towns in Lexington County. Overall, Richland County has two cities and four towns and Lexington County has three cities and twelve towns.

Richland County

Richland County continues to be an area of growth, due in part to the presence of the seats of State and County government, the University of South Carolina as well as Fort Jackson (the nation's largest and most active initial entry training center for the US Army). On average Fort Jackson instructs over 43,000 soldiers in basic and advanced training each year, with an additional 10,000 attending courses at the Soldier Support Institute, Armed Forces Chaplaincy Center, National Center for Credibility Assessment and Drill Sergeant School. Fort Jackson currently employs almost 3,500 civilians and provides services to over 46,000 military retirees and families.

The Richland County/City of Columbia area has continually been highlighted in the pages of national publications, including:

- 76th for business/careers, 114th for cost of doing business, 66th in job growth and 84th in education as ranked by Forbes Magazine
- 2nd America Most Livable Communities (Mid-Sized Cities) by Partners for Livable Communities.org
- 132nd Best-Performing MSA as ranked by Milken Institute
- 35th for recession recovery as ranked by Brookings Institution's Metro Monitor
- 5th Small metro area for Teleworking by Sperling's Best Places

The County is located halfway between New York and Miami and within direct access to the Port of Charleston, which puts it in the center of the growing Southeastern market and has led to an increase in service and industrial firms locating to the County. The County has benefited from the overall improvement in the economy.

This is evident through the June 30, 2019 County 3.6% unemployment rate as compared to the 3.5% South Carolina unemployment rate and the 4.5% US unemployment rate. As of June 30, 2019, the breakdown of the County workforce is as follows: 13% in government, 25% in education and health, 13% in wholesale and retail trade, 13% in services, 4% in manufacturing, 22% in finance, insurance and real estate, 3% in construction and 7% in transportation and utilities. The largest employers include Palmetto Health, University of South Carolina, Blue Cross Blue Shield of SC, Richland County School District 1 and Richland County School District 2.

Lexington County

The County of Lexington is located in the central portion of South Carolina, adjacent to the capital city of Columbia. It is one of the fastest growing counties in the state. From 2000 to 2010, the state's population increased by 15.3%, while Lexington County's increased by 21.5%. The County's 2019 population adjusted from the 2010 census was 294,774 and is ranked sixth in the state. The County had a per capital income of $30,316. Lexington County's June 2019 unemployment rate was 2.9% compared to the state unemployment rate of 3.5%

Lexington County issued 1,584 building permits during fiscal year 2017-18. Permits for residential buildings totaled 1,525 with the buildings valued at $412 million. A total of 59 commercial permits were issued with the buildings valued at $48 million. Permits issued for new single-family detached housing for calendar year 2018 is projected to be 1,585. This is a 1.1 percent increase from the 1,425 permits that were projected to be issued last calendar year. These economic conditions indicate there is stability in the economy.

Major employers in Lexington County include Amazon.com Fulfillment Center, Michelin North America Inc., General Information Services and Walter P. Rawl & Sons Inc. Major public-sector agencies in Lexington County include: Lexington Medical Center, Lexington County School District One, Richland and Lexington County School District Five and Lexington County.

Major Initiatives

- Added more passenger amenities, including shelters, benches and bus stop seating.
- Added libraries on buses, as well as a "Free Little Library" and Short Story Reader to promote literacy in partnership with Richland Library.
- We sell fresh produce at COMET Central every Tuesday in partnership with Foodshare
- Soda Cap Connector has been redesigned to better serve entertainment facilities, as well Cayce and West Columbia for purposes of employment access and for visitors.
- Expanded the network of schedules to be available at more public locations including West Columbia, Cayce, Amazon, Nephron and Northeast Richland.
- Formed partnerships to allow all students, employees and facility to ride The COMET services from Richland One and Richland Two, Lexington Richland Five, Columbia College, Allen University and Nephron Pharmaceuticals.
- Helped connect low income residents in food-desert areas through partnerships with Lyft and Uber.
- Expanded night time transit from 9 p.m. to 3 a.m. in partnership with Lyft and Uber to help get people to and from night time jobs.
- Worked with Lyft and Uber to help people without smartphones or in a wheelchair access to using Lyft and Uber.
- Added Columbia and Cayce Police and Richland County Sheriff protection on all of The COMET buses, bus stops and transit centers through random rides.
- Created door to door services in Denny Terrace and Hopkins.
- Built more bikeshare stations and allowing The COMET users free access to bicycles through Blue Bike
- Continued The COMET Academy to teach people on how to understand The COMET better and created The COMET Community Leaders Program to show community leaders the value of The COMET.
- Started a vanpool program to connect people to jobs and combat congestion with ECM Support Services as the first vanpool.
- Designed a new website in conjunction with South Carolina Interactive for roll out in FY 2020.
- Implemented a new customer call center to centralize all telephone calls at one location.
- Improved the level of oversight of Transdev in the operations and maintenance of The COMET's transit services.
- Restructured the organization with new positions to provide additional management of marketing, customer service, mobility management and transit operations.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Central Midlands Regional Transit Authority for its Comprehensive Annual Financial Report (CAFR) for the fiscal year ended June 30, 2018. This was the 1st year that Central Midlands Regional Transit Authority has achieved this prestigious award.

A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to GFOA to determine its eligibility for another certificate.

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 support in conducting the financial operations of The COMET in a responsible and progressive manner. Special recognition is also due to The COMET's administrative staff especially to Rosalyn Andrews, Director of Finance/CFO, Michelle Ransom, Grants and Regional Coordination Manager and Crystal Wills, Financial Accountant. 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 with their many years of financial management and oversight.

I would also like to express our appreciation and thanks to the accounting firm Harper, Poston & Moree, CPAs for their continued assistance, comments and advice.

Should you have any questions on this letter, please contact me at (803) 255-7087 or email JAndoh@TheCOMETSC.gov or Rosalyn Andrews at (803) 255-7135 or email RAndrews@TheCOMETSC.gov.

Sincerely,

John Andoh
Executive Director/CEO

Rosalyn Andrews
Director of Finance/CFO

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Skip Jenkins, Debbie Summers, Tem Miles, Geraldine Robinson

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Central Midlands Regional Transit Authority, South Carolina

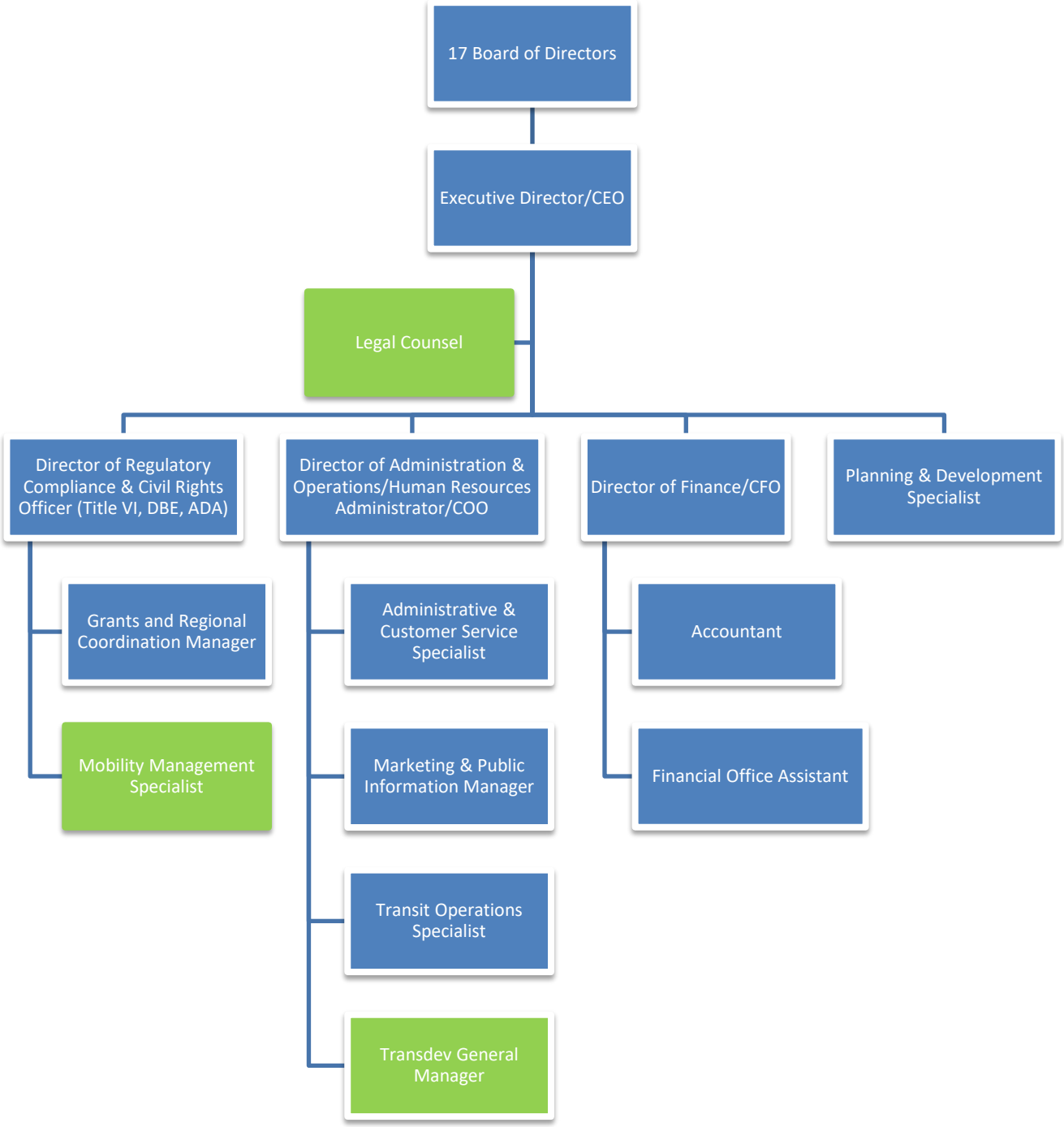
For its Comprehensive Annual Financial Report for the Fiscal Year Ended

June 30, 2018

Christopher P. Morrill

Executive Director/CEO

Central Midlands Regional Transit Authority
Organizational Chart



Central Midlands Regional Transit Authority
Board of Directors

Member Name	Term Expires	Appointing Agency/ Organization
Ron Anderson – Chair	11/01/20	City of Columbia
Jacqueline Boulware	04/17/20	Richland County
Joyce Dickerson	02/20/20	Richland County
John Furgess – Vice Chair**	Expired	Rich. Co Leg. Dele
Carolyn Gleaton	11/30/21	City of Columbia
Leon Howard	04/17/20	Rich. Co. Leg. Dele
Derrick Huggins	12/01/19	City of Columbia
Roger Leaks	11/01/19	Richland County
Lill Mood	11/01/20	Lexington County
Robert Morris – Treasurer**	Expired	Rich. Co. Leg. Dele
Andy Smith - Secretary	02/12/20	Forest Acres
William "BJ" Unthank	02/21/22	Lexington Co. Leg. Dele
Skip Jenkins*	No term	City of Cayce
Debbie Summers*	No term	Lexington County
Bobby Horton*	No term	City of West Columbia
Geraldene Robinson*	No term	Town of Eastover
**	No term	Town of Blythewood

*Advisory Members
**Per the Richland County Delegation on July 1, 2018, these members will continue to serve until notified. Term expirations were not spelled out in letters.

Central Midlands Regional Transit Authority
Executive Staff

Staff Member	Title
John C. Andoh III	Executive Director/CEO
Rosalyn Andrews	Director of Finance/CFO
LeRoy DesChamps	Director of Administration and Operations/COO
Dr. Arlene Prince	Director of Regulatory Compliance and Civil Rights Officer
Donna "Michelle" Ransom	Grants and Regional Coordination Manager

FINANCIAL SECTION

HARPER, POSTON & MOREE, P.A.
Certified Public Accountants
"SINCE 1977"

Robert D. Harper, Jr. CPA
Stacey C. Moree CPA
P. O. Box 1550
106 Wall Street, Litchfield
Pawleys Island, SC 29585
Tel (843) 237-9125
Fax (843) 237-1621
E-mail: HPM@sc.rr.com

Robin B. Poston CPA
P. O. Box 576
307 Church Street
Georgetown, SC 29442
Tel (843) 527-3413
Fax (843) 546-7277
E-mail: HPM2@sc.rr.com

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Central Midlands Regional Transit Authority
Columbia, South Carolina

Report on the Financial Statements

We have audited the accompanying financial statements of Central Midlands Regional Transit Authority (the "Authority"), as of and for the year ended June 30, 2019 and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the

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appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Central Midlands Regional Transit Authority, as of June 30, 2019, and the respective changes in the financial position and, where applicable, cash flows thereof for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 16 and supplementary pension information and supplementary OPEB information on pages 40 through 45 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Central Midlands Regional Transit Authority's basic financial statements. The Schedules of Operating and Non-operating Revenues, Expenses, and the Changes in Net Position; the Schedule of Revenues, Expenses, and Changes in Net Position – Budget (Non-GAAP Basis) and Actual; the Schedule of Budgeted to Actual Costs – SCDOT Grants; and the Schedule of Expenditures of Federal Awards (as required by Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*) as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Schedule of Operating and Non-operating Revenues, Expenses, and the Changes in Net Position; the Schedule of Revenues, Expenses, and Changes in Net Position – Budget (Non-GAAP Basis) and Actual; the Schedule of Budgeted to Actual Costs – SCDOT Grants; and the Schedule of Expenditures of Federal Awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedules of Operating and Non-operating

Revenues, Expenses, and the Changes in Net Position; the Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual; the Schedule of Budgeted to Actual Costs – SCDOT Grants; and the Schedule of Expenditures of Federal Awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report dated December 30, 2019 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provision of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on internal control or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Harper, Poston & Moree, P.A.

Harper, Poston & Moree, P.A.
Certified Public Accountants

Georgetown, South Carolina
December 30, 2019

MANAGEMENT'S DISCUSSION AND ANALYSIS

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS

This Management's Discussion and Analysis (MD&A) of the Central Midlands Regional Transit Authority (the "Authority") provides an overview of the major financial activities affecting the operations of the Authority. This overview encompasses the financial performance and financial statements of the Central Midlands Regional Transit Authority for the fiscal years ended June 30, 2019 and June 30, 2018. The information contained in this MD&A is prepared by management and should be considered in conjunction with the information contained in the Independent Auditor's Report and notes to the financial statements. Following this MD&A are the basic financial statements of the Authority, together with the notes, which are essential to a full understanding of the data contained in the financial statements.

The Central Midlands Regional Transit Authority assumed ownership and responsibility for public transit services in the greater Columbia, South Carolina metropolitan area on October 16, 2002. Prior to that date, the greater Columbia, South Carolina metropolitan area was the last area in the United States where the local private utility company (South Carolina Electric and Gas Company) was the owner and operator of mass transit (fixed route bus and paratransit) services.

After several years of negotiations, the City of Columbia and the South Carolina Electric and Gas Company reached an agreement in December 2001 under which the utility company would provide funding for the creation of a "transit trust fund" and would provide annual subsidies to support the provision of public transit services.

The Authority was created under the State of South Carolina Code of Laws – Regional Transportation Authority Law - Title 58 – Public Utilities, Services and Carriers as regional transportation authority which may be organized in any county in South Carolina that is part of a designated regional transportation area.

Membership on the Authority's Board of Directors is distributed based on population, with Richland County having three members, the City of Columbia having three members, and Lexington County and Forest Acres jurisdictions each having one member. In addition to the local government appointees, and in accordance with the State of South Carolina Code of Laws, due to the use of State Mass Transit Funds, each of the County Legislative Delegations is eligible to appoint not to exceed three Delegation members to the Authority's Board of Directors. Presently, Richland County Delegation is participating. In addition, Lexington County, City of West Columbia, Town of Springdale, Lexington County Legislative Delegation, Town of Eastover and the City of Cayce of which each appoints an advisory, non-voting Board Member.

The Board of Directors meets monthly and has three committees to support its oversight, which is the Finance, Service and Executive Committees. The Chair has also created an Intermodal, Executive Director Review and Transit Operations Request for Proposals ad-hoc Committees that meet on an as needed basis.

The COMET is also the brand name of the transit services provided for the Authority. The COMET was selected after a name the bus contest occurred in early 2013. As of June 30, 2019, The COMET provides countywide public transit services on 35 fixed routes, 4 ReFlex services and Dial-A-Ride (DART) ADA complementary paratransit service throughout Richland and western Lexington Counties. In addition, The COMET operates 8 bikeshare stations, has a vanpool program, and provides a $5 subsidy for grocery store and night time transportation through contracts with Bewegen Technologies, Enterprise Holdings, Uber Technologies, Inc and Lyft, Inc. The COMET transports approximately 2.8 million passenger trips a year on a fleet of 81 buses and vans. Transit services are provided under contract with Transdev Services, Inc. of Lombard, Illinois. The COMET provides direct transit services to the heart of the Midlands including: Cities of Columbia, Forest Acres, West Columbia and Cayce, Towns of Eastover, Blythewood, and Springdale, as well as unincorporated areas of Richland and Lexington Counties. Presently, the towns in eastern Lexington County do not have The COMET transit services.

Through Lexington County, the Cities of West Columbia and Cayce, Town of Springdale and Lexington Medical Center provides funding support for The COMET to provide bus services in their jurisdictional areas. The COMET also receives contract revenues from Richland School Districts One and Two, Lexington Richland Five, University of South Carolina, McEntire Produce, Nephron Pharmaceuticals, Columbia College, Allen University, Megabus, Prisma Health and Richland County Library.

The fixed route service has an average of 9,500 passengers boarding on weekdays, 5,000 passengers boarding on Saturday and 3,500 passengers boarding on Sunday. The annual passenger boarding's in FY 2019 was 2,729,566 between fixed route and demand response. Dial-A-Ride-Transit (DART) carrying an average 300 passenger trips every weekday and 80 passenger trips on weekends. The COMET fixed route system is primarily a radial network with 39 routes. Most routes meet at the Sumter Street Transit Station also known as COMET Central located at 1745 Sumter Street, as well as a series of SuperStops located at Crowson Road, Patterson Road & Garners Ferry Walmart, Killian Road Walmart, Colony Apartments, Harden & Taylor Streets, Columbia Place Mall, Dutch Square Center, Harbison Walmart, Forest Drive Sam's Club, Koon & Cody Streets in Columbia and Kmart in West Columbia

The Authority owns Lowell C. Spires, Jr. Regional Transit Facility located near Downtown Columbia next to the Broad River and leases the Sumter Street Transit Station and Assembly Street Bus Shelter from the City of Columbia. The Authority has 1,436 bus stops throughout the service area, with 75 bus shelters owned between the Authority, the City of Columbia, University of South Carolina and the State of South Carolina and benches provided by a contract advertising firm, the City of Columbia, the Authority and private parties.

The Authority's most critical task to establish a dedicated local funding source for operations within Richland County was achieved in November of 2012 with the passing of the Richland County Transportation Sales Tax "Transportation Penny" as allowed by State Law. Because of the successful referendum The COMET now has a dedicated source of revenue for the continued operation of mass transit services of $300,991,000, collected over a maximum of 22 years. The Authority received the first payment from Richland County in November 2013. The Transportation Penny has provided The COMET with the financial means to implement several service improvements for transit growth throughout the Midlands including adding trip planning apps, new pass programs, extending hours, increasing frequencies and developing new routes to meet the transit needs of the Central Midlands. This has resulted in over 125% increase in ridership since the passage of the Transportation Penny.

In addition to the Transportation Penny, The Authority receives funding from Lexington County, farebox revenue, miscellaneous grants, the State Mass Transit Fund, Federal Transit Administration Sections 5307 and 5339, contracts between The COMET and both public and private businesses, University of South Carolina, several colleges in the area, and interest income generated from investments.

In FY 2019, The COMET was able to achieve additional service enhancements to make transit in the Central Midlands. These enhancements include:

- Blue Bike Program: Columbia's bike share system, Blue Bike SC, operated 8 fully functional, docked stations this year as part of the program's expansion funded by a $250,000 Federal Transit Administration grant from The COMET. In addition to funding the station expansion, an amount of $70,000 is allocated to Blue Bike as a pilot to provide a "first mile, last mile" connection specifically for The COMET riders utilizing bike-share in the downtown Columbia area. This Blue Bike's expansion project is allowing more Columbians an affordable way to improve their personal health as well as the health of our environment.

- Lyft and Uber: The COMET Launched The COMET On The GO! With Lyft and Uber. The COMET is helping riders go around the Columbia Metropolitan Area easily. Effective January 1, 2019, The COMET subsidized up to $5.00 for ridesharing trips that start and end in The COMET fixed-route service area on Lyft and Uber. The following two programs, one aimed at increasing fresh food access and the other aimed at improving late night mobility are now available: COMET To The Market and COMET @ Night.

- Transit Fleet: The Authority now uses a B5 biodiesel blend in 39 large transit buses as part of an initiative to help improve air quality in Richland and Lexington Counties, and reduce its carbon footprint. The Authority also obtained a hydrogen fueled bus from the City of North Augusta and two trolleys for use on Soda Cap Connector from Capital Area Transportation Authority in Lansing, Michigan.

- Route Service Enhancements: Over the course of the fiscal year, the Authority enhanced transit services, thoughout the service area, including adding more frequency on popular routes, reducing service on non-popular routes, adding more ReFlex services, created a pulse system in Downtown Columbia, and restructured express routes to better connect people to employment sites in the service area. Soda Cap Connector was also redesigned to better connect entertainment destinations in Downtown Columbia, Cayce and West Columbia, as well as added additional service hours. Transit services in Lexington County were restructured to add more service while levigating their funding. Each fiscal year, a new funding memorandum of understanding is entered into to ensure the level of service is agreed upon between the Authority and Lexington County. When transit services are restructured, The Authority receives input from the community before major changes are made to any route. The public involvement process allows stakeholders, riders, and community leaders to comment on any proposed plans. The public plays a major role in decisions that are made involving route changes, the installment of bus stops, benches, and shelters and many other factors that affect the rider experience and quality of life. The Board of Directors also adopted new performance measures and a revised fare and service change policy to guide service changes.

- The Transit Leadership Academy: Community leaders, elected officials, riders and others have all graduated from The COMET Transit Academy. There have been fixed classes scheduled since the inception this past fiscal year. Transit cadets are trained on how to ride the bus, how The COMET funding works, how to plan their trip, and how to be informative ambassadors to the community for transit. They are an extension of The COMET. They work externally to connect the people they work with and serve to resources in the community without moving their car or using it at all. Five classes graduated since inception through FY2019. A new Community leaders program was also implemented to encourage community leaders to understand who The COMET is and the services that it provides.

- In addition, The Authority implemented the following activities in FY 2019:

    - Added more passenger amenities, including shelters, benches and bus stop seating throughout the service area.
    - Held Community Listening Sessions at 26 locations throughout the service area to talk to people about how The COMET can be better.
    - Added libraries on buses to promote literacy, as well as a "Little Free Library" at COMET Central in partnership with Richland Library.
    - Renovated COMET Central to be more inviting for customers, added seating, security, janitorial and entered into a MOU with City Center Partnership for additional yellow shirt ambassador services.
    - Expanded the network of schedules to be available at more public locations including West Columbia, Cayce, Amazon, Nephron and Northeast Richland.

- Formed partnerships to allow all students, employees and faculty to ride The COMET services from Lexington Richland Five, Columbia College and Allen University.
- Added Columbia Police Department, Cayce Police Department and Richland County Sheriff protection on all of The COMET buses, bus stops and transit centers through random rides.
- Created door to door services in Denny Terrace, Hopkins, Lower Richland and Eastover/Gadsden called ReFlex.
- Started a vanpool program to connect people to jobs and combat congestion, through a contract with Enterprise Holdings, Inc. Two vans were launched with ECM Support Services of West Columbia.
- Purchased trolley vehicles from Capital Area Transportation Authority for use on Soda Cap Connector, with a complete redesign of the service to expand west towards West Columbia and Cayce, as well as added Sunday and Monday service, better connect the route to destinations in the downtown and entertainment districts of Columbia and expanded Thursday, Friday and Saturday service to 12 midnight. Restructured fares, for the first time since June 2014 and increased fares for the first time since June 2007.
- Developed a new website through South Carolina Interactive.
- Restructured the organization to create positions that are needed for effective oversight of The COMET. This included elimination of the Planning and Development Director, Community and Public Affairs Specialist, Administrative Coordinator and Executive Assistant, adding a Transit Operations Specialist, Administrative & Customer Services Specialist, Marketing and Public Information Manager positions.
- Restructured policies and procedures for effective governance of The Authority, including creating an investment policy and adding funds with the Local Government Investment Pool.

- The COMET has been in existence in one way or another since the first streetcars rolled in 1892 — 127 years ago approximately through various elements of South Carolina Electric and Gas and the Authority.

Financial Highlights

Key financial highlights for fiscal year 2019 are as follows:

- The Authority's net position (amount that assets exceeded liabilities) was $57,860,073 and $53,874,054 at the close of fiscal years 2019 and 2018, respectively. Of these amounts, $26,268,610 and $28,736,564 respectively, were invested in capital assets, net of related debt.
- The Authority's total net position increased $3,986,019 and $7,980,091 during fiscal years 2019 and 2018, respectively. These net changes are further reflected in the Authority's statements of revenues, expenses, and change in net position.
- The assets and deferred outflows of the Authority exceeded its liabilities and deferred inflows at the close of the current fiscal year by $57,860,073.
- The Authority received contributions through federal, state, and local grants, as well as other nonoperating revenue in the amount of $24,934,518 and $26,882,800 for the fiscal years 2019 and 2018, respectively.
- Fixed route ridership increased approximately 6%, or by approximately 143,434 passenger trips from 2,432,463, to 2,575,627 passenger trips from FY2018 to FY2019. DART ridership increased 15%.
- Overall operating revenues increased by $98,209 (4.24%) for the year. Operating expenses increased by $2,143,999 (10.42%) for the year. The increase was primarily due to an increase in fuel expenses, professional technical services, fleet maintenance and purchases of machinery and equipment.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Authority's basic financial statements. The Authority's financial statements comprise of two components: 1) financial statements and 2) notes to the

financial statements. The financial statements of the Authority report information about the Authority accounting methods similar to those used by private sector companies. These statements offer short- and long-term financial information about its activities. The notes to the financial statements contain more detail on some of the information presented in the financial statements.

Found on page 17 of this report is The Statements of Net Position. The *Statement of Net Position* presents information on all the Authority's assets and liabilities, with the difference between the two reported as net position.

Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating.

Found on page 18 of this report is The Statements of Revenues, Expenses and Changes in Net Position. The *Statements of Revenues, Expenses and Changes in Net Position* presents information showing how the Authority's net position changed during the fiscal years ended June 30, 2019. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are recorded in this statement for some items that will only result in cash flows in future fiscal periods (for example, earned but unused vacation leave).

Found on page 19 of this report is The Statements of Cash Flows. The *Statement of Cash Flows* present information showing the sources and uses of cash related to operating activities, noncapital financing activities, capital and related financing activities and investing activities. In addition, the statement provides information about significant non-cash investing, capital and financing activities.

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided within the financial statements. Additional notes to the financial statements can be found on pages 20 through 39 of this report.

Financial Statements

Net Position: The following table summarizes the changes in net position for the fiscal years ended June 30, 2019 and June 30, 2018.

		2019		2018
Current assets	$	38,203,111	$	26,922,321
Restricted assets		2,719,806		2,679,593
Capital assets		26,288,248		28,736,564
Total assets	$	67,211,165	$	58,338,478
Deferred outflows of resources	$	226,382	$	303,768
Current liabilities		7,942,705		3,113,292
Long-term liabilities		1,539,997		1,549,388
Total liabilities	$	9,482,702	$	4,662,680
Deferred inflows of resources	$	94,772	$	105,512
Investment in capital assets		26,268,610		28,736,564
Restricted for capital projects		2,719,806		2,679,593
Restricted for rolling stock replacement		224,808		224,808
Unrestricted		28,646,849		22,233,089
Total net position	$	57,860,073	$	53,874,054

The Authority's total current assets increased by $11,280,790 during the fiscal year ended June 30, 2019. Elements to consider related to these changes include:

- The Authority's unrestricted cash and cash equivalents and investments increased approximately $12.8 million during the fiscal year ended June 30, 2019. The unrestricted portion of this is $6.4 million, internally.
- The Authority's accounts receivable from the Richland County transportation 1% sales tax and intergovernmental receivables decreased approximately $1.6 million during the fiscal year ended June 30, 2019.
- The Authority had restricted investments of $2.7 million as of June 30, 2019.
- The Authority's capital assets decreased by $2,448,316 during the fiscal years ended June 30, 2019.
- Elements to consider related to these changes include:
    - For the fiscal year ended June 30, 2019, the Authority purchased capital assets in the amount of $443,435, while incurring depreciation on capital assets in the amount of $2,879,782. In addition, the Authority purchased (used) investments in the net amount of ($13,851,874).
    - For the fiscal year ended June 30, 2018, the Authority purchased capital assets in the amount of $2,365,349, while incurring depreciation on capital assets in the amount of $2,620,822. In addition, the Authority purchased investments in the net amount of $39,610.

The Authority's current liabilities increased by $4,829,413 during the fiscal year ended June 30, 2019. The current year increase is the result of the change in pay frequency resulting in an increase in accounts payable of $4,828,386. A reduction is the net pension liability in the primary reason for the decrease in long-term liabilities of the Authority in the amount of $9,391 during the year.

The changes to the deferred outflows and deferred inflows of resources related to net pension liability and net OPEB liability result primarily from the change in the Authority's proportionate share of the net pension liability and net OPEB liability.

The Authority's net position increased by $3,986,019 during the fiscal year ended June 30, 2019. These changes are attributed to change in the collection of the Richland County transportation 1% penny sales tax and Federal funds and through effective investments.

The Authority's changes are due to more aggressive practices and procedures to streamline processes.

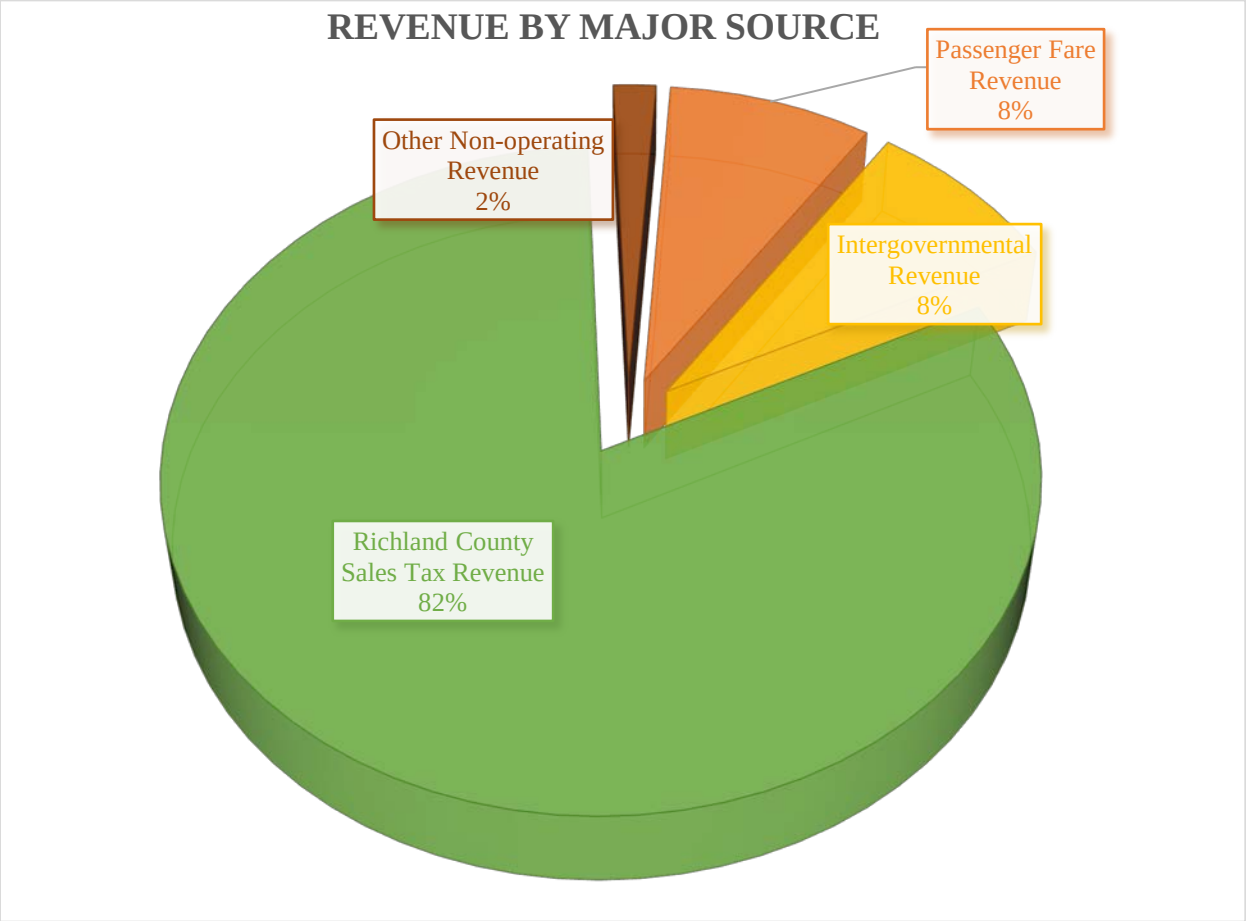
Financial Statements (Continued)

Revenues, Expenses and Changes in Net Position: The following table summarizes the revenues, expenses and changes in net position for the fiscal years ended June 30, 2019 and June 30, 2018.

		2019		2018
Operating revenues:				
Passenger fares	$	2,243,669	$	2,169,462
Advertising		6,930		44,196
Contracted services		148,049		90,073
Miscellaneous		13,169		9,877
Total Operating revenues	$	2,411,817	$	2,313,608
Operating expenses:				
Contract services		14,287,953		13,936,607
Vehicle fuel		1,717,656		1,560,327
Other operating expense		4,474,925		3,098,561
Depreciation		2,879,782		2,620,822
Total Operating expenses	$	23,360,316	$	21,216,317
Operating loss	$	(20,948,499)	$	(18,902,709)
Nonoperating revenues (expenses):				
Intergovernmental revenues - local assistance	$	283,271	$	240,858
Intergovernmental revenues - federal assistance		1,237,033		881,225
Richland County 1% Sales tax revenue		22,136,456		18,019,620
Interest income		227,401		43,327
Gain on Disposal of Capital Asset		1,301		63,211
Miscellaneous		14,648		18
Nonoperating revenue, net	$	23,900,110	$	19,248,259
Capital contributions - federal grants	$	1,034,408	$	7,634,541
Change in net position	$	3,986,019	$	7,980,091
Beginning net position	$	53,874,054	$	45,893,963
Ending net position	$	57,860,073	$	53,874,054

Financial Statements (Continued)

Revenues, Expenses and Changes in Net Position (Continued): The following graph shows the major revenue sources and percentages for revenues as of June 30, 2019.



Note: Labels for some revenue accounts have been combined into an "Other" category because their individual portion was less than 1%.

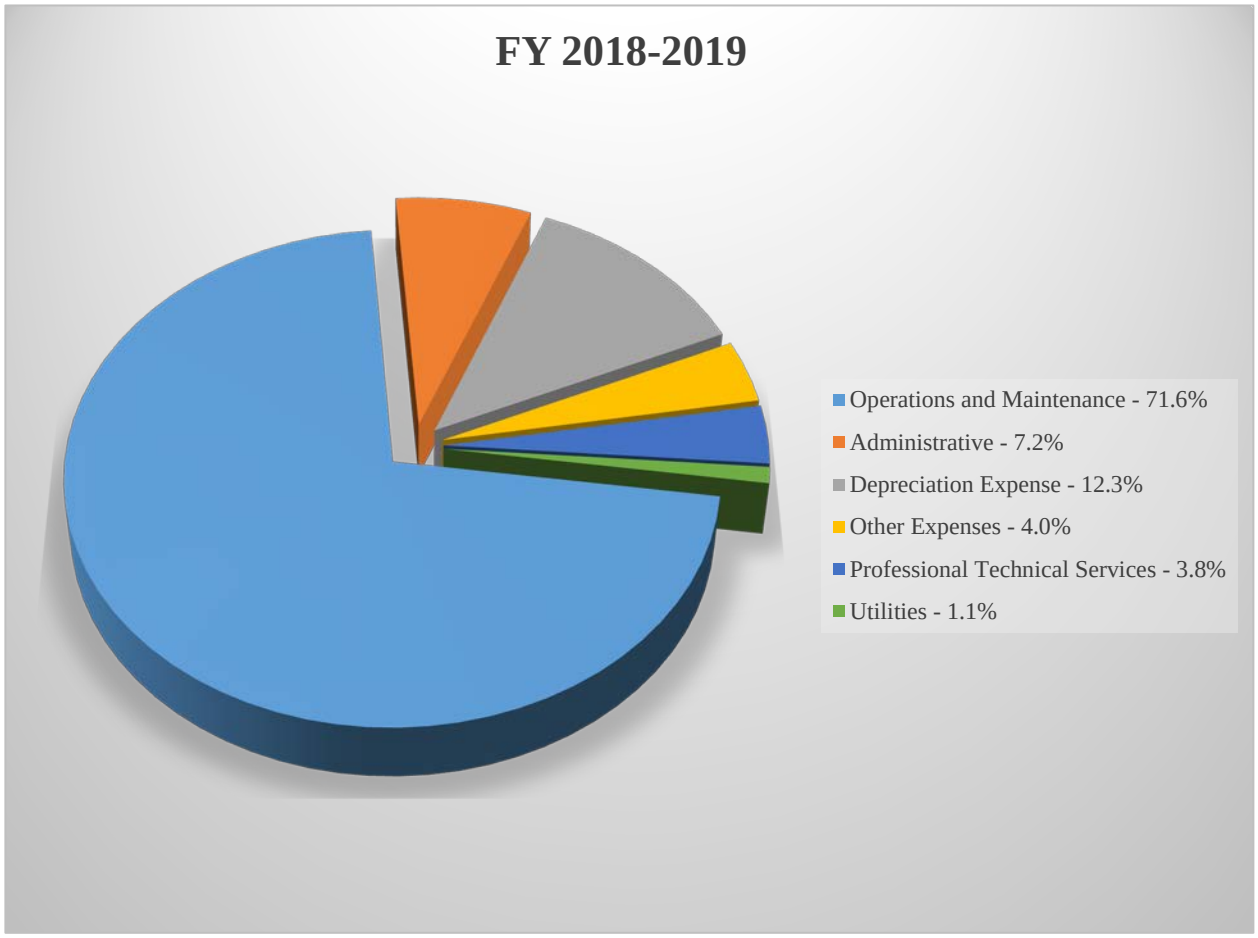
For the fiscal year ended June 30, 2019, operating revenues of the Authority were $2,411,817. This is $98,209 or 4.24% higher than 2018 revenues of $2,313,608. Elements to consider related to these changes include:

- Passenger Fare Revenue, which includes ticket sales and farebox revenue, increased by 3.42% or $74,207. The increase can be attributed to continued discounts being offered to agencies that purchase tickets in bulk and new contract customers.

- Advertising revenue decreased by 84.32% from $44,196 in FY18 to $6,930 in FY19. As of FY 2018, The COMET discontinued internal advertisement and external bus wrap advertisement but allowed for bus bench advertising. The Board of Directors in FY 2019 reauthorized advertising and as a result, this revenue stream is expected to resume in FY 2020. Bus bench advertising revenue has declined due to several benches being removed since they are no longer bus stops. Benches declined from 58 in June 2018 to 42 in June of 2019. The COMET anticipates issuing a request for proposals for advertising services in FY 2020.

Financial Statements (Continued)

Revenues, Expenses and Changes in Net Position (Continued): The following graph shows the major expenses and the percentage for the total expenses as of June 30, 2019.



Note: Because so many expense accounts exist, labels for some accounts have been combined into an "Other" category.

For the fiscal year ended June 30, 2019, operating expenses increased $2,143,999, or 10.11% to $23,360,316. Much of the current year increase in expenses is the result of increased contract services in the amount of $351,346, increased administrative expense of $240,045 an increased technical service of $340,922; an increased expendable expense of $630,394; increased vehicle fuel of $157,329 and a significant increase of other operating expenses.

For the fiscal year ended June 30, 2019, non-operating revenues of the Authority totaled $23,900,110, which was approximately $4.65 million higher than 2018.

Capital Assets and Debt Administration

Capital Assets: The Authority's investment in capital assets was $26,288,248 as of June 30, 2019. This represents a 9.31% decrease in the Authority's capital asset balance of $28,736,564 as of June 30, 2018. These investments in capital assets include land, buildings, buses, and machinery and equipment.

Capital Assets and Debt Administration (Continued)

During fiscal year 2019 with approved FTA grant funding, prepared how to ride videos, started the Short Range Transit Plan and Comprehensive Operational Analysis, funded mobility management, operational, preventative maintenance, training and ADA paratransit activities, repaired facilities, added bikeshare stations, implemented a vanpool program and enhanced security. In addition, Central Midlands Council of Governments (CMCOG) reallocated funding for bus shelters and sidewalk enhancements to The COMET.

Debt Administration: The Authority purchased equipment under a capital lease agreement during the year. The balance of capital lease obligations outstanding at June 30, 2019 totaled $19,638 as compared to no outstanding capital leases at June 30, 2018.

Single Audit

The Authority had projects which were audited for compliance as required by the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). These audits report on the Authority's compliance with laws, regulations, contracts and grants applicable to major federal programs through which the Authority received grant revenues. The auditor's report on compliance did not identify any material weaknesses.

Potential Future Impacts

Stakeholders broadly recognized that transit is important for Richland County, the City of Columbia, Lexington County, and surrounding rural areas in terms of connection to jobs, health care, leisure activities and education. Authority stakeholders recognized the need for stable and reliable funding to support Authority operations as they improve existing services, reform and grow services based on a vision for regional transit services in the future. The Vision for the Central Midlands Regional Transit Authority 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 and City of Columbia citizens. The Authority will be a partner for improving mobility in the region to many public and private agencies, in addition to many local jurisdictions. As the Authority enters into 2020, a new vision and strategic plan will be needed to guide the Authority's operations.

There are a few significant activities impacting the financial aspects of the organization.

I. There has been an ongoing review of the transportation penny sales tax, passed by Richland County voters in November 2012, by the Department of Revenue (DOR) of the State of South Carolina. This review of the county funding and expenditures was initiated in April 2015 and by December 2015 had outlined key concerns by DOR with county expenditures. By April 2017, DOR had notified Richland County it would withhold funds until the county complied with DOR requests, which threatened the funding stream for The COMET. A June 2017 court hearing and a written order mandated that the Department of Revenue would release funds; DOR, however, has since appealed the decision and sought an administrative ruling that would prevent the Penny Sales Tax funds from being spent on any purchase that was not capital, or a hard asset. On October 25th an administrative law hearing occurred to explain the impact on The COMET should such a rule be enacted in that such a rule would prevent The COMET from using Penny funds for operating expenses. At least 90% of all revenues to The COMET are directly generated by the Penny or from transit services. There remains an ongoing concern that the Penny sales tax may have its use restricted despite

what was voted on in the 2012 referendum. A preliminary audit has been issued and potentially $1.4 million in funding could need to be reallocated to other funding sources depending on the outcome of the review by the county

II. The Central Midlands Council of Governments conducted a transit center site selection study. This was a required first step to evaluate current and future operations needs for the system as well as identifies the types of infrastructure and amenities required for a growing transit system. Transit centers range in price from $10-$15 million, which means the organization needs to be prepared for a 5- to 7-year process with available capital match of as much as $4 million and the ability to expand a significant portion of future grant dollars on acquisition of property and construction of a facility. The City of Columbia, the Authority and CMCOG has worked together to de-federalize the Sumter Street and Assembly Street transit centers. While the Authority has a 30-year lease for these facilities, there are some operational changes that the City of Columbia intends to make which will result in a significant operational impact to the Authority's operations. The Board of Directors has created an Intermodal ad-hoc Committee to study the issue and present direction to the Board of Directors within the next five years.

III. **Legal.** A lawsuit has been filed by a private citizen that claims the 2012 Richland County Transportation Sales Tax referendum and the Richland County Transportation Ordinance does not comply with South Carolina legislation governing Title 4, Chapter 37, "Optional Methods for Financing Transportation Facilities Act,". The lawsuit questions whether the transit funding for the operation of mass transit services is permitted within the scope of the law. The Authority has intervened in that action to join Richland County in the defense of the action. That lawsuit is still pending in the Court of Common Pleas for Richland County before the Honorable G. Thomas Cooper, Judge. There are also additional lawsuits pending with South Carolina Human Affairs Commission ("SHAC"). The South Carolina Department of Revenue has created an advisory opinion which is guidelines on their expectation on how these funds are to be spent. Those guidelines are available here: https://dor.sc.gov/resources-site/lawandpolicy/Advisory%20Opinions/IL18-10.pdf.

IV. **Grant Opportunities**. Available grants will be sought by the Authority to increase and/or improve transit service for the Central Midlands area. These grants usually include but are not limited to 5307 (Urbanized Area Formula Program), 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities), 5339 (Bus and Bus Facilities Program) as well as Community Development Block Grants, Hospitality and Accommodations Tax Grants and/or Older American Act Grants. With the passage of the Richland County Transportation Penny Sales Tax, funds are being held in capital and operating reserves strictly for use as local matching dollars for Federal grants.

V. **Funding Sustainability**. The Authority receives a significant amount of revenues from Richland County to support public transit services. This is capped at 22 years or $300,991,000 whichever comes first. As a result, of revenues coming in faster than anticipated, it is expected that The COMET will reach its cap sooner than 22 years. This means that another referendum would be needed, or the Authority will need to slow down spending to extend the available funds to 22 years to support operational and capital needs of the Authority. Lexington County is also considering a transportation penny sales tax and a committee will be formed to discuss what projects should be considered. This is an opportunity for the Authority to get additional funding for mass transit operations.

VI. **Governance**. The Authority presently has membership from the City of Columbia, Richland County, City of Forest Acres, Lexington County and Richland County Legislative Delegation. In addition, there are advisory members from the Lexington County Legislative Delegation, City of Cayce, City of West Columbia, Town of Springdale and Town of Eastover. The Authority also serves other jurisdictions within The COMET service area, and there have been requests for voting representation from jurisdictions such as the Town of Eastover and jurisdictions within Lexington County that currently receive service, including

the Lexington County Legislative Delegation. The Authority may also receive requests from other jurisdictions in the future should those jurisdictions provide a financial contribution. The Authority will need to work towards addressing governance, as well as a review of the intergovernmental agreement between the jurisdictions that created the Authority.

VII. **Enhanced Services Types**. Public transportation is evolving and as a result, the Authority will need to diversify its services to ensure that the mobility needs of the Central Midlands are being met. This may result in a restructure of public transit services throughout the service area. In FY 2018, The Authority was successful with obtaining funding from the Central Midlands Council of Governments to fund a Short-Range Transit Plan (SRTP) and Comprehensive Operational Analysis (COA). The last COA was in completed in 2010 and the new COA took place in FY 2019. This SRTP and COA will provide The Authority the necessary tools to enhance transit services, develop additional mobility options to better serve the residents and visitors of the Central Midlands.

VIII. **Marketing and Customer Information**. The Authority will be focusing on greater visibility and marketing of Authority transit services, which is essential to attracting and retaining customers as well as generating support within the community. Some strategies include keeping media outlets updated and engaged, redesigning the website as an information tool with trip planning information along with schedules and maps. The COMET has also initiated a class led program called The COMET Transit Leadership Academy and Community Leaders Program gives individuals a behind the scenes look at transit operations. The COMET has also partnered with Flock & Rally for high level marketing and advertisement exposure, Chernoff Newman for community and public relations and WIS TV to produce a commercial for the agency to highlight the advantage of transit services and other marketing/adverting for media exposure via billboards and local magazines. A new Marketing Plan for The COMET and Soda Cap Connector was completed in FY 2019 and is the first since 2005.

Economic Condition, Outlook, and Activity

The Authority's operating and capital planning decisions are based on the strategic initiatives contained within its annual Strategic Plan and Vision 2020. The mission and vision statements of the Authority guide the initiatives. These documents will need to be updated in FY 2021.

Our primary mission is that The COMET provides safe, reliable, efficient, and customer-friendly mobility services throughout the Midlands region and stimulates economic development and enhances quality of life. Our vision is a high-quality public transit service that contributes to economic development, environmental sustainability and mobility solutions throughout the Midlands.

The Authority achieved significant accomplishments in FY 2019 that supported its strategic plan. The most notable of which are the following:

1. Obtained funding from Central Midlands Council of Governments to prepare a short-range transit plan and comprehensive operational analysis, as well as to implement a mobility management program.
2. Amended the Transdev Fixed Route and Paratransit Program Management Contract and resolved the concerns regarding Transdev's Disadvantaged Business Enterprise (DBE) compliance.
3. Revised the Soda Cap Connector route, and added new express routes to Newberry, Amazon and Nephron.
4. Implemented service
5. Updated the financial picture of The COMET to better understand how much funding is available to deliver transit services in Richland and Lexington Counties and revised transit service to reflect the service levels that The COMET can afford after review of trip data.

Economic Condition, Outlook, and Activity (Continued)

6. Started the process to update policies and procedures and re-procure contracts.

In addition to these accomplishments, the following continued efforts support its strategic goals:

1. Employee development through an internship program, apprenticeship program, training and continuing education, employee awards and promotions.
2. Customer satisfaction through improved amenities, passenger access to information through COMET Central and Call Center, and enhanced interaction with customers through social media.
3. Financial health through cost containment and revenue-generating activities.
4. Operations excellence through improved and innovative services.
5. Community relations through education, exposure, visibility, and special marketing campaigns and promotions.
6. Continuous improvement through new technology and enhanced processes.

The Authority's capital plan includes investing in a variety of projects as follows: replacement vehicles and improving passenger amenities.

The Authority always strives for operations excellence by implementing efficient and effective transit services, which includes service enhancements to The COMET fixed routes in FY2019 and implementation of pilot programs such as vanpool, Blue Bike and The COMET On The Go! The COMET On The Go! Is an exciting pilot program that provides a discount on Lyft and Uber services for our passengers wanting night time transportation, as well as transportation to and from fresh food markets serving produce and meats. The Authority is also studying implementing new mobility management programs to benefit seniors and persons with disabilities throughout the service area.

In FY2019, The Authority implemented the Transit Asset Management (TAM) program for compliance, which is also a better tool for capital planning. The Authority will continue to research funding options and continuously evaluate the effectiveness of each route to meet the growing demand for transit services while maintaining sustainable service levels. The Authority will continue to pursue public and private support toward increased transit use, and funding support to achieve our primary mission to provide a safe, reliable, and efficient transportation system for the Central Midlands region.

Request for Information

This financial overview is designed to provide readers with a general overview of the Authority's finances, and to show accountability. If you have questions or would like further information about this financial report, you may contact Rosalyn Andrews, Director of Finance/CFO at 3613 Lucius Road, Columbia, SC 29201, calling (803) 255-7135 or emailing randrews@thecometsc.gov.

BASIC FINANCIAL STATEMENTS

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA

STATEMENT OF NET POSITION
JUNE 30, 2019

ASSETS		2019
Current Assets		
Cash and Cash Equivalents	$	12,919,105
Investments		13,826,410
Accounts Receivable, Net		11,281,661
Interest Receivable		20,491
Ticket Inventory		40,399
Prepaid Expenses		115,045
Total Current Assets	$	38,203,111
Noncurrent Assets		
Restricted Investments	$	2,719,806
Capital Assets, Net of Accumulated Depreciation		26,288,248
Total Noncurrent Assets	$	29,008,054
TOTAL ASSETS	$	67,211,165
DEFERRED OUTFLOWS OF RESOURCES		
Deferred Outflows of Resources - Pension	$	225,852
Deferred Outflows of Resources - OPEB		530
TOTAL DEFERRED OUTFLOWS OF RESOURCES	$	226,382
LIABILITIES		
Current Liabilities		
Accounts Payable	$	7,872,425
Accrued Payroll and Related Liabilities		34,243
Capital Lease Payable		3,552
Compensated Absences Payable		32,485
Total Current Liabilities	$	7,942,705
Noncurrent Liabilities		
Net Pension Liability	$	1,507,505
Net OPEB Liability		164
Capital Lease Payable		16,086
Compensated Absences Payable		16,242
Total Noncurrent Liabilities	$	1,539,997
TOTAL LIABILITIES	$	9,482,702
DEFERRED INFLOWS OF RESOURCES		
Deferred Inflows of Resources - Pension	$	94,751
Deferred Inflows of Resources - OPEB		21
TOTAL DEFERRED INFLOWS OF RESOURCES	$	94,772
NET POSITION		
Net Investment in Capital Assets	$	26,268,610
Restricted for:		
Expendable Capital Projects		2,719,806
Rolling Capital Stock Replacement		224,808
Unrestricted		28,646,849
TOTAL NET POSITION	$	57,860,073

The Accompanying Notes are an Integral Part of this Statement

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2019

		2019
OPERATING REVENUES		
Passenger Fares Revenue	$	2,243,669
Advertising		6,930
Contract Services		148,049
Miscellaneous		13,169
Total Operating Revenue	$	2,411,817
OPERATING EXPENSES		
Administrative Expense	$	1,684,189
Operations and Maintenance		16,722,055
Insurance		112,442
Technical Services		887,561
Utilities		245,419
Depreciation		2,879,782
Expendable Capital Expense		828,868
Total Operating Expenses	$	23,360,316
Net Operating Income (Loss)	$	(20,948,499)
NONOPERATING REVENUES (EXPENSES)		
Local Revenue Lexington County	$	223,271
Local Revenue Columbia (In Kind)		60,000
Richland County 1% Sales Tax		22,136,456
SC OPEB Nonemployer Contribution		7,448
Investment Income (Loss)		277,401
Federal Grants and Contracts		424,971
RTAP Revenue		7,540
State Mass Transit Funds Federal and State		4,500
State Revenue SMTF		561,030
Rental Income		7,200
Rural Transportation Grants		188,992
Gain on Disposal of Capital Assets		1,301
Total Nonoperating Revenues (Expenses)	$	23,900,110
Income (Loss) Before Other Revenues, Expenses, Gains or Losses	$	2,951,611
Federal Capital Grants	$	1,034,408
Increase (Decrease) in Net Position	$	3,986,019
Net Position - Beginning of Year	$	53,874,054
Net Position - End of Year	$	57,860,073

The Accompanying Notes are an Integral Part of this Statement

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA

STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2019

		2019
CASH FLOWS FROM OPERATING ACTIVITIES		
Passenger Fares	$	2,013,580
Advertising		6,930
Contract Services		112,928
Miscellaneous		28,612
Payments to Vendors		(14,666,479)
Payments to Employees		(905,140)
Net Cash Provided (Used) by Operating Activities	$	(13,409,569)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Sales Tax Collections	$	24,123,767
Local Revenue		148,666
State, Local and Federal Grants, Gifts and Contracts - Nonoperating		1,098,527
Net Cash Provided (Used) by Noncapital Financing Activities	$	25,370,960
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Capital Grants - Federal	$	1,034,408
Capital Lease Principal Payments		(1,812)
Proceeds From Sales of Capital Assets		13,271
Purchase of Capital Assets		(421,985)
Net Cash Provided (Used) by Capital and Related Financing Activities	$	623,882
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest on Investments	$	276,775
Investment Purchases		(13,851,874)
Net Cash Provided (Used) by Investing Activities	$	(13,575,099)
Net Increase (Decrease) in Cash and Cash Equivalents	$	(989,826)
Cash and Cash Equivalents - Beginning of Year		13,908,931
Cash and Cash Equivalents - End of Year	$	12,919,105
RECONCILIATION OF NET OPERATING REVENUES (EXPENSES) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES:		
Operating Income (Loss)	$	(20,948,499)
Adjustments to Reconcile Net Operating Income (Loss) to Net Cash Provided (Used) by Operating Activities:		
Depreciation Expense		2,879,782
Rental Expense (In Kind)		60,000
Change in Assets, Liabilities, and Deferred Resources:		
Operational Receivables, Net		(265,210)
Change in Net Pension Liability and Related Deferred Resources		37,372
Change in Net OPEB Liability and Related Deferred Resources		(5)
Change in Accrued Payroll and Related Liabilities		(9,752)
Change in Prepaid Expenses		22,709
Change in Accounts Payable		4,828,386
Change in Compensated Absences		11,029
Change in Inventory		(25,381)
Net Cash Provided (Used) by Operating Activities	$	(13,409,569)
SUPPLEMENTAL NONCASH NONCAPITAL FINANCING ACTIVITY:		
Local Revenue Columbia (In Kind)	$	60,000

The Accompanying Notes are an Integral Part of this Statement

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity: The Central Midlands Regional Transit Authority (the "Authority"), is a public entity created in May 2000 under Section 58-25 of the South Carolina Code of Laws, Regional Transit Authority Enabling Act. The Authority officially took over transit operations October 16, 2002. The primary purpose of the Authority is to administer, manage, and operate fixed route bus service and demand-response paratransit service, in and around the Columbia, South Carolina urbanized area. The Authority is governed by an 11-member Board of Directors and consists of representatives of the following jurisdictions: City of Columbia, Forest Acres, Lexington County, and Richland County. With receipt of mass transit funds, the Richland County Delegation makes appointments to the Board of Directors. The Authority has separate legal standing from all other units of government and is fiscally independent of all other units of local government. The Authority's Board of Directors has the sole authority to determine financial programs, establish fare, and issue bonded debt.

In evaluating how to define the government, for financial reporting purposes, management has considered all potential component units. Potential component units are legally separate organizations for which the elected officials of the Authority might be considered to be financially accountable. The decision to include a potential component unit in the reporting entity was made by applying the criteria set forth in GAAP, based on Statement No. 39 of the Governmental Accounting Standards Board. The concept underlying the definition of the financial reporting entity is that elected officials are accountable to their constituents; it follows that an accountability perspective should provide the basis for defining the financial reporting entity. In accordance with that concept, the Central Midlands Regional Transit Authority financial reporting entity consists only of the funds of the Authority, the primary government; no other separate entities have been included in the reporting entity (and these financial statements) because the Authority is not financially accountable for any other separate organizations, and there are no other organizations for which the nature and significance of their relationship with the Authority is such that exclusion would cause the financial statements to be misleading or incomplete.

Financial Statements: The financial statement presentation for the Authority meets the requirements of Governmental Accounting Standards Board ("GASB") Statement No. 34, *Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments*. The financial statement presentation provides a comprehensive, entity-wide perspective of the Authority's net position, revenues, expenses and changes in net position and cash flows that replaces the fund-group perspective previously required.

During the current year, the Authority implemented the provisions of GASB Statement No. 88, *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements*. This statement improves financial reporting by providing users of financial statements with essential information that was not previously consistently provided. In addition, information about resources to liquidate debt and risk associated with changes in terms associated with debt will be disclosed.

Basis of Accounting: The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. Proprietary funds are accounted for on the flow of economic resources measurement focus and use the accrual basis of accounting. With this measurement focus, all assets and liabilities associated with the operation of these funds are included in the Statement of Net Position. Net position is segregated into net investment in capital assets and restricted and unrestricted net position components. Proprietary fund operating statements present increases (revenues) and decreases (expenses) in total net position. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Fund Accounting: The Authority uses one fund to report on its financial position and the results of its operations. Fund accounting is designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain government functions and activities.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

A fund is a separate accounting entity with a self-balancing set of accounts. The fund presented in this report is a Proprietary Fund Type – Enterprise Fund. Enterprise Funds are used to account for those operations that are financed and operated in a manner similar to private business or where the Board has decided that the determination of revenues earned, costs incurred and/or net income is necessary of management accountability.

Cash and Cash Equivalents: For purposes of the statement of cash flows, the Authority considers all highly liquid investments with an original maturity of three months or less to be cash equivalents.

Accounts Receivable: Accounts receivable consist mainly of the 1% transportation sales tax and grants receivable from other governments and are reported net of any allowance for bad debts. Such allowances are estimated based upon such factors as length of delinquency, historical analysis, and available means for collection enforcement.

Estimates: The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amount of assets, liabilities and deferred outflows and inflows of resources at the date of the financial statements and revenues, expenditures/expenses, and other sources and uses recognized during the reporting period. Actual results could differ from those amounts.

Investments: Deposits and investments for the Authority are governed by the South Carolina Code of Laws, Title 6, Chapter 5, "Investments of Funds by Political Subdivisions". The Authority has implemented GASB Statement No. 40, *Deposits and Investment Risk Disclosures - an amendment to GASB Statement No. 3*. This statement requires disclosures related to deposit risks, such as custodial credit risk, and investment risks, such as credit risk (including custodial credit risk and concentrations of credit risks) and interest rate risk. The Authority accounts for its investments at fair value in accordance with GASB Statement No. 72, *Fair Value Measurement and Application*. Changes in unrealized gain (loss) on the carrying value of investments are reported as a component of investment income in the statement of revenues, expenses and changes in net position.

State statutes authorize the Authority to invest in obligations of the United States and its agencies, general obligations (not revenue obligations) of the State of South Carolina and its subdivisions, savings and loan associations to the extent of federal insurance, certificates of deposit collaterally secured, and repurchase agreements secured by the foregoing obligations.

The Authority has certain funds invested with the South Carolina State Treasurer's Office, which established the South Carolina Local Government Investment Pool Fund (the "Pool") pursuant to Section 6-610 of the South Carolina Code. The Pool is an investment trust fund, in which public monies in excess of current needs, which are under the custody of any city treasurer or any governing body of a political subdivision of the State, may be deposited. The Pool is a 2a7-like pool which is not registered with the Securities and Exchange Commission ("SEC") as an investment company, but has a policy that it will operate in a manner consistent with the SEC's Rule 2a7 of the Investment Company Act of 1940. The total fair value of the Pool is apportioned to the entities with funds invested on an equal basis for each share owned, which are acquired at a cost of $1.00.

Fair Value: The fair value measurement and disclosure framework provides for a three-tier fair value hierarchy that gives highest priority to quoted prices in active markets for identical assets or liabilities (Level 1 measurements) and the lowest priority to unobservable inputs (Level 3 measurements). The three levels of fair value hierarchy are described below:

Level 1 – Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that the Authority can access at the measurement date.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Level 2 – Inputs to the valuation methodology, other than quoted prices included in Level 1, that are observable for an asset or liability either directly or indirectly and include:

- Quoted prices for similar assets and liabilities in active markets.
- Quoted prices for identical or similar assets or liabilities in inactive markets.
- Inputs other than quoted market prices that are observable for the asset or liability.
- Inputs that are derived principally from or corroborated by observable market data by correlation or other means.

Level 3 – Inputs to the valuation methodology that are unobservable for an asset or liability and include:

- Fair value is often based on developed models in which there are few, if any, observable inputs.

The asset's or liability's fair value measurement level within the fair value hierarchy is based on the lowest level of any input that is significant to the fair value measurement. Valuation techniques used should maximize the use of observable inputs and minimize the use of unobservable inputs.

The valuation methodologies described above may produce a fair value calculation that may not be indicative of future net realizable values or reflective of future fair values. The Authority believes that the valuation methods used are appropriate and consistent with GAAP. The use of different methodologies or assumptions to determine the fair value of certain financial instruments could result in a different fair value measurement at the reporting date. There have been no significant changes from the prior year in the methodologies used to measure fair value.

Prepaid Expenses: Payments made to vendors for services that will benefit periods beyond June 30, 2019, are recorded as prepaid expenses.

Inventory: Inventory, which is comprised of all-day passes, 10 ride passes, 5 day passes, 7 day passes, 31 day passes, all-day half fare passes, 5 day half fare passes, 7 day half fare passes, 31 day half fare passes, agency passes, DART tokens, and "U" passes are valued at cost, using an average cost method. The Authority utilizes the consumption method to recognize inventory usage. Under the consumption method, inventories are recorded as expenses when used rather than when purchased.

Restricted Assets: The Authority's policy is to first apply restricted resources when an expense is incurred for which both restricted and unrestricted net position are available.

Capital Assets: Capital assets are carried at cost. Donated capital assets are recorded at acquisition value at the date of donation. Capital assets are capitalized if their cost exceeds $1,500 and useful lives are expected to exceed one year. These assets are depreciated over the estimated useful lives using the straight-line method as follows:

Assets	Years
Furniture and Fixtures	3-15
Machinery and Equipment	3-15
Non-Revenue Vehicles	5-7
Trolleys	12-14
Fixed Route Buses	12-14
Cutaway Buses	8-10
Minivans	8-10
Buildings	7-40

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Maintenance and repairs of capital assets are charged to operations and major improvements are capitalized. Upon retirement, sale or other disposition of capital assets, the cost and accumulated depreciation are eliminated from the accounts, and a gain or loss is recognized. The Authority follows the guidelines of the Federal Transit Administration.

Compensated Absences: It is the Authority's policy to permit employees to accumulate earned but unused vacation and sick pay benefits. Employees of the Authority may carry over a maximum of 240 hours of vacation to the next year, which may be taken either as time off or as pay upon termination. There is no liability for nonvesting accumulated rights to receive sick pay benefits. All vacation pay is accrued when incurred in the financial statements.

Deferred Outflows/Inflows of Resources: In addition to assets, the statement of net position and/or balance sheet will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until that time.

In addition to liabilities, the statement of net position and/or balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

Pensions: For purpose of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the pension plan's fiduciary net position and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Postemployment Benefits Other Than Pensions (OPEB): For purposes of measuring the Authority's OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the South Carolina Long-Term Disability Insurance Trust Fund (SCLTDITF) and additions to/deductions from the SCLTDITF net position have been determined on the same basis as they are reported by the SCLTDITF Plan. For this purpose, the SCLTDITF recognize benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value, except for money market investments and participating interest earning investment contracts that have a maturity at the time of purchase of one year or less, which are reported at cost.

Net Position: Net position is classified and displayed in three components within the Statement of Net Position. These three classifications are as follows:

> *Net investment in capital assets:* This consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvements of those assets.
>
> *Restricted net position:* Restricted net position consists of net position with constraints placed on the use either by (1) external groups such as creditors, grantors, contributors, or laws and regulations of other governments; or (2) law through constitutional provisions or enabling legislation.
>
> *Unrestricted net position:* It consists of all other net position that does not meet the definition of "restricted" or "investment in capital assets."

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Capital Contributions: Capital contributions consist of capital grants or contributions typically from other governments.

Operating and Non-operating Revenues and Expenses: Operating revenues and expenses in the financial statements are those that result from providing services and producing and delivering goods and/or services. Also included are all revenues and expenses not related to capital and related financing, non-capital financing, or investing activities. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Subsequent Events: In preparing these financial statements, the Authority has evaluated events and transactions for potential recognition or disclosure through December 27, 2019, the date the financial statements were available and issued.

NOTE 2 - DEPOSITS AND INVESTMENTS

Total cash and cash investments as of June 30, 2019 are summarized as follows:

As Reported in the Statement of Net Position:	2019
Cash and Cash Investments	$ 26,745,515
Restricted:	
Investments	2,719,806
	$ 29,465,321
Cash Deposited with Financial Institutions	$ 12,918,805
Certificates of Deposit	2,719,806
Local Government Investment Pool	13,826,410
Petty Cash	300
	$ 29,465,321

The restricted investment is restricted for capital improvements and repairs to buses.

At June 30, 2019, the Authority had the following investments:

Investment Type	Credit Rating		Fair Value	Weighted Average Maturity (In Years)
SC Local Government Investment Pool	Unrated	$	13,826,410	< 1
Certificates of Deposit	Unrated		2,719,806	< 3
Investments		$	16,546,216	

^Investments in a 2a7-like fund are not required to disclose interest rate risk. The Authority invests monies to separate accounts with the State Local Government Investment Pool. Thus, we have characterized this investment as a 2a7-like fund.

The amount held in the South Carolina Local Government Investment Pool totaling $13,826,410 has been restricted internally by the Board of Directors for an operating reserve of $6,913,205 and an emergency reserve of $6,913,205.

NOTE 2 - DEPOSITS AND INVESTMENTS (continued)

Interest Rate Risk

The Authority does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

At June 30, 2019, information on the interest rate risk related to the Authority's certificates of deposit is disclosed as follows:

Investment Type	Maturities		Fair Value
Certificate of Deposit	June 2, 2022	$	1,070,774
Certificate of Deposit	April 30, 2020		528,198
Certificate of Deposit	January 14, 2021		607,570
Certificate of Deposit	September 16, 2021		513,264
Total Certificates of Deposit		$	2,719,806

Custodial Credit Risk – Deposits

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover deposits or will not be able to recover collateral securities that are in possession of an outside party. State statutes require all deposits and investments (other than federal and state government instruments) to be collateralized by depository insurance, obligations of the U.S. government, or bonds of public authorities, counties, or municipalities. As of June 30, 2019, all the Authority's funds which were uninsured were collateralized as required by South Carolina state statues and as defined by GASB pronouncements. The bank balance as of June 30, 2019 totaled $15,987,079 and the carrying value of cash and certificates of deposit totaled $15,638,611. Of the total bank balance, $1,000,000 was covered by depository insurance, $2,719,806 was covered by depository insurance through the CDAR's program, and $12,267,273 was collateralized with securities held by pledging financial institution's trust department or agent in the Authority's name.

NOTE 3 - ACCOUNTS RECEIVABLE

Accounts receivable as of June 30, 2019, including applicable allowances, are summarized as follows:

		2019
Richland County 1% Sales Tax	$	10,013,474
Local Government		90,558
Tickets and Contract Services		379,481
Due From Other Governments		798,148
Total Accounts Receivable	$	11,281,661

At June 30, 2019, the allowance for uncollectible accounts is valued at $0.

NOTE 4 – CAPITAL ASSETS

Capital assets activity for the year ended June 30, 2019 is as follows:

	Beginning Balance July 1, 2018	Increases	Decreases	Ending Balance June 30, 2019
Capital assets not being depreciated:				
Land	$ 1,742,522	$ 0	$ 0	$ 1,742,522
Total capital assets not being depreciated	$ 1,742,522	$ 0	$ 0	$ 1,742,522
Other capital assets:				
Buildings	$ 13,994,268	$ 249,775	$ 0	$ 14,244,043
Land Improvements	0	30,000	0	30,000
DART Vehicles	1,865,680	0	(63,333)	1,802,347
Fixed Route Buses	19,160,065	43,690	(498,514)	18,705,241
Vehicles (Automobiles)	119,623	31,641	0	151,264
Machinery and Equipment	5,366,965	88,329	(1,547)	5,453,747
Furniture and Fixtures	222,903	0	0	222,903
Total other capital assets	$ 40,729,504	$ 443,435	$ (563,394)	$ 40,609,545
Less accumulated depreciation for:				
Buildings	$ (5,562,652)	$ (520,211)	$ 0	$ (6,082,863)
Land Improvements	0	(1,333)	0	(1,333)
DART Vehicles	(752,274)	(265,720)	63,333	(954,661)
Fixed Route Buses	(4,334,107)	(1,681,587)	464,098	(5,551,596)
Vehicles (Automobiles)	(88,453)	(13,279)	22,888	(78,844)
Machinery and Equipment	(2,860,953)	(381,085)	1,106	(3,240,932)
Furniture and Fixtures	(137,023)	(16,567)	0	(153,590)
Total accumulated depreciation	$ (13,735,462)	$ (2,879,782)	$ 551,425	$ (16,063,819)
Other capital assets, net	$ 26,994,042	$ (2,436,347)	$ (11,969)	$ 24,545,726
Capital assets, net	$ 28,736,564	$ (2,436,347)	$ (11,969)	$ 26,288,248

Assets with a remaining book value of $11,969 were sold for a gain on disposal of capital assets of $1,301. Assets purchased under capital leases at June 30, 2019 totaled $21,450, with related accumulated depreciation of $2,043.

NOTE 5 – LEASES

The Authority leases the main transit center and the smaller transit stop from the City of Columbia to assist in its operation of the public transportation system. The City of Columbia does not charge for this lease, but rather treats it as a donation. The total fair market value of this lease for the year ended June 30, 2019 is $60,000.

NOTE 6 - PENSION AND RETIREMENT PLAN

Plan Description

The South Carolina Retirement System (SCRS), a cost-sharing multiple-employer defined benefit pension plan, was established effective July 1, 1945, pursuant to the provisions of Section 9-1-20 of the South Carolina Code of Laws for the purpose of providing retirement allowances and other benefits for employees of the state, its public school districts, and political subdivisions.

NOTE 6 - PENSION AND RETIREMENT PLAN (continued)

The South Carolina Public Employee Benefit Authority (PEBA), which was created July 1, 2012, administers the various retirement systems and retirement programs managed by its Retirement Division. PEBA has an 11-member Board of Directors, appointed by the Governor and General Assembly leadership, which serves as co-trustee and co-fiduciary of the systems and the trust funds. By law, the Budget and Control Board, which consists of five elected officials, also reviews certain PEBA Board decisions regarding the funding of the South Carolina Retirement Systems (Systems) and serves as a co-trustee of the Systems in conducting that review.

PEBA issues a Comprehensive Annual Financial Report (CAFR) containing financial statements and required supplementary information for the Systems' Pension Trust Funds. The CAFR is publicly available through the Retirement Benefits' link on PEBA's website at www.peba.sc.gov, or a copy may be obtained by submitting a request to PEBA, PO Box 11960, Columbia, SC 29211-1960. PEBA is considered a division of the primary government of the state of South Carolina and therefore, retirement trust fund financial information is also included in the comprehensive annual financial report of the state.

Membership

Membership requirements are prescribed in Title 9 of the South Carolina Code of Laws. A brief summary of the requirements under the system is presented below.

> SCRS - Generally, all employees of covered employers are required to participate in and contribute to the system as a condition of employment. This plan covers general employees and teachers and individuals newly elected to the South Carolina General Assembly beginning with the November 2012 general election. An employee member of the system with an effective date of membership prior to July 1, 2012, is a Class Two member. An employee member of the system with an effective date of membership on or after July 1, 2012, is a Class Three member.

Benefits

Benefit terms are prescribed in Title 9 of the South Carolina Code of Laws. PEBA does not have the authority to establish or amend benefit terms without a legislative change in the code of laws. Key elements of the benefit calculation include the benefit multiplier, years of service, and average final compensation. A brief summary of the benefits term is presented below.

> SCRS – A Class Two member who has separated from service with at least five or more years of earned service is eligible for a monthly pension at age 65 or with 28 years credited service regardless of age. A member may elect early retirement with reduced pension benefits payable at age 55 with 25 years of service credit. A Class Three member who has separated from service with at least eight or more years of earned service is eligible for a monthly pension upon satisfying the Rule of 90 requirement that the total of the member's age and the member's creditable services equals at least 90 years. Both Class Two and Class Three members are eligible to receive a reduced deferred annuity at age 60 if they satisfy the five- or eight-year earned service requirement, respectively. An incidental death benefit is also available to beneficiaries of active or retired members of employers who participate in the death benefit program.
>
> The annual retirement allowance of eligible retirees or their surviving annuitants is increased by the lesser of one percent or five hundred dollars every July 1. Only those annuitants in receipt of a benefit on July 1 of the preceding year are eligible to receive the increase. Members who retire under the early retirement provisions at age 55 with 25 years of service are not eligible for the benefit adjustment until the second July 1 after reaching age 60 or the second July 1 after the date they would have had 28 years of service credit had they not retired.

NOTE 6 - PENSION AND RETIREMENT PLAN (continued)

Contributions

Contributions are prescribed in Title 9 of the South Carolina Code of Laws. The PEBA Board may increase the SCRS employer and employee contribution rates on the basis of the actuarial valuations, but any such increase may not result in a differential between the employee and the employer contribution rate that exceeds 2.9 percent of earnable compensation for SCRS. An increase in the contribution rates adopted by the board may not provide for an increase of more than one-half of one percent in any one year. If the scheduled employee and employer contributions provided in statute or the rates last adopted by the board are insufficient to maintain a thirty year amortization schedule of the unfunded liabilities of the plans, the board shall increase the contribution rates in equal percentage amounts for the employer and employee as necessary to maintain the thirty-year amortization period; and, this increase is not limited to one-half of one percent per year.

- Required employee contribution rates[1] are as follows:

	2019
SCRS	
Employee Class Two	9.00%
Employee Class Three	9.00%

- Required employer contribution rates[1] are as follows:

	2019
SCRS	
Employer Class Two	14.41%
Employer Class Three	14.41%
Employer Incidental Death Benefit	0.15%

[1] Calculated on earnable compensation as defined in Title 9 of the South Carolina Code of Laws.

Employer contribution rates increased by more than one percentage point for the 2019 fiscal year; therefore, in accordance with the South Carolina Appropriation Act, Section 117.151 State funds were appropriated to PEBA for the Retirement Trust Funds. PEBA issued credit invoices to each employer for one percent of employer contributions based on its share of the appropriated funds. The Authority's share of appropriated funds were $7,448 and have been reported as revenues from a contribution made by a non-employer contributing entity and a reduction of net pension liability as of the June 30, 2019 measurement date.

Contributions to the pension plan from the Authority were as follows for the year ended June 30, 2019:

	2019
SCRS	$ 128,593

NOTE 6 - PENSION AND RETIREMENT PLAN (continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At June 30, 2019, the Authority reported $1,507,505 for its proportionate share of the net pension liability of SCRS. The net pension liability of each defined benefit pension plan was determined based on the July 1, 2017 actuarial valuations, using membership data as of July 1, 2017, projected forward to June 30, 2018, and financial information of the pension trust funds as of June 30, 2018, using generally accepted actuarial procedures. The Authority's proportion of the net pension liability was based on the Authority's share of contributions to the pension plan relative to the contributions of all participating entities. At June 30, 2019, the Authority SCRS proportion was .006728 percent measured as of June 30, 2018. The Authority's proportionate share for the fiscal year ending June 30, 2018 as of the measurement date of June 30, 2017 for the SCRS was .006827 percent.

Pension Expense

Components of collective pension expense reported in the Schedules of Pension Amounts by Employer for the fiscal year ended June 30, 2019, are presented below:

Description	SCRS
Service cost (annual cost of current service)	$ 61,282
Interest on the total pension liability	228,859
Changes in plan benefits	0
Plan administrative costs	986
Plan member contributions	(58,445)
Expected return on plan assets	(122,337)
Recognition of current year amortization – Difference between expected and actual experience	29,320
Recognition of current year amortization – Difference between projected and actual investment earnings	6,988
Other	71
Change in proportionate share	26,659
Total Pension Expense	$ 173,383

Additional items included in Total Employer Pension Expense in the Schedules of Pension Amounts by Employer are the current period amortized portions of deferred outflows and/or inflows of resources related to changes in employers' proportionate share of the collective net pension liability and differences between actual employer contributions and proportionate share of total plan employer contributions. These two deferrals are specific to cost-sharing multiple-employer defined benefit pension plans as discussed in paragraphs 54 and 55 of GASB 68.

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NOTE 6 - PENSION AND RETIREMENT PLAN (continued)

At June 30, 2019, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

		SCRS
Deferred Outflows of Resources:		
Difference between expected and actual experience	$	2,721
Assumption changes		59,809
Net difference between projected and actual earnings		23,947
Deferred amounts from changes in proportionate share and difference between employer contributions and proportionate share of total plan employer contributions		10,782
Authority contributions subsequent to measurement date		128,593
	$	225,852

		SCRS
Deferred Inflows of Resources:		
Net difference between expected and actual experience	$	8,871
Deferred amounts from changes in proportionate share and difference between employer contributions and proportionate share of total plan employer contributions		85,880
	$	94,751

Authority contributions subsequent of the measurement date of $128,593 reported as deferred outflows of resources for the SCRS, will be recognized as a reduction of the net pension liability in the year ended June 30, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ending June 30:		SCRS
2020	$	30,655
2021		(986)
2022		(24,268)
2023		(2,893)
Thereafter		0
	$	2,508

Payable to Pension Plan

At June 30, 2019, the Authority had $0 in outstanding payables to the plans for legally required contributions.

NOTE 6 - PENSION AND RETIREMENT PLAN (continued)

Actuarial Assumptions and Methods

Actuarial valuations of the ongoing plan involve estimates of the reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumption about future employment, mortality, and future salary increases. Amounts determined during the valuation process are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. South Carolina state statute requires that an actuarial experience study be completed at least once in each five-year period. An experience report on the systems was most recently issued as of July 1, 2015.

The June 30, 2018, total pension liability (TPL), net pension liability (NPL), and sensitivity information shown in this report were determined by the consulting actuary, Gabriel, Roeder, Smith and Company (GRS) and are based on an actuarial valuation performed as of July 1, 2017. The total pension liability was rolled-forward from the valuation date to the plans' fiscal year end, June 30, 2018, using generally accepted actuarial principles.

The following table provides a summary of the actuarial assumptions and methods used to calculate the TPL as of June 30, 2018.

	SCRS
Actuarial cost method	Entry age normal
Investment rate of return[1]	7.25%
Projected salary increases	3.0% to 12.5% (varies by service) [1]
Benefit adjustments	lesser of 1% or $500 annually
[1] *includes inflation at 2.25%*	

The post-retiree mortality assumption is dependent upon the member's job category and gender. The base mortality assumptions, the 2016 Public Retirees of South Carolina Mortality table (2016 PRSC), was developed using the Systems' mortality experience. These base rates are adjusted for future improvements in mortality using published Scale AA projected from the year 2016.

Assumptions used in the determination of the June 30, 2018, TPL are as follows:

Former Job Class	Males	Females
Educators	2016 PRSC Males multiplied by 92%	2016 PRSC Females multiplied by 98%
General Employees and Members of the General Assembly	2016 PRSC Males multiplied by 100%	2016 PRSC Females multiplied by 111%

The TPL is calculated by the Systems' actuary, and each plan's fiduciary net position is reported in the System's financial statements. The NPL is disclosed in accordance with the requirements of GASB 67 in the Systems' notes to the financial statements and required supplementary information. Liability calculations performed by the Systems' actuary for the purpose of satisfying the requirements of GASB Nos. 67 and 68 are not applicable for other purposes, such as determining the plans' funding requirements.

NOTE 6 - PENSION AND RETIREMENT PLAN (continued)

The NPL is calculated separately for each system and represents that particular system's TPL determined in accordance with GASB No. 67 less that System's fiduciary net position. NPL totals, as of June 30, 2018, for SCRS is presented below.

System	Total Pension Liability	Plan Fiduciary Net Position	Employers' Net Position Liability (Asset)	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
SCRS	$ 48,821,730,067	$ 26,414,916,370	$ 22,406,813,697	54.1%

Long-term Expected Rate of Return

The long-term expected rate of return on pension plan investments is based upon the 30 year capital market assumptions. The long-term expected rate of returns represent assumptions developed using an arithmetic building block approach primarily based on consensus expectations and market based inputs. Expected returns are net of investment fees.

The expected returns, along with the expected inflation rate, form the basis for the target asset allocation adopted at the beginning of the 2018 fiscal year. The long-term expected rate of return is produced by weighing the expected future real rates of return by the target allocation percentage and adding expected inflation and is summarized in the table following. For actuarial purposes, the 7.25 percent assumed annual investment rate of return used in the calculation of the total pension liability includes a 5.00 percent real rate of return and a 2.25 percent inflation component.

Asset Class	Target Asset Allocation	Expected Arithmetic Real Rate of Return	Long Term Expected Portfolio Real Rate of Return
Global Equity	**47.0%**		
Global Public Equity	33.0%	6.99%	2.31%
Private Equity	9.0%	8.73%	0.79%
Equity Options Strategies	5.0%	5.52%	0.28%
Real Assets	**10.0%**		
Real Estate (Private)	6.0%	3.54%	0.21%
Real Estate (REITs)	2.0%	5.46%	0.11%
Infrastructure	2.0%	5.09%	0.10%
Opportunistic	**13.0%**		
GTAA/Risk Parity	8.0%	3.75%	0.30%
Hedge Funds (non-PA)	2.0%	3.45%	0.07%
Other Opportunistic Strategies	3.0%	3.75%	0.11%
Diversified Credit	**18.0%**		
Mixed Credit	6.0%	3.05%	0.18%
Emerging Markets Debt	5.0%	3.94%	0.20%
Private Debt	7.0%	3.89%	0.27%
Conservative Fixed Income	**12.0%**		
Core Fixed Income	10.0%	0.94%	0.09%
Cash and Short Duration (Net)	2.0%	0.34%	0.01%
Total Expected Real Return	100.0%		5.03%
Inflation for Actuarial Purposes			2.25%
Total Expected Nominal Return			7.28%

NOTE 6 - PENSION AND RETIREMENT PLAN (continued)

Discount Rate

The discount rate used to measure the total pension liability was 7.25 percent. The projection of cash flows used to determine the discount rate assumed that contributions from participating employers in SCRS will be made based on the actuarially determined rates based on provisions in the South Carolina Code of Laws. Based on those assumptions, the System's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity Analysis

The following table presents the collective net pension liability of the participating employers calculated using the discount rate of 7.25 percent, as well as what the employers' net pension liability would be if it were calculated using the discount rate that is 1.00 percent lower (6.25 percent) or 1.00 percent higher (8.25 percent) than the current rate.

Sensitivity of the Net Pension Liability to Changes in the Discount Rate			
System	**1% Decrease (6.25%)**	**Current Discount Rate (7.25%)**	**1% Increase (8.25%)**
SCRS	$ 1,926,344	$ 1,507,505	$ 1,208,119

NOTE 7 - POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS

Plan Description

The South Carolina Long-Term Disability Insurance Trust Fund (SCLTDITF), were established by the State of South Carolina as of Act 195, which became effective on May 2008. The SCLTDITF was created to fund and account for the employer costs of the State's Basic Long-Term Disability Income Benefit Plan.

In accordance with Act 195, the OPEB Trust is administered through South Carolina Public Employment Benefit Authority (PEBA), Insurance Benefits and the State Treasurer is the custodian of the funds held in trust. The Board of Directors of PEBA has been designated as the Trustee.

The OPEB Trust is cost-sharing multiple-employer defined benefit plan. Article 5 of the State Code of Laws defines the plan and authorized the Trustee to at any time adjust the plan, including its benefits and contributions, as necessary to insure the fiscal stability of the plan. In accordance with the South Carolina Code of Laws the State provides post-employment long-term disability to eligible employees.

Benefits

The SCLTDITF is a long-term disability plan that covers employees of the State of South Carolina, including all agencies and public school districts and all participating local government entities. The SCLTDITF provides disability payments to eligible employees that have been approved for disability.

Contributions and Funding Policies

BLTD benefits are funded through a person's premium charged to State agencies, public school districts and other participating local governments. The monthly premium per active employee was $3.22 for the fiscal year ended June 30, 2019. The SCLTDITF premium is billed monthly by PEBA, Insurance Benefits and transferred monthly to the SCLTDITF. It is also funded through investment income.

NOTE 7 - POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (continued)

In accordance with part (b) of paragraph 69 of GASB Statement No. 75, participating employers recognize revenue in an amount equal to the employers proportionate share of the change in the collective net OPEB liability arising from contributions to the OPEB plan during the measurement period from non-employer contributing entities for purposes other than the separate financing of specific liabilities to the OPEB plan. Therefore, employers classify this revenue in the same manner as it classifies grants from other entities. The Authority's proportionate share of appropriated funds was $0 and is reported as revenues from a contribution made by a non-employer contributing entity.

For purposes of measuring the net OPEB liability, deferred outflows and inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the OPEB Trust, and additions to and deductions from the OPEB Trust fiduciary net position have been determined on the same basis as they were reported by the OPEB Trust. For this purpose, revenues are recognized when earned and expenses are recognized when incurred. Therefore, benefit and administrative expenses are recognized when due and payable. Investments are reported at fair value.

Contributions to the OPEB plan from the Authority were as follows for the year ended June 30, 2019:

SCLTDITF	$	435

The Authority also recorded fringe benefit expenses for insurance benefits for active employees in the amount of $66,535 for the year ended June 30, 2019.

A copy of the separately issued financial statements for the benefit plan and the trust fund may be obtained by writing to the South Carolina Public Employee Benefit Authority – Insurance Benefits Division, P.O. Box 11960, Columbia, South Carolina 29211-1960.

Deferred Outflows of Resources and Deferred Inflows of Resources Related to Post-Employment Benefits Other Than Pensions

At June 30, 2019, Central Midlands Regional Transit Authority reported an OPEB liability of $164 for Long-Term Disability Insurance. The net OPEB liability was measured as of June 30, 2018, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation at June 30, 2017, rolled forward to the measurement date. At June 30, 2018, the Authority's proportion of the OPEB Long-Term Disability Liability was .005351% and the June 30, 2017 proportionate share was .004493%.

For the year ended June 30, 2019, Central Midlands Regional Transit Authority recognized OPEB Long-Term Disability expense of $164 for OPEB Long-Term Disability. At June 30, 2019, the Authority reported deferred outflows of resources and deferred inflows of resources related to Post-Employment Benefits Other Than Pensions (OPEB) for South Carolina Long-Term Disability Insurance Trust Fund (SCLTDITF) from the following sources:

		Deferred Outflows of Resources		Deferred Inflows of Resources
Assumption Changes	$	0	$	11
Investment Experience		95		0
Liability Experience		0		10
Central Midlands Regional Transit Authority contributions subsequent to the measurement date		435		0
Total	$	530	$	21

NOTE 7 - POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (continued)

$435 reported as deferred outflows of resources related to OPEB resulting from Central Midlands Regional Transit Authority OPEB Long-Term Disability Insurance contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the year ended June 30, 2020. Other amounts reported as deferred outflows or resources and deferred inflows of resources related to OPEB Long-Term Disability will be recognized in OPEB expense as follows:

Year ended June 30:		
2020	$	24
2021		24
2022		24
2023		13
2024		(2)
Thereafter		(9)
	$	74

Payable to OPEB Plans

As of June 30, 2019, the Authority had $0 in outstanding payables to the SCLTDITF at year end.

Actuarial Assumptions and Methods

Actuarial valuations involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Actuarially determined amounts are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

The following table provides a summary of the actuarial assumptions and methods used in the June 30, 2017 actuarial valuation for SCLTDITF:

Actuarial Assumptions:	**SCLTDITF**
Valuation Date	June 30, 2017
Actuarial cost method	Entry Age Normal
Inflation	2.25%
Investment Rate of Return	4.00, net of Plan investment expense; including inflation
Single Discount Rate	3.91% as of June 30, 2018
Salary, Termination, and Retirement Rates	Based on the experience study performed for the South Carolina Retirement Systems for the 5-year period ending June 30, 2015
Disability Incidence	The rates used in the valuation are based on the rates developed for the South Carolina Retirement Systems pension plans
Disability Recovery	For participants in payment, 1987 CGDT Group Disability; for active employees, 60% were assumed to recover after the first year and 92% were assumed to recover after the first two years
Offsets	40% are assumed to be eligible for Social Security benefits; assumed percentage who will be eligible for a pension plan offset varies based on employee group
Expenses	Third party administrative expenses were included in the benefit projections
Notes	The discount rate changed from 3.87% as of June 30, 2017 to 3.91% as of June 30, 2018

NOTE 7 - POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (continued)

Roll Forward Disclosure

The actuarial valuation was performed as of June 30, 2017. Update procedures were used to roll forward the total OPEB liability to June 30, 2018.

Net OPEB Liability

The Net OPEB Liability (NOL) is calculated separately for the OPEB Trust Fund and represents the Trust's Total OPEB Liability (TOL) determined in accordance with GASB Statement No. 74 less that Trust's fiduciary net position. The allocation of each employer's proportionate share of the collective Net OPEB Liability and collective OPEB expense was determined using the employer's payroll-related contributions over the measurement period. This method is expected to be reflective of the employer's long-term contribution effort as well as be transparent to individual employers and their external auditors.

The following table represents the net OPEB liability as of June 30, 2018:

OPEB TRUST	Total OPEB Liability	Plan Fiduciary Net Position	Employers' Net OPEB Liability (Asset)	Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability
SCLTDITF	$ 39,261,091	$ 36,199,863	$ 3,061,228	92.20%

The TOL is calculated by the Trust's actuary, and the Trust fiduciary net position is reported in the Trust financial statements. The NOL is disclosed in accordance with the requirements of GASB Statement No. 74 in the Trust notes to the financial statements and required supplementary information. Liability calculations performed by the Trust's actuary for the purpose of satisfying the requirements of GASB Statements No. 74 and 75 and are not applicable for the other purposes, such as determining the Trust's funding requirements.

Single Discount Rate

A Single Discount Rate of 3.91% was used to measure the total OPEB liability for the SCLTDITF. This Single Discount Rate was based on an expected rate of return on plan investments of 4.00% and a municipal bond rate 3.62%. The projection of cash flows to determine this Single Discount Rate assumed that employer contributions will remain $38.64 per year for each covered active employee. Based on these assumptions, the plan's Fiduciary Net Position and future contributions were sufficient to finance the benefit payments through the year 2037. As a result, the long-term expected rate of return on plan investments was applied to project benefit payments through the year 2037, and the municipal bond rate was applied to all benefit payments after that date.

Long Term Expected Rate of Return

Asset Class	Target Asset Allocation	Long-Term Expected Real Rate of Return	Allocation-Weighted Long-Term Expected Real Rate of Return
U.S. Domestic Fixed Income	80.00%	2.09%	1.67%
Cash	20.00%	0.84%	0.17%
Total	100.00%		1.84%
Expected Inflation			2.25%
Total Return			4.09%
Investment Return Assumption			4.00%

NOTE 7 - POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS (continued)

For the SCLTDITF, the annual money-weighted rate of return on the plan investment was 1.00%, respectively.

Sensitivity Analysis

The following table presents the Authority's proportionate share of the SCLTDITF net OPEB liability calculated using the discount rate of 3.91 percent, as well as what the Authority's proportionate share of the net OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower (2.91 percent) or 1 percentage point higher (4.91 percent) than the current rate:

Sensitivity of the SCLTDITF Net OPEB Liability to Changes in the Discount Rate

1.00% Decrease (2.91%)	Current Discount Rate (3.91%)	1.00% Increase (4.91%)
$245	$164	$85

NOTE 8 – COMMITMENTS AND CONTINGENCIES

Grant income from local governments and federal grantor agencies for the year ended June 30, 2019 totaled $2,497,172. This amount constitutes a significant portion of the change in net position and is expected to recur in an unpredictable pattern directly related to successful grant awards.

Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the Federal government. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures which may be disallowed by the grantor cannot be determined at this time although the government expects such amounts, if any, to be immaterial.

NOTE 9 – RISK MANAGEMENT

The Authority is exposed to various risks of loss related to: torts, thefts of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority is a participant in the South Carolina Insurance Reserve Fund, which is a cooperative group of governmental entities joining together to finance insurance exposure, liability, and risk. The Authority's risks covered within this pool are property (both building and personal), data processing equipment, business interruption, builder's risk, inland marine, torts, and automobiles.

The South Carolina Insurance Reserve Fund does not cover risks associated with a whistle-blower action, breaches of contract, debt guarantee of others, property tax appeals, automobile/aircraft/watercraft in excess of 26 feet in length, liability from pre-arranged speed contest, pollution liability (except sudden and accidental), war, workers' compensation, bodily injury to fellow employees, and professional liability of medical practitioners and architects.

Expenses for coverage through the South Carolina Insurance Reserve Fund for the year ended June 30, 2019 totaled $112,442. There were no significant reductions in insurance coverage from the previous year and no settlements have exceeded insurance coverage for the past three fiscal years ended June 30, 2019, 2018, and 2017.

For all covered risks, the transfer of risk culminates upon filing a claim. Consequently, for items not covered, the members separately purchase policies to bear the risk up to policy premiums. For the year ended June 30, 2019, there were no liabilities which exceeded the coverage available through the South Carolina Insurance Reserve Fund and separate purchased carriers.

During the year, the Authority paid $60,803 to settle an employment dispute with a former employee.

NOTE 10 - LEASE OBLIGATIONS

Contingent Rentals
Contingent rentals are defined, for purposes of this audit report, as rental agreements that can be cancelled by the Authority at any point with no further financial obligation. The Authority currently has one type of contingent rental specifically covering and office copiers. Details of those contingent rentals are as follows:

Rental Agreement	Year	Expended for Contingent Rentals
Copiers	2019	$ 11,624
Postage Meter	2019	$ 840

Operating Lease
The Authority entered into an operating lease agreement of an electric bus, charging unit and generator. The lease began in December 2018 and was terminated in January 2019. The total operating lease payments were $9,032.

NOTE 11 - LONG-TERM LIABILITIES

The Authority entered into one lease purchase agreement for the purchase of equipment in the amount of $21,450. This lease agreement qualifies as a capital lease for accounting purposes and, therefore, has been recorded at the present value of the future minimum lease payments as of the inception date. Future minimum lease obligations and the net present value of the minimum lease payments as of June 30, 2019 are as follows:

Year ended June 30:	
2020	$ 5,580
2021	5,580
2022	5,580
2023	5,580
2024	2,790
Total minimum lease payments	25,110
Less amounts representing interest	(5,472)
	$ 19,638

Long-term liabilities activity for the year ended June 30, 2019 is as follows:

	Balance June 30, 2018	Additions	Reductions	Balance June 30, 2019	Due within one year
Capital Leases	$ 0	$ 21,450	$ 1,812	$ 19,638	$ 3,552
Compensated Absences Payable	37,698	48,727	37,698	48,727	32,485
	$ 37,698	$ 70,177	$ 39,510	$ 68,365	$ 36,037

NOTE 12 – RECENTLY ISSUED ACCOUNTING PRONOUNCEMENTS

GASB has issued GASB Statement No. 87 *Leases* in June 2017. This standard requires all leases to be reported as capital leases and eliminates the classification of an operating lease unless the lease is a short term, defined as 12 months or less. Under the single approach to accounting for and reporting leases, a lessee will recognize a lease liability and corresponding intangible asset representing the lessee's controlling "right to use" the asset. This standard is applicable for periods beginning after December 15, 2019.

REQUIRED SUPPLEMENTARY INFORMATION

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
SOUTH CAROLINA RETIREMENT SYSTEM
LAST 10 FISCAL YEARS

	Fiscal Year									
	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
South Carolina Retirement System (SCRS)										
Authority's proportion of the net pension liability (asset)	0.006728%	0.068270%	0.007540%	0.007543%	0.006037%					
Authority's proportionate share of the net pension liability (asset)	$ 1,507,505	$ 1,536,687	$ 1,610,533	$ 1,430,566	$ 1,039,371	$	$	$	$	$
Authority's covered payroll	$ 578,129	$ 560,704	$ 585,525	$ 568,742	$ 448,840	$	$	$	$	$
Authority's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	260.80%	274.10%	275.10%	251.50%	231.60%					
Plan fiduciary net position as a percentage of the total pension liability	54.10%	53.30%	52.90%	57.00%	59.90%					

Notes: The amounts presented above for each fiscal year were determined as of the measurement date of the plan's fiscal year end.

The Authority is retroactively reporting data back to the year of GASB Statement No. 68 implementation, which was fiscal year ending 2015. Information on the proportionate share of net position liability is not available prior to that fiscal year.

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS - PENSION PLAN
SOUTH CAROLINA RETIREMENT SYSTEM
LAST 10 FISCAL YEARS

	Fiscal Year									
	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
South Carolina Retirement System (SCRS)										
Contractually required contribution	$ 128,593	$ 87,092	$ 80,755	$ 77,090	$ 58,099	$	$	$	$	$
Contributions in relation to the contractually required contribution	(128,593)	(87,092)	(80,755)	(77,090)	(58,099)					
Contribution deficiency (excess)	$ 0	$ 0	$ 0	$ 0	$ 0	$	$	$	$	$
Authority's covered payroll	$ 883,196	$ 697,196	$ 585,525	$ 568,742	$ 448,840	$	$	$	$	$
Contributions as a percentage of covered payroll	14.55%	12.49%	13.79%	13.55%	12.94%					

Notes: The amounts presented above for each fiscal year were determined as of the measurement date of the plan's fiscal year end.

The Authority is retroactively reporting data back to the year of GASB Statement No. 68 implementation, which was fiscal year ending 2015. Information on the contractually required contribution is not available prior to that fiscal year.

The table below provides a summary of the actuarial methods and assumptions used in calculations of the actuarially determined contributions for the South Carolina Retirement System (SCRS). This information was obtained from the financial statements of the SCRS, which is administered by the retirement division of the South Carolina Public Employee Benefit Authority (PEBA) for the year ended June 30, 2018.

Summary of Actuarial Methods and Significant Assumptions

	SCRS
Valuation date	07/01/17
Actuarial cost method	Entry Age Normal
Amortization method	Level percent of pay
Amortization period	30 years variable, but not to exceed 30 years
Asset Valuation method	20% difference recognition method
Inflation rate	2.25%
Projected salary increases	3.0% plus step-rate increases for members with less than 21 years of service[1]
Investment rate of return	7.25%
Benefit adjustments	Lesser of 1.0% or $500 annually

[1] *Includes inflation at 2.25%.*

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF THE NET OPEB LIABILITY
LAST 10 FISCAL YEARS

	Fiscal Year									
	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
South Carolina Long-Term Disability Insurance Trust Fund										
Authority's proportion of the net OPEB liability	0.005351%	0.004493%	0.004493%							
Authority's proportionate share of the net OPEB liability	$ 164	$ 81	$ 31	$	$	$	$	$	$	$
Authority's covered payroll	$ N/A	$ N/A	$ N/A	$	$	$	$	$	$	$
Authority's proportionate share of the net OPEB liability as a percentage of its covered payroll	N/A	N/A	N/A							
Plan fiduciary net position as a percentage of the total OPEB liability	92.20%	95.29%	98.15%							

Notes: The OPEB schedule is intended to show information for ten years; additional years' information will be displayed as it becomes available.

The amount presented above for each fiscal year were determined as of the measurement date of the plan's fiscal year end.

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS - OPEB PLAN
LAST 10 FISCAL YEARS

	Fiscal Year									
	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
South Carolina Long-Term Disability Insurance Trust Fund										
Contractually required contribution	$ 435	$ 390	$ 325	$	$	$	$	$	$	$
Contribution in relation to the contractually required contribution	(435)	(390)	(325)							
Contribution deficiency (excess)	$ 0	$ 0	$ 0	$	$	$	$	$	$	$
Authority's covered payroll	$ N/A	$ N/A	$ N/A	$	$	$	$	$	$	$
Contributions as a portion of covered payroll	N/A	N/A	N/A							

Notes: The OPEB schedule is intended to show information for ten years; additional years' information will be displayed as it becomes available.

The amount presented above for each fiscal year were determined as of the measurement date of the plan's fiscal year end.

The table below provides a summary of the actuarial methods and assumptions used in calculations of the actuarially determined contributions for the South Carolina Long-Term Disability Trust Fund (SCLTDTF). This information was obtained from the financial statements of South Carolina Public Employee Benefit Authority (PEBA), Insurance Benefits and Other Post-Employment Benefits Trust Funds for the year ended June 30, 2018.

Summary of Actuarial Methods and Significant Assumptions

Actuarial Assumptions:	**SCLTDITF**
Valuation Date	June 30, 2017
Actuarial cost method	Entry Age Normal
Inflation	2.25%
Investment Rate of Return	4.00, net of Plan investment expense; including inflation
Single Discount Rate	3.91% as of June 30, 2018
Salary, Termination, and Retirement Rates	Based on the experience study performed for the South Carolina Retirement Systems for the 5-year period ending June 30, 2015
Disability Incidence	The rates used in the valuation are based on the rates developed for the South Carolina Retirement Systems pension plans
Disability Recovery	For participants in payment, 1987 CGDT Group Disability; for active employees, 60% were assumed to recover after the first year and 92% were assumed to recover after the first two years
Offsets	40% are assumed to be eligible for Social Security benefits; assumed percentage who will be eligible for a pension plan offset varies based on employee group
Expenses	Third party administrative expenses were included in the benefit projections
Notes	The discount rate changed from 3.87% as of June 30, 2017 to 3.91% as of June 30, 2018

Roll Forward Disclosures

The actuarial valuation were performed as of June 30, 2017. Update procedures were used to roll forward the total OPEB liability to June 30, 2018.

OTHER SUPPLEMENTARY INFORMATION

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA

SCHEDULE OF OPERATING AND NONOPERATING REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2019

		2019
REVENUES		
Operating Revenues		
Passenger Fares Revenue	$	2,243,669
Advertising		6,930
Contract Services		148,049
Miscellaneous		13,169
Total Operating Revenue	$	2,411,817
EXPENSES		
Operating Expenses		
Contract Services:		
Contract Service- Fixed Route	$	11,693,811
Contract Services - DART		2,367,045
Contract Services - Special Enhancements		38,105
Contract Services - Rural Expenses 5311		188,992
Vehicle Fuel		1,717,656
Facility Rental Expense		60,000
Salaries and Related Payroll Costs:		
Salaries		846,281
Annual Leave		31,216
Sick Leave		2,966
Other Paid Leave		25,954
Retirement		172,336
FICA and Medicare		65,016
Health Insurance		66,530
Workers Compensation		2,580
SC Unemployment		5,518
Repairs and Maintenance:		
Vehicle Repairs & Maintenance		18
Vehicle Repairs & Maintance Capital Grants		29,690
Vehicle Repairs & Maintenance Preventive Maintenance		596
Transit Facility Repairs & Maintenance General		93,502
Transit Facility Repairs & Maintenance Preventive Maintenance		24,699
Transit Facility Repairs & Maintenance Grants		10,573
Software and Equipment Maintenance		252,025
Federal Expense Capital		13,253
Federal Expense Non Preventive Maintenance		603,238
Federal Expense Preventive Maintenance		211,415
Employee Training		66,047
Federal Expense Safety and Security		245,343
Membersip Fees, Dues & Subscriptions		32,903
Transit Academy		3,216
Office Expense		10,077
Postage		4,855
Printing		150,104
Board/Committee Expense		3,785
Marketing, Advertising & Promotion		87,513
Insurance - Vehicle		75,079
Insurance - Property		14,861
Insurance - Tort Liability		17,246
Insurance Officers & Directors		5,256

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA

SCHEDULE OF OPERATING AND NONOPERATING REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2019

		2019
EXPENSES (CONTINUED)		
Professional Services		872,979
Fare Collection Services		14,582
Tickets		35,313
Natural Gas		8,503
Electricity		96,308
Water & Sewer		31,838
Telecommunications		108,770
Interest Expense		962
Other Miscellaneous Expense		28,213
Bank Service Fees		21,803
Payroll Processing Fees		2,016
Leasing		19,947
Depreciation Expense		2,879,782
Total Operating Expenses	$	23,360,316
Net Operating Income (Loss)	$	(20,948,499)
NONOPERATING REVENUES (EXPENSES)		
Local Revenue Lexington County	$	223,271
Local Revenue Columbia (In Kind)		60,000
State and Federal SMTF		4,500
RTAP Federal Funds		7,540
State Revenue SMTF		561,030
Rural Transportation Grants		188,992
Federal Grants and Contracts		424,971
Rental Income		7,200
SC OPEB Nonemployer Contribution		7,448
Richland County 1% Sales Tax		22,136,456
Interest Income (Loss)		277,401
Gain on Disposal of Capital Assets		1,301
Total Nonoperating Revenues (Expenses)	$	23,900,110
Income (Loss) Before Other Revenues, Expenses, Gains or Losses	$	2,951,611
Federal Capital Grants	$	1,034,408
Increase (Decrease) in Net Position	$	3,986,019
Net Position - Beginning of Year	$	53,874,054
Net Position - End of Year	$	57,860,073

CENTRAL MIDLANS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
SCHEDULE OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET (NON-GAAP BASIS) TO ACTUAL
FOR THE FISCAL YEAR ENDED JUNE 30, 2019

	BUDGETED AMOUNTS			VARIANCE WITH FINAL BUDGET POSITIVE
	ORIGINAL	FINAL	ACTUAL	(NEGATIVE)
REVENUES				
Passenger Fares	$ 2,450,000	$ 2,450,000	$ 2,243,669	$ (206,331)
Advertising Revenue	7,200	7,200	6,930	(270)
In-Kind Revenue	60,000	60,000	60,000	0
Local Revenue - Lexington County	211,658	211,658	223,271	11,613
Interest Income	30,000	30,000	277,401	247,401
Richland County 1% Sales Tax	18,700,000	18,700,000	22,136,456	3,436,456
State Mass Transit Funds	603,485	603,485	561,030	(42,455)
Rural Transportation Funds	146,536	146,536	188,992	42,456
Rental Income	7,150	7,150	7,200	50
Federal Non Preventive Maintenance	957,088	957,088	242,996	(714,092)
Federal Preventive Maintenance	1,460,000	1,460,000	1,034,408	(425,592)
Federal Grant Funded Position	12,320	12,320	23,935	11,615
Federal Revenue ADP S/W	50,000	50,000	66,285	16,285
Federal Revenue ADP H/W	62,500	62,500	42,371	(20,129)
Federal Revenue Operation Assistance	1,000,000	1,000,000	0	(1,000,000)
Federal Revenue ADA Paratransit	418,884	418,884	0	(418,884)
Federal Revenue Shelters	0	0	49,384	49,384
Federal Revenue Training	52,400	52,400	0	(52,400)
RTAP Revenue	0	0	7,540	7,540
State Mass Transit Funds Section 5339	0	0	4,500	4,500
Miscellaneous Income	3,000	3,000	13,169	10,169
Contract Services	150,000	150,000	148,049	(1,951)
Gain on Disposal of Capital Assets	0	0	1,301	1,301
SC OPEB Nonemployer Contribution	0	0	7,448	7,448
TOTAL REVENUE	$ 26,382,221	$ 26,382,221	$ 27,346,335	$ 964,114
EXPENSES				
Administrative				
Staff Labor and Fringe	$ 1,112,978	$ 1,112,978	$ 1,218,397	$ (105,419)
Membership Dues and Subscriptions	65,000	65,000	32,903	32,097
Training and Development	65,500	65,500	56,509	8,991
Training and Development Federal	0	0	9,538	(9,538)
Office Equipment Lease	15,000	15,000	19,947	(4,947)
Office Supplies and Other Expense	12,000	12,000	10,077	1,923
Postage and Shipping	4,200	4,200	4,855	(655)
Marketing Advertising & Promotion	100,000	100,000	87,513	12,487
Printing	100,000	100,000	150,104	(50,104)
Administrative Miscellaneous	25,000	25,000	28,213	(3,213)
Tickets, Transfers and Zone Passes	30,000	30,000	35,313	(5,313)
Payroll Processing Fees	2,000	2,000	2,016	(16)
Bank Service Fees	20,000	20,000	21,803	(1,803)
Transit Academy	3,216	3,216	3,216	0
Board Committee Expense	10,000	10,000	3,785	6,215
Total Administrative	$ 1,564,894	$ 1,564,894	$ 1,684,189	$ (119,295)

CENTRAL MIDLANS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
SCHEDULE OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET (NON-GAAP BASIS) TO ACTUAL
FOR THE FISCAL YEAR ENDED JUNE 30, 2019

	BUDGETED AMOUNTS			VARIANCE WITH FINAL BUDGET POSITIVE (NEGATIVE)
	ORIGINAL	FINAL	ACTUAL	
EXPENSES (continued)				
Operations and Maintenance				
In-Kind Expense on use of Facility	60,000	60,000	60,000	0
Rural Expenses 5311	188,992	188,992	188,992	0
Contractor Fixed Route	12,448,086	12,448,086	11,693,811	754,275
Contractor DART	2,323,580	2,323,580	2,367,045	(43,465)
Contractor Special Enhancements	0	0	38,105	(38,105)
Vehicle and Propane Fuel	1,790,000	1,790,000	1,717,656	72,344
Federal Expense Transit Operations	1,000,000	1,000,000	0	1,000,000
Federal Expense ADP Software	100,000	100,000	26,255	73,745
Federal Exense ADP H/W Acq Maint.	125,000	125,000	225,770	(100,770)
Federal Expense Safety & Security	509,350	509,350	245,343	264,007
Federal Expense ADA ParaTransit	523,605	523,605	0	523,605
Facility Repairs and Maintenance	0	0	128,774	(128,774)
Vehicle Maintenance and Repairs	0	0	30,304	(30,304)
Total Operations and Maintenance	$ 19,068,613	$ 19,068,613	$ 16,722,055	$ 2,346,558
Insurance				
Insurance - Vehicle	76,000	76,000	75,079	921
Insurance - Facility	15,400	15,400	14,861	539
Insurance - Tort Liability	18,800	18,800	17,246	1,554
Insurance - Officers, Directors and Employee Bonding	5,256	5,256	5,256	0
Total Insurance	$ 115,456	$ 115,456	$ 112,442	$ 3,014
Technical Services				
Professional Fees	980,000	980,000	811,846	168,154
Professional Services Exec. Dir.	0	0	975	(975)
Professional Services Capital	0	0	60,158	(60,158)
Fare Collection	50,000	50,000	14,582	35,418
Total Technical Services	$ 1,030,000	$ 1,030,000	$ 887,561	$ 142,439
Utilities				
Electricity	122,000	122,000	96,308	25,692
Water and Sewer	27,000	27,000	31,838	(4,838)
Telecommunications	100,000	100,000	96,778	3,222
Telecommunications Grant	0	0	11,992	(11,992)
Natural Gas	8,000	8,000	8,503	(503)
Total Utilities	$ 257,000	$ 257,000	$ 245,419	$ 11,581
Depreciation	$ 2,600,000	$ 2,600,000	$ 2,879,782	$ (279,782)
Capital Expense				
Capital Expense	7,500	7,500	13,253	(5,753)
Federal Expense, Preventive Maintenance	1,825,000	1,825,000	211,415	1,613,585
Interest Expense	0	0	962	(962)
Federal Expense, Non Preventive Maintenance	1,196,360	1,196,360	603,238	593,122
Capital Outlay	0	0	443,435	(443,435)
Total Capital Expense	$ 3,028,860	$ 3,028,860	$ 1,272,303	$ 1,756,557

CENTRAL MIDLANS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
SCHEDULE OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
BUDGET (NON-GAAP BASIS) TO ACTUAL
FOR THE FISCAL YEAR ENDED JUNE 30, 2019

	BUDGETED AMOUNTS			VARIANCE WITH FINAL BUDGET POSITIVE
	ORIGINAL	FINAL	ACTUAL	(NEGATIVE)
TOTAL EXPENSES	$ 27,664,823	$ 27,664,823	$ 23,803,751	$ 3,861,072
REVENUES OVER EXPENSES	$ (1,282,602)	$ (1,282,602)	$ 3,542,584	$ 4,825,186

RECONCILIATION OF REVENUES OVER EXPENSES TO CHANGE IN NET POSITION	
Change in Net Position	$ 3,986,019
Capitalized Items	(443,435)
Revenues over Expenses	$ 3,542,584

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
SCHEDULE OF BUDGETED TO ACTUAL COSTS - SCDOT GRANTS
FOR FISCAL YEAR ENDED JUNE 30, 2019

OPT Contract #			**PT-9M499-32**		
Contract Period			**July 1, 2018 - June 30, 2019**		
Actual Cost	**Contract Budget**	**Section 5307**	**SMTF**	**Local**	
Performance Period:	**July 2018 through June 2019**	**July 1, 2018 through June 30, 2019**	**July 1, 2018 through June 30, 2019**	**July 1, 2018 through June 30, 2019**	**Total Program Variance**
SMTF Operations					
Vehicle Fuel and Lubrication	$ 1,122,058	$ -	$ 561,029	$ 561,029	$ -
Total Approved Budget	$ 1,122,058	$ -	$ 561,029	$ 561,029	$ -

Approved Budget	$ 1,122,058
TI Federal Costs	-
TI State Costs	561,029
TI Local Costs	561,029
Budget over Actual	$ -

OPT Contract #			**PT-9M411-39**		
Contract Period			**July 1, 2018 - June 30, 2019**		
Actual Cost	**Contract Budget**	**FTA Current**	**SCDOT 5311 Current**	**Local Current**	
Performance Period:	**July 2018 through June 2019**	**July 1, 2018 through June 30, 2019**	**July 1, 2018 through June 30, 2019**	**July 1, 2018 through June 30, 2019**	**Total Program Variance**
Project Administration					
Operating (Lower Richland) - Contractor					
Operations	$ 377,984	$ 146,536	$ 42,456	$ 188,992	$ -
Total Program	$ 377,984	$ 146,536	$ 42,456	$ 188,992	$ -

Approved Budget	$ 377,984
TI Federal Costs	146,536
TI State Costs	42,456
TI Local Costs	188,992
Actual over Budget	$ -

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
SCHEDULE OF BUDGETED TO ACTUAL COSTS - SCDOT GRANTS
FOR FISCAL YEAR ENDED JUNE 30, 2019

OPT Contract #			**PT-8M439-26**		
Contract Period			**July 1, 2018 - June 30, 2019**		
Actual Cost	**Contract Budget**	**Federal**	**State**	**Local**	
Performance Period:	**July 2018 through June 2019**	**July 1, 2018 through June 30, 2019**	**July 1, 2018 through June 30, 2019**	**July 1, 2018 through June 30, 2019**	**Total Program Variance**
FTA Section 5339 - Capital					
Bus and Bus Facilities	$ 62,800	$ 3,600	$ 900	$ -	$ 58,300
Total Approved Budget	$ 62,800	$ 3,600	$ 900	$ -	$ 58,300

Approved Budget	$ 62,800
TI Federal Costs	3,600
TI State Costs	900
TI Local Costs	-
Unexpended Balance	$ 58,300

			RTAP Funds		
Contract Period			**July 1, 2018 - June 30, 2019**		
Actual Cost	**OPT Authorization**	**Registration Expenses**	**Lodging Expenses**	**Meal Expenses**	**Total OPT Reimbursement**
RTAP Contract Numbers:	**July 2018 through June 2019**	**July 1, 2018 through June 30, 2019**	**July 1, 2018 through June 30, 2019**	**July 1, 2018 through June 30, 2019**	**Total**
18ROM4-01	$ 723	$ 425	$ 260	$ 38	$ 723
18ROM4-02	795	795	-	-	795
Run Cutter Training	3,375	3,375	-	-	3,375
T19ROM4-01	2,647	1,395	1,252	-	2,647
Total Administration	$ 7,540	$ 5,990	$ 1,512	$ 38	$ 7,540

STATISTICAL SECTION (UNAUDITED)

Statistical Section

This section of the Authority's Comprehensive Annual Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Authority's overall health.

CONTENTS Pages

Financial Trends

This segment contains trend information to help the reader understand how the Authority's financial performance and well-being have changed over time. 53-56

Revenue Capacity

This segment includes information to help the reader assess the Authority's most significant own-source revenues: passenger fares and property taxes. 57-61

Economic and Demographic Information

This segment depicts county-wide demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place. 62-65

Operating Information

These schedules contain information about the Authority's operations and resources to help the reader understand how the Authority's financial information relates to the services the Authority provides and the activities it performs. 66-71

Debt Service

This schedule contains information about the Authority's outstanding debt to total expenditures. 72

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

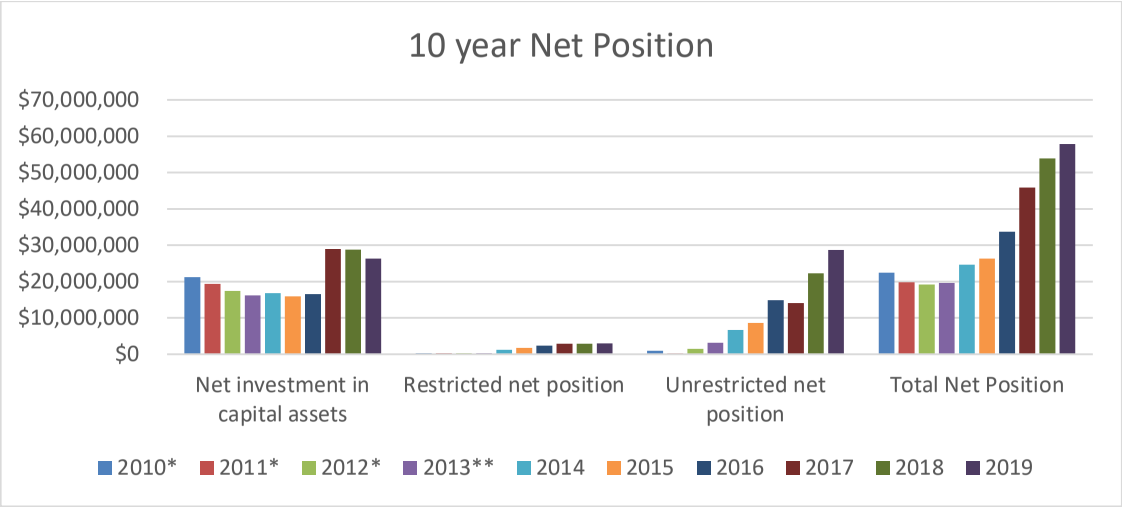
FINANCIAL TRENDS

SCHEDULE OF NET POSITION BY COMPONENT
LAST TEN FISCAL YEARS

Fiscal Year End	2010*	2011*	2012*	2013**	2014	2015	2016	2017	2018	2019
Net investment in capital assets	$21,214,714	$19,392,883	$17,438,159	$16,225,285	$16,800,380	$15,950,016	$16,499,460	$28,992,037	$28,736,564	$26,268,610
Restricted net position	224,808	224,808	224,808	224,808	1,224,808	1,733,185	2,330,382	2,864,791	2,904,401	2,944,614
Unrestricted net position	952,953	188,231	1,494,163	3,159,910	6,634,440	8,587,752	14,851,145	14,039,135	22,233,089	28,646,849
Total Net Position	$22,392,475	$19,805,922	$19,157,130	$19,610,003	$24,659,628	$26,270,953	$33,680,987	$45,893,963	$53,874,054	$57,860,073

*Fiscal year ending Sept 30

**Fiscal year changed to Jun 30 (9 mo. reporting period)

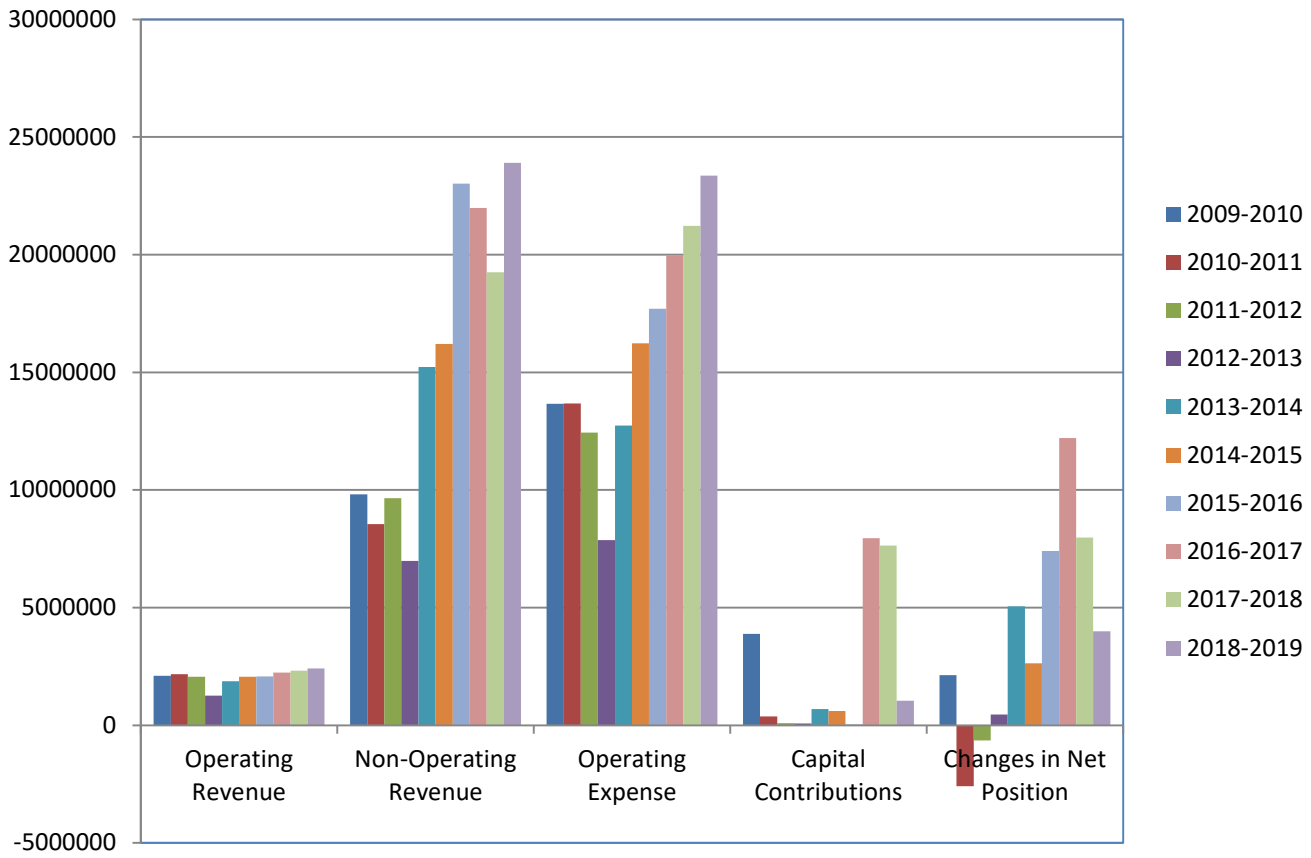


Source: CMRTA's Audited Financial Statements

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
CHANGES IN NET POSITION
LAST TEN FISCAL YEARS

Fiscal Year	Operating Revenue	Non-Operating Revenue	Operating Expense	Capital Contributions	Changes in Net Position
2009-2010*	$ 2,098,095	$ 9,807,085	$ 13,655,869	$ 3,884,122	$ 2,133,433
2010-2011*	2,174,645	8,543,290	13,677,440	372,952	(2,586,553)
2011-2012*	2,065,914	9,642,606	12,440,384	83,072	(648,792)
2012-2013**	1,260,341	6,979,109	7,861,298	74,721	452,873
2013-2014	1,875,794	15,224,931	12,732,048	680,948	5,049,625
2014-2015	2,060,156	16,200,928	16,231,667	606,631	2,636,048
2015-2016	2,068,390	23,012,370	17,700,198	29,472	7,410,034
2016-2017	2,240,310	21,985,597	19,970,959	7,945,832	12,200,780
2017-2018	2,313,608	19,248,259	21,216,317	7,634,541	7,980,091
2018-2019	2,411,817	23,900,110	23,360,316	1,034,408	3,986,019

CHANGE IN NET POSITION



Source: Central Midlands Regional Transit Authority Audited Financial Statements

*Fiscal year ending September 30th.

**Fiscal year changed to June 30, 2013 – nine months reported.

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
REVENUES
LAST TEN FISCAL YEARS

	Fiscal Year									
	2009-2010*	2010-2011*	2011-2012*	2012-2013**	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
Fares[1]	$ 1,947,573	$ 1,987,693	$ 1,827,733	$ 1,169,487	$ 1,858,549	$ 2,051,733	$ 1,994,336	$ 2,080,855	$ 2,169,462	$ 2,243,669
Other Operating Revenue	150,522	186,952	238,181	90,854	17,245	8,423	74,054	159,455	144,146	168,148
Intergovernmental Revenue	9,771,974	8,434,511	9,448,038	4,657,274	172,650	887,101	5,227,178	2,438,480	941,225	1,254,481
Richland County 1% Sales Tax Revenue	-	-	-	2,233,691	15,110,853	15,161,645	17,621,058	19,312,215	18,019,620	22,136,456
Lexington County	24,000	100,800	112,385	87,649	125,066	142,970	142,017	179,281	180,858	223,271
Other Non-operating Revenue	11,111	7,959	82,183	495	(183,638)	9,212	22,117	55,621	106,556	285,902
Total Revenue	$ 11,905,180	$ 10,717,915	$ 11,708,520	$ 8,239,450	$ 17,100,725	$ 18,261,084	$ 25,080,760	$ 24,225,907	$ 21,561,867	$ 26,311,927
Capital Contributions	$ 3,884,122	$ 372,952	$ 83,072	$ 74,721	$ 680,948	$ 606,631	$ 29,472	$ 7,945,832	$ 7,634,541	$ 1,034,408

Source: Central Midlands Regional Transit Authority Audited Financial Statements

*Fiscal year ending September 30th.

**Fiscal year changed to June 30, 2013 - nine months reported.

[1] Fares are charged in a variety of ways including the following:
$1.50 - standard one way
$0.75 - standard one way for senior citizens and medicare recipients
$3.00 - all day pass
$12.00 - 5 day pass
$14.00 - 7 day pass
$40.00 - 31 day pass
$12.00 - 10 rides pass
Children 10 and under - free with paying adult
Children 15 and under - free with valid COMET identification

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
EXPENSES
LAST TEN FISCAL YEARS

	Fiscal Year									
	2009-2010*	2010-2011*	2011-2012*	2012-2013**	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
Operations and Maintenance										
Contractor Services	$ 8,815,162	$ 8,754,686	$ 7,965,160	$ 5,097,941	$ 7,562,622	$ 10,103,967	$ 12,608,631	$ 13,593,636	$ 13,936,607	$ 14,287,953
Fuel	1,046,651	1,317,518	1,129,779	643,840	1,160,967	1,181,673	989,677	1,252,073	1,560,327	1,717,656
Other Operating and Maintenance [1]	492,193	506,524	376,108	324,682	779,637	800,419	357,183	1,174,746	746,361	1,545,314
	$ 10,354,006	$ 10,578,728	$ 9,471,047	$ 6,066,463	$ 9,503,226	$ 12,086,059	$ 13,955,491	$ 16,020,455	$ 16,243,295	$ 17,550,923
Administrative										
Staffing and Fringe Benefits	319,247	338,925	255,782	191,241	882,150	974,446	1,109,939	1,026,612	1,077,952	1,218,397
Custodial and Other Services	171,938	237,337	95,080	74,263	225,398	718,098	343,257	269,600	181,804	303,664
Other Administrative Costs	221,501	44,226	64,193	49,641	189,282	480,582	151,322	167,842	184,388	162,128
Total Administrative	$ 712,686	$ 620,488	$ 415,055	$ 315,145	$ 1,296,830	$ 2,173,126	$ 1,604,518	$ 1,464,054	$ 1,444,144	$ 1,684,189
Depreciation Expense	$ 1,834,374	$ 2,033,448	$ 2,042,761	$ 1,083,878	$ 1,156,888	$ 1,219,555	$ 1,444,265	$ 1,553,623	$ 2,620,822	$ 2,879,782
Insurance	91,978	72,242	63,121	44,118	58,855	65,113	64,898	97,429	104,641	112,442
Technical Services	508,058	209,569	283,208	221,565	540,698	472,275	407,022	564,167	546,639	887,561
Utilities	151,691	157,068	156,296	119,179	160,537	194,519	199,489	246,775	237,079	245,419
Taxes and Fees	3,076	5,897	8,896	10,950	15,014	21,020	24,515	24,456	19,697	0
Total Expenses	$ 13,655,869	$ 13,677,440	$ 12,440,384	$ 7,861,298	$ 12,732,048	$ 16,231,667	$ 17,700,198	$ 19,970,959	$ 21,216,317	$ 23,360,316

Source: Central Midlands Regional Transit Authority Audited Financial Statements

*Fiscal year ending September 30th.

**Fiscal year changed to June 30, 2013 - nine months reported.

[1]Includes non-capitalized capital expense from budgetary schedules.

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

REVENUE CAPACITY

PASSENGER AND FARE DATA LAST TEN FISCAL YEARS

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fare Revenue	$1,947,573	$1,987,693	$1,827,733	$1,169,487	$1,858,549	$2,051,733	$1,994,336	$2,080,855	$2,169,462	$2,243,669
Passengers	1,959,250	1,853,877	1,625,999	1,322,052	1,585,501	2,059,884	2,419,688	2,509,161	2,667,614	2,729,566
Average fare per passenger	$0.99	$1.07	$1.12	$0.88	$1.17	$1.00	$0.82	$0.83	$0.81	$0.82

[1] *Source: CMRTA Audited Financial Statements. Includes Transit Fares and Special Fares.*

[2] *Sources: National Transit Database Reports*

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

REVENUE CAPACITY

FARE STRUCTURE AS OF JUNE 30, 2019

Fares: *Effective 1/28/2019*	**Basic**	**Discount**[1]	**Express**	**ADA Mandated Service**[2]
One Way	$2.00	$1.00	$4.00	$4.00
All Day	$4.00	$2.00	$6.00	-
7-Day Pass	$14.00	$7.00	$28.00	-
31-Day Pass	$40.00	$20.00	$80.00	-
Route Deviation	+$2.00	+$1.00	-	-

[1] *Eligible passengers include veterans, seniors (65+), youth (ages 16 and 17), Medicare card holders, and persons with disabilities.*

[2] *ADA Regulations permit fares for ADA mandated trips to be as high as $4.00.*

Other Passes	**Current Fare**
UPass (5 month pass, Fall, Spring and Summer)	$80.00[3]
Youth (under 16)	Free

[3] *Decreases $20.00 each month until the 4th month, then remains at $20.00.*

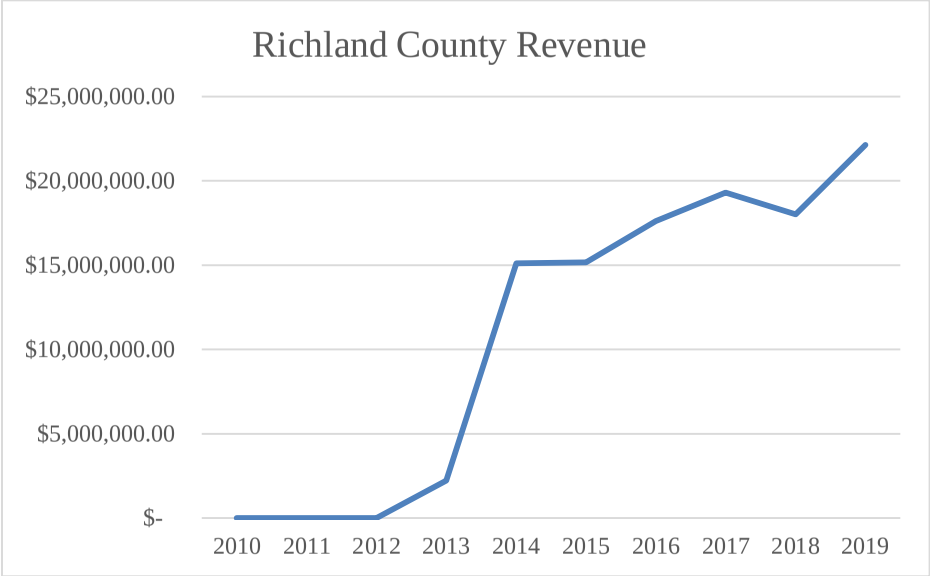
Source: The COMET Website: http://catchthecomet.org/fare-info/

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

REVENUE CAPACITY

RICHLAND COUNTY TRANSPORTATION REVENUE
LAST TEN FISCAL YEARS

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Richland County Revenue	$ -	$ -	$ -	$ 2,233,691	$ 15,110,853	$ 15,161,645	$ 7,621,058	$ 9,312,215	$ 18,019,620	$ 22,136,456



Penny revenue started on November 1, 2013. Previous revenues were vehicle registration/road tax revenue.

Source: CMRTA Audited Financial Statements

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

REVENUE CAPACITY

SALES TAX REVENUE GENERATED IN RICHLAND COUNTY
LAST TEN FISCAL YEARS

Fiscal Year End	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total Sales Tax Generated	$ -	$ -	$ -	$ -	$ 53,126,711	$53,780,486	$61,701,280	$64,538,923	$65,382,803	$68,900,109
Direct Tax Rate	7%	7%	7%	8%	8%	8%	8%	8%	8%	8%

Source: Richland County Finance Department

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

REVENUE CAPACITY

LEXINGTON COUNTY TRANSPORTATION REVENUE
LAST TEN FISCAL YEARS

Fiscal Year End	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Lexington County General Fund	$14,925	$62,687	$69,891	$54,508	$77,777	$88,319	$88,319	$111,493	$112,474	$138,850
West Columbia	$3,403	$14,293	$15,935	$12,428	$17,733	$20,137	$20,137	$25,420	$25,644	$31,658
Cayce	$3,403	$14,293	$15,935	$12,428	$17,733	$20,137	$20,137	$25,420	$25,644	$31,658
Springdale	$1,134	$4,764	$5,312	$4,143	$5,911	$6,712	$6,712	$8,473	$8,548	$10,553
Lexington Medical Center	$1,134	$4,764	$5,312	$4,143	$5,911	$6,712	$6,712	$8,473	$8,548	$10,553
Total	$24,000	$100,800	$112,385	$87,649	$125,066	$142,970	$142,017	$179,281	$180,858	$223,271

Source: CMRTA Audited Financial Statements

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

ECONOMIC AND DEMOGRAPHIC INFORMATION

ECONOMIC AND DEMOGRAPHIC STATISTICS
LAST TEN FISCAL YEARS – RICHLAND COUNTY

Year	Population (a)	Total Personal Income (amounts in thousands) (b)	Per Capita Personal Income (b)	Public School Enrollment (c)	Private School Enrollment (c)	Unemployment Rate (d)
2009	366,432	13,493,400	36,824	47,134	4,407	10.1%
2010	372,023	13,505,246	36,302	49,404	4,107	9.9%
2011	384,504	13,601,563	35,374	48,188	4,107	10.6%
2012	389,116	14,143,021	36,347	49,909	3,986	9.8%
2013	393,830	15,042,310	38,195	50,748	3,864	8.4%
2014	399,256	15,309,987	38,346	51,178	*	6.0%
2015	401,566	15,585,058	38,811	51,842	*	6.6%
2016	407,051	17,301,207	42,245	51,885	*	5.4%
2017	409,549	18,053,813	43,863	51,793	*	4.2%
2018	411,592	*	*	52,210	*	3.6%

Notes:

(a) All years based on estimated population by US Census Bureau

(b) South Carolina Office of Research and Statistics

(c) South Carolina Department of Education (2008 and 2012 calculated using 2 year estimate)

(d) South Carolina Employment Security Commission

* Information not available at this time

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

ECONOMIC AND DEMOGRAPHIC INFORMATION

ECONOMIC AND DEMOGRAPHIC STATISTICS
LAST TEN FISCAL YEARS – LEXINGTON COUNTY

Fiscal Year	Estimated Population (1)	Total Personal Income (2)	Per Capita Personal Income	School Enrollment (3)	Unemployment Rate (4)
2009	258,983	8,982,113,000	34,682	51,370	8.0%
2010	263,299	9,138,840,000	34,709	51,832	8.2%
2011	266,383	9,632,496,000	36,160	52,063	8.0%
2012	269,770	10,154,001,000	37,639	52,256	7.0%
2013	273,301	10,476,758,000	38,334	52,714	5.8%
2014	277,432	11,200,219,000	40,371	53,315	5.1%
2015	281,582	12,039,678,000	42,757	54,053	5.4%
2016	286,394	12,492,769,000	43,621	54,712	4.5%
2017	290,642	12,932,758,000	44,497	55,551	3.6%
2018	294,774	*	*	56,278	3.5%

Sources:

(1) 2009-2017 - US Census Bureau - Population Estimates
2018 - Estimate based on average growth over last 5 years.
(2) US Department of Commerce - Bureau of Economic Analysis
(3) 2009 -2018 - S.C. Department of Education (Based on 135-Day Enrollment of 180 Day Period)
(4) SC Works Online Services

** Information not available at this time*

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

ECONOMIC AND DEMOGRAPHIC INFORMATION

PRINCIPAL EMPLOYERS
CURRENT YEAR AND PREVIOUS YEAR – RICHLAND COUNTY

	FISCAL YEAR 2018			FISCAL YEAR 2019		
Employer	**Employees (a)/(b)**	**Rank**	**Percentage of Total County Employment (b)**	**Employees (c)**	**Rank**	**Percentage of Total County Employment (b)**
Palmetto Health Alliance	14,000-16,000	1	7.84%	9,000-10,000	1	4.23%
Blue Cross Blue Shield	10,000-11,000	2	5.49%	6,000-7,000	2	3.63%
University of South Carolina	8,000-9,000	3	4.45%	4,000-5,000	3	2.51%
Richland County School District 1	4,000-5,000	4	2.35%	4,000-5,000	4	2.51%
Richland County School District 2	3,000-4,000	5	1.83%	3,000-4,000	6	1.96%
City of Columbia	2,000-3,000	6	1.31%	2,000-3,000	10	
SC Department of Corrections	2,000-3,000	7	1.31%	*		
SC Department of Mental Health	2,000-3,000	8	1.31%	*		
AT&T (BellSouth)	2,000-3,000	9	1.31%	2,000-3,000	7	1.40%
Richland County	1,500-2,000	10	0.92%	*		
Department of Defense	*			3,000-4,000	5	1.96%
SCANA	*			2,000-3,000	8	1.40%
Humana/TriCare	*			2,000-3,000	9	1.40%
Totals	**48,500-59,000**		**28.12%**	**37,000-47,000**		**21.00%**

Sources:

(a) Central South Carolina Alliance

(b) South Carolina Department of Employment & Workforce

(c) Central Midlands Council of Governments, Central SC Alliance, The State Newspaper & Richland County Finance

Note:

Percentage of total County employment is based on the midpoints in the ranges given.

* *Information not available at this time.*

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

ECONOMIC AND DEMOGRAPHIC INFORMATION

PRINCIPAL EMPLOYERS
CURRENT YEAR AND PREVIOUS YEAR – LEXINGTON COUNTY

	Fiscal Year 2018			Fiscal Year 2019		
Employer	**Employees***	**Rank**	**Percentage of Total County Employment**	**Employees***	**Rank**	**Percentage of Total County Employment**
Lexington Medical Center	6,450	1	4.37%	4,794	1	3.56%
Lexington School District 1	3,550	2	2.40%	3,212	2	2.39%
Amazon	2,825	3	1.91%			
Michelin Tire	2,425	4	1.64%	1,750	6	1.30%
Lexington School District 5	2,354	5	1.59%	2,500	3	1.86%
State Government	2,327	6	1.58%	1,390	8	1.03%
Walmart	2,013	7	1.36%	2,350	4	1.75%
SCANA	1,790	8	1.21%			
County of Lexington	1,741	9	1.18%	1,406	7	1.05%
Lexington School District 2	1,267	10	0.86%	1,350	9	1.00%
UPS				2,310	5	1.72%
Southeastern Freight Lines				800	10	0.59%
			18.10%			**16.25%**

Source: SC Department of Employment & Workforce, Central SC Alliance, and Company Representatives.

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

OPERATING INFORMATION

AUTHORITY PROFILE
AS OF JUNE 30, 2019

Date the Authority was formed	May 2000
Form of Governance	Board of Directors, with Executive Director/CEO
Total Employees	12
Service Area	Richland and Lexington Counties
Area of Authority (in square miles)	1,225
Population of service area	649,157
Local Financial Support	Richland County Penny and Lexington County General Fund
Number of Fixed Route Bus Routes	38: 34 – Fixed Routes; 4 – FLEX Routes
Revenue Service Hours	190,916
Average Passenger Trips per Revenue Hour	12.20
Number of Vehicles in Service	81: 58 – Fixed Routes; 23 – DART
Bus Stops	1,436
Bus Shelters	75

Source: National Transit Database

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

OPERATING INFORMATION

SUMMARY OF CONTRACTS
AS OF JUNE 30, 2019

Contract Type	Contractor	Services Provided	Contract Term
RFP	ABLE SC	ADA & Mobility Management	3 years
RFP	AmeriGas	Propane Fuel	5 years
RFP	AOS	Shelter/Bus Sign Install	1 year with 2 one year ext
Sole Source	Auger Consulting	Transdev Audit Oversight	2 years
Pilot	Bewegen	Bikeshare Stations and Operations	5 years
RFP	BRASCO	Bus Shelters	5 years
RFP	Brownstone	A&E Services - Water, etc.	1 year with 1 year ext
RFP	Chernoff Newman	Marketing	2 year with three 1 year ext
RFP	Creative Outdoor Advertising	Bus and Shelter Advertising	10 year with 5 one year ext
Unknown	Dunbar	Armored Truck	infinite
Pilot	Enterprise	Vanpool Services	5 - 1 year options to 2024
IFB	Flippen Construction	Demolition	6 mo.
RFP	Flock & Rally	Marketing	2 years
RFP	Genfare	Project Based Support	infinite
Unknown	Graham Law Group	Penny lawsuit	infinite
Quotations	Harper, Poston & Moree, CPA, PA	Audit	3 years
IFB	Industrial Signs & Graphics	Bus Stop Signs	5 years
IFB	IT1 Solutions	IT Support	1 year with 2 one year ext.
Pilot	Lyft	Demand Response Services	1 year pilot
RFP	Burr Forman McNair Law Firm	Legal services	3 years
RFP	New Flyer of America	Bus Purchase	5 years
Sole Source	Palmetto Payroll Solutions	Payroll	Month to Month
Quotations	PassPort Parking	Electronic Pass Sales	Month to Month
Sole Source	Pat Noble & Associates	Community Relations	1 year
Sole Source	Remix	Planning Software	1.5 years
Sole Source	Sharp Business Solutions	Copier	5 years
RFP	Sightline	Paint & Wrap Vehicles	1 year with 2 one year ext
RFP	Sightline	Transit Advertising on Buses	1 year with 1 year ext options
RFP	Tolar Manufacturing	Bus Shelters & Amenities	2 - 1 year options
RFP	Transdev	Operations	5 years
RFP	TransLoc	ITS	4 years with annual renewals
Pilot	UBER	Demand Response Services	1 year pilot

Contract Source: Grants and Procurement Department

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

OPERATING INFORMATION

FLEET INVENTORY
AS OF JUNE 30, 2019

Quantity	Year	Vehicle Type	Service
1	2002	35 foot Blue Bird Bird	Contingency
1	2018	Chevy Malibu	Non-Revenue
1	2006	Ford F-450	Non-Revenue
1	2014	Chevrolet 2500	Non-Revenue
8	2010	35 Foot New Flyer XXXX	Fixed Route
11	2014	25 Foot Starcraft Allstar	Fixed Route
8	2017	25 Foot Starcraft Allstar	Fixed Route
2	2015	Dodge Eldorado Minivan	DART
21	2016	25 Foot Starcraft Allstar	DART
23	2017	35 Foot New Flyer XXXX	Fixed Route
8	2017	40 Foot New Flyer XXXX	Fixed Route
85	**TOTAL**		

Source: Planning and Development Department

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

OPERATING INFORMATION

SUMMARY OF CAPITAL ASSETS
LAST TEN FISCAL YEARS

Fiscal Year End	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Number of buses owned										
Fixed Route	39	39	39	39	39	39	48	58	58	58
DART	21	21	21	21	21	23	23	23	23	23
Cost of assets: Work in progress	180,099	-	-	-	-	-	-	-	-	-
Land Improvements	-	-	-	-	-	-	-	-	-	30,000
Buildings	13,250,779	13,250,779	13,250,779	13,250,779	13,250,779	13,994,268	13,994,268	13,994,268	13,994,268	14,244,042
DART Vehicles	9,839,642	13,243,773	13,243,773	11,088,341	11,088,341	11,497,221	11,497,221	25,149,926	1,865,680	1,802,347
Fixed Route Buses	1,029,777	1,029,777	1,029,777	1,029,777	1,029,777	974,577	2,776,924	2,776,924	19,160,065	18,705,242
Trolleys	810,000	810,000	810,000	-	-	-	-	-	-	-
Vehicles (Automobiles)	75,179	75,179	75,179	75,179	75,179	111,115	111,115	111,115	119,623	151,265
Machinery and Equipment	2,320,226	2,728,883	2,813,083	2,874,310	2,874,310	2,932,918	3,124,280	3,266,418	5,366,965	5,453,747
Furniture and Fixtures	52,942	52,942	52,942	68,639	68,639	222,903	222,903	222,903	222,903	222,903
Total cost	$27,378,545	$31,191,333	$31,275,533	$28,387,025	$28,387,025	$29,733,002	$31,726,711	$45,521,554	$40,729,504	$40,609,545
Less: accumulated depreciation	11,503,045	13,536,493	15,579,254	13,904,262	13,904,262	15,525,508	16,969,773	18,284,068	13,735,462	16,063,819
Net capital assets	$15,875,500	$17,654,840	$15,696,279	$14,482,763	$14,482,763	$14,207,494	$14,756,938	$27,237,486	$26,994,042	$24,545,726

Source: CMRTA Audited Financial Statements

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

OPERATING INFORMATION

VEHICLE OPERATING STATISTICS
LAST TEN FISCAL YEARS

MOTORBUS	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Vehicles Operated in Annual Maximum Service (VOMS)	36	28	28	28	28	36	38	38	45	46
Vehicles Available for Annual Maximum Service (VAMS)	42	41	41	41	41	50	50	50	50	50
Total Actual Vehicle Revenue Miles (VRM)	1,470,225	1,412,624	1,148,398	773,201	1,092,267	1,596,625	2,233,328	2,333,427	2,604,374	2,623,480
Total Actual Vehicle Revenue Hours (VRH)	117,070	110,878	95,280	66,679	89,664	138,974	171,568	174,169	184,691	193,914
Unlinked Passenger Trips (UPT)	1,885,962	1,781,758	1,568,790	1,262,053	1,535,163	2,059,884	2,356,278	2,432,463	2,575,627	2,654,874
Passenger Miles Traveled (PMT)	9,467,534	8,751,977	5,000,187	4,126,078	4,399,361	4,751,310	6,101,022	6,221,042	6,364,042	6,916,524
Days Operated	362	362	341	303	314	362	364	363	363	363

DEMAND RESPONSE	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Vehicles Operated in Annual Maximum Service (VOMS)	19	13	13	13	13	13	16	16	19	21
Vehicles Available for Annual Maximum Service (VAMS)	21	21	21	21	21	21	23	23	23	23
Total Actual Vehicle Revenue Miles (VRM)	578,140	538,656	533,549	489,150	489,873	587,769	666,982	678,205	636,538	746,409
Total Actual Vehicle Revenue Hours (VRH)	33,412	32,200	25,408	26,965	28,105	34,257	38,568	39,283	33,054	39,889
Unlinked Passenger Trips (UPT)	73,288	72,119	57,209	59,999	50,338	57,418	63,410	63,999	72,815	73,571
ADA Unlinked Passenger Trips (UPT)	73,288	72,119	57,209	59,999	50,338	57,418	63,410	63,999	72,815	73,571
Passenger Miles Traveled (PMT)	777,586	746,483	580,977	667,689	661,754	726,929	806,891	827,063	843,604	911,092
Days Operated	362	362	341	303	314	362	364	363	363	363

VAN POOL	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Vehicles Operated in Annual Maximum Service (VOMS)	-	-	-	-	-	-	-	-	-	2
Vehicles Available for Annual Maximum Service (VAMS)	-	-	-	-	-	-	-	-	-	2
Total Actual Vehicle Revenue Miles (VRM)	-	-	-	-	-	-	-	-	-	2,388
Total Actual Vehicle Revenue Hours (VRH)	-	-	-	-	-	-	-	-	-	241
Unlinked Passenger Trips (UPT)	-	-	-	-	-	-	-	-	-	1,121
ADA Unlinked Passenger Trips (UPT)	-	-	-	-	-	-	-	-	-	-
Passenger Miles Traveled (PMT)	-	-	-	-	-	-	-	-	-	11,930
Days Operated	-	-	-	-	-	-	-	-	-	91

Source: National Transit Database Reports

OPERATING INFORMATION

NON-OPERATING INTERGOVERNMENTAL REVENUE AND CAPITAL CONTRIBUTIONS BY SOURCE
LAST TEN FISCAL YEARS

Fiscal Year End	2010 [1]	2011	2012	2013	2014	2015	2016	2017	2018	2019
Federal revenue										
Federal Transit Administration	6,107,720	2,574,981	2,092,748	188,658	2,921,534	1,433,732	3,740,502	9,617,098	7,819,099	1,617,055
Total Federal Revenue	6,107,720	2,574,981	2,092,748	188,658	2,921,534	1,433,732	3,740,502	9,617,098	7,819,099	1,617,055
State revenue										
State Mass Transit Fund	-	383,326	535,390	382,322	776,747	-	1,197,252	515,897	527,836	561,930
Rural Transportation Grant	-	-	-	-	-	-	258,896	191,317	168,831	42,456
Total State Revenue	-	383,326	535,390	382,322	776,747	-	1,456,148	707,214	696,667	604,386
Local revenue										
Operating Grants - Local Assistance [1]	7,548,376	-	-	-	-	-	-	-	-	-
Richland County	-	2,839,156	2,444,992	1,252,493	-	-	-	-	-	-
Richland County Penny Tax	-	-	-	2,233,691	15,110,853	15,161,645	17,621,058	19,312,215	18,019,620	22,136,456
Lexington County	24,000	100,800	112,385	87,649	125,066	142,970	142,017	179,281	180,858	223,271
Interest	6,514	1,277	1,588	495	667	9,212	22,117	55,621	43,327	277,401
City of Columbia	-	3,010,000	4,457,980	2,908,522	60,000	60,000	60,000	60,000	60,000	60,000
Miscellaneous	4,597	6,702	80,595	-	(3,088,988)	-	-	-	63,229	15,949
Total Local Revenue	7,583,487	5,957,935	7,097,540	6,482,850	12,207,598	15,373,827	17,845,192	19,607,117	18,367,034	22,713,077
Total Intergovernmental Revenue	13,691,207	8,916,242	9,725,678	7,053,830	15,905,879	16,807,559	23,041,842	29,931,429	26,882,800	24,934,518

[1] Detailed revenue by agency was not presented in the Authority's audited financial statements for these years.

Source: CMRTA Audited Financial Statements

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
STATISTICAL SECTION

OPERATING INFORMATION

RATIO OF OUTSTANDING DEBT BY TYPE
LAST TEN FISCAL YEARS

	Business-Type Activities				
Fiscal Year	General Obligation Bonds	Revenue Bonds	Capital Lease	Total Primary Government	Percentage of Total Expenditures
2010	-	-	-	-	-
2011	-	-	-	-	-
2012	-	-	-	-	-
2013	-	-	-	-	-
2014	-	-	-	-	-
2015	-	-	-	-	-
2016	-	-	-	-	-
2017	-	-	-	-	-
2018	-	-	-	-	-
2019	-	-	$ 19,638	$ 19,638	0.08%

SINGLE AUDIT SECTION

HARPER, POSTON & MOREE, P.A.
Certified Public Accountants
"SINCE 1977"

Robert D. Harper, Jr. CPA
Stacey C. Moree CPA
P. O. Box 1550
106 Wall Street, Litchfield
Pawleys Island, SC 29585
Tel (843) 237-9125
Fax (843) 237-1621
E-mail: HPM@sc.rr.com

Robin B. Poston CPA
P. O. Box 576
307 Church Street
Georgetown, SC 29442
Tel (843) 527-3413
Fax (843) 546-7277
E-mail: HPM2@sc.rr.com

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Board of Directors
Central Midlands Regional Transit Authority
Columbia, South Carolina

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Central Midlands Regional Transit Authority, as of and for the year ended June 30, 2019 and the related notes to the financial statements which collectively comprise Central Midlands Regional Transit Authority's' basic financial statements and have issued our report thereon dated December 30, 2019.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Central Midlands Regional Transit Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Central Midlands Regional Transit Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of the internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might

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be material weaknesses, or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weakness may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Harper, Poston & Moree, P.A.

Harper, Poston & Moree, P.A.
Certified Public Accountants

Georgetown, South Carolina
December 30, 2019

HARPER, POSTON & MOREE, P.A.
Certified Public Accountants
"SINCE 1977"

Robert D. Harper, Jr. CPA
Stacey C. Moree CPA
P. O. Box 1550
106 Wall Street, Litchfield
Pawleys Island, SC 29585
Tel (843) 237-9125
Fax (843) 237-1621
E-mail: HPM@sc.rr.com

Robin B. Poston CPA
P. O. Box 576
307 Church Street
Georgetown, SC 29442
Tel (843) 527-3413
Fax (843) 546-7277
E-mail: HPM2@sc.rr.com

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

To the Board of Directors
Central Midlands Regional Transit Authority
Columbia, South Carolina

Report on Compliance for Each Major Federal Program

We have audited Central Midlands Regional Transit Authority's compliance with the types of compliance requirements described in the OMB *Compliance Supplement* that could have a direct and material effect on each of Central Midlands Regional Transit Authority's major federal programs for the year ended June 30, 2019. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of Central Midlands Regional Transit Authority's major programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.*S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Central Midlands Regional Transit Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of Central Midlands Regional Transit Authority's compliance.

Opinion on Each Major Federal Program

In our opinion, Central Midlands Regional Transit Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2019.

Report on Internal Control Over Compliance

Management of Central Midlands Regional Transit Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine our auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

A *deficiency* in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency or combination of deficiencies, such that there are is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Harper, Poston & Moree, P.A.

Harper, Poston & Moree, P.A.
Certified Public Accountants

Georgetown, South Carolina
December 30, 2019

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
FOR THE YEAR ENDED JUNE 30, 2019

SUMMARY OF THE AUDITOR'S RESULTS

1. The independent auditor's report on the financial statements expresses an unmodified opinion.

2. No significant deficiencies were disclosed during the audit of the basic financial statements as reported in the Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards.

3. The audit disclosed no instances of non-compliance in relation to the financial statements.

4. No significant deficiencies were disclosed during the audit of the major federal award programs as reported in the Independent Auditor's Report on Compliance with Requirements Applicable to each Major Program and Internal Control over Compliance in Accordance with the Uniform Guidance.

5. The report on compliance for major programs expressed an unmodified opinion.

6. The audit disclosed no audit findings that are required to be reported in accordance with the Uniform Guidance.

7. The major programs of Central Midlands Regional Transit Authority included in the audit were:

Programs	CFDA #
Federal Transit Cluster:	
Urbanized Area Grant	20.507
Bus and Bus Facility Formula	20.526

8. The dollar threshold for Type A programs for Central Midlands Regional Transit Authority was $750,000.

9. Central Midlands Regional Transit Authority qualifies as a low-risk auditee.

FINDINGS IN RELATION TO THE AUDIT OF THE FINANCIAL STATEMENTS

1. No matters were reported.

FINDINGS AND QUESTIONED COSTS FOR FEDERAL AWARDS

1. No matters were reported.

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2019

Federal Grantor/Pass-Through Grantor/Program Title	Project Number	Federal CFDA Number	Expenditures
U.S. Department of Transportation			
Direct Programs			
Federal Transit Administration			
Federal Transit Cluster:			
Bus and Bus Facility Formula	SC-2019-027-00	20.526	$ 48,126
Urbanized Area Grant	SC-2019-003-00	20.507	1,258
Urbanized Area Grant	SC-2019-008-00	20.507	249,565
Urbanized Area Grant	SC-2018-11-10	20.507	945,551
Formula Grant	SC-90-X247-00	20.507	54,309
Formula Grant	SC-2018-008-00	20.507	98,196
Oper/Maint/Admin Facility Construction	SC-90-X291-00	20.507	38,439
Total U.S. Dept. of Transportation Direct Programs			$ 1,435,444
Passed Through State Dept. of Transportation: OPT			
Bus and Bus Shelter	PT-8M439-26	20.526	3,600
Total Passed Through State Dept. of Transportation: OPT			$ 3,600
Total - Federal Transit Cluster			$ 1,439,044
Rural Area Program			
Passed Through State Dept. of Transportation: OPT			
Section 5311	PT-9M411-39	20.509	$ 146,536
RTAP	18-ROM4-01	20.509	723
RTAP	18ROM4-02	20.509	795
RTAP	Run Cutter Training	20.509	3,375
RTAP	T19ROM4-01	20.509	2,647
Total Rural Area Program			$ 154,076
Transit Services Program Cluster			
Passed Through Central Midlands Council of Governments			
2010 Travel Trainer	SC-57-X015-00	20.516	$ 23,935
Total Transit Services Program Cluster			$ 23,935
Total U.S. Department of Transportation Grant Programs			$ 1,617,055
Total Federal Programs			$ 1,617,055

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED JUNE 30, 2019

1. BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards includes the federal grant activity of Central Midlands Regional Transit Authority and is presented on the accrual basis, the same basis of accounting used to prepare the basic financial statements as described in Note 1 of the financial statements.

The Schedule of Expenditures of Federal Awards has been prepared on the accrual basis of accounting and includes the federal grant activity of Central Midlands Regional Transit Authority. The information in this schedule is presented in conformity with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200 *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Central Midlands Regional Transit Authority, it is not intended to and does not present financial position or changes in net position or cash flows of Central Midlands Regional Transit Authority.

2. FEDERAL NON-CASH ASSISTANCE

Central Midlands Regional Transit Authority did not receive or expend federal awards in the form of non-cash assistance and had no federal loan guarantees at June 30, 2019.

3. DETERMINATION OF MAJOR PROGRAMS

Major federal programs were determined in accordance with the Uniform Guidance. For the year ended June 30, 2019, the following program was determined to be a major program in accordance with the Uniform Guidance: Federal Transit Cluster.

4. RECONCILIATION OF CURRENT FUND REVENUES TO SCHEDULE OF FEDERAL FINANCIAL ASSISTANCE

Total per Expenditures of Federal Awards	$ 1,617,055
Total Federal Revenue	
Federal Non Operating Grant	$ 424,971
Capital Grants	1,034,408
Rural Transportation Grant – Federal Funds	146,536
RTAP Funds	7,540
SCDOT Bus and Bus Shelter Grant	3,600
	$ 1,617,055

5. TYPE A PROGRAM DOLLAR THRESHOLD

The dollar threshold for Type A programs was $750,000.

6. INDIRECT COST

Central Midlands Regional Transit Authority has not elected to use the 10% de minimis indirect cost rate.

7. PASS THROUGH GRANTS

Central Midlands Regional Transit Authority did not provide any federal awards to sub recipients for the year ended June 30, 2019.

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY
COLUMBIA, SOUTH CAROLINA
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
FOR THE YEAR ENDED JUNE 30, 2019

Prior Year Findings – Financial Statement Audit

No matters were reported.

Prior Year Findings – Major Federal Award Programs

No matters were reported.

THE COMET

CENTRAL MIDLANDS TRANSIT

3613 Lucius Rd.| Columbia SC 29201
(803) 255-7133 ext 5 | Fax (803) 255-7113