



3613 LUCIUS ROAD. • COLUMBIA, SC • 29201

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## Central Midlands Regional Transit Authority SERVICE COMMITTEE AGENDA

Wednesday, October 12, 2022

12:00 p.m.

3613 Lucius Road, Columbia, SC, 29201

Conference Room A (Large) - 2<sup>nd</sup> Floor

Lill Mood, Chair (Lexington County)

*Prior to entering the meeting, please turn all electronic devices (cell phones, pagers, etc.) to a silent, vibrate or off position.*

Lill Mood, Chair (Lexington County)

Will Brennan, (City of Columbia)      John V. Furgess, Sr. (Richland County Legislative Del.)  
Tina Herbert (City of Columbia)   Carolyn Gleaton (City of Columbia)   Allison Terracio, (Richland County)  
Skip Jenkins (City of Cayce)      Geraldine Robinson (Town of Eastover)   Al Koon (Town of Chapin)

### COVID-19 AD-HOC SUBCOMMITTEE MEMBERS

Lill Mood (Lexington County)      John V. Furgess, Sr. (Richland County Legislative Delegation)

- 
1. CALL TO ORDER AND DETERMINATION OF QUORUM
  2. ADOPTION OF AGENDA PAGE(S) 1-2
  3. MIDLANDS TRANSIT RIDERS' ASSOCIATION UPDATE (Charles Gossett/Walter Durst)
  4. ADOPTION OF MINUTES FROM September 14, 2022 PAGE(S) 3-6
  5. OLD BUSINESS
  6. DISCUSSION AND ACTION ITEMS
    - A. Passenger Amenities Program Update (Todd Warren - Davis & Floyd) PAGE(S) 7-9
    - B. Transit Operations Report (Lenny Cooksey/Robert Smith) PAGE(S) 10-38
    - C. Ridership Analysis - August 2022 (Eric Harris) verbal PAGE(S) 39-41
    - D. Lucius and River SuperStop (LeRoy DesChamps/Eric Harris)
    - E. Improved Soda Cap Update (Pamela Bynoe-Reed/Eric Harris) verbal
  7. SPECIAL COVID-19 SUB-COMMITTEE UPDATE
    - A. Update -The COMET Operations relating to COVID-19 (Lenny Cooksey/LeRoy DesChamps)
    - B. Update - Vaccination Program and Impacts to Public Transit (Bynoe-Reed) verbal
  8. ADJOURN

*All items on this agenda are subject to action being taken by the Committee. Agenda order is subject to change.*

**GENERAL INFORMATION ABOUT BOARD COMMITTEE MEETINGS:** The COMET will make all reasonable accommodations for persons with disabilities to participate in this meeting. Upon request to the Public Information Specialist and Clerk of the Board, The COMET will provide agenda

materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Requests should be sent to The COMET by mail at 3613 Lucius Road, Columbia, SC 29201, by fax at (803) 255-7113, or by e-mail to [info@catchthecomet.org](mailto:info@catchthecomet.org). For language assistance, interpreter services, please contact (803) 255-7133, 711 through the Relay Service. Para información en Español, por favor llame al (803) 255-7133.

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*The COMET Service Committee Meeting minutes are prepared and presented in summary form. Audio recordings of the meetings are on file at The COMET and are part of the approved minutes. If you would like to hear the recording from the meeting, please contact Juliet Sowell at [jsowell@thecometsc.gov](mailto:jsowell@thecometsc.gov).*

*Per SC Code of Laws, Title 30, Chapter 4, Section 30-4-80 - All public bodies shall notify persons or organizations, local news media, or such other news media as may request notification of the times, dates, places, and agenda of all public meetings, whether scheduled, rescheduled, or called, and the efforts made to comply with this requirement must be noted in the minutes of the meetings. **The COMET complied with the notification of this meeting on September 7, 2022.***

Central Midlands Regional Transit Authority  
SERVICE COMMITTEE MEETING  
Wednesday, September 14, 2022 - 12:00 P.M.  
3613 Lucius Road, Columbia, SC 29201  
Conference Room A (Large) - 2<sup>nd</sup> Floor

**Members Present:**

Will Brennan\*  
Lill Mood, Chair  
Carolyn Gleaton\*  
Alison Terracio (12:05pm)

**Members Absent:**

Al Koon\*\*  
John V. Furgess, Sr.\*  
Tina Herbert\*  
Skip Jenkins\*\*  
Geraldine Robinson\*\*

**Advisory Members Present:**

\* Via Phone  
\*\* Advisory member

**Guests Present:**

Lenny Cooksey, RATP Dev  
Clarissa Coney, RATP Dev  
Zane McGee, Davis & Floyd\*  
Olga Graziano, RATP Dev  
Steve Sherrer, RATP Dev  
Robert Smith, RATP Dev  
Alicia Peterson, RATP Dev  
Tiffany Turner, RATP Dev  
Dennis Franklin, Transport Care Services  
Walter Durst, Midlands Transit Riders  
Katherine Carson, Lexington County  
Eric Harris, Planning & Development

**The COMET Staff Present:**

Rosalyn Andrews, Director of Finance/CFO  
Jeremy Berry, IT Manager  
Jackie Bowers, Director of Operations  
Pamela Bynoe-Reed, Director of Marketing & Community Affairs/Public Information Officer  
LeRoy DesChamps, Chief Operating Officer  
Blake Gibbons, Transit Services Intern  
Juliet Sowell, Public Information Specialist/Clerk of the Board

1. CALL TO ORDER AND DETERMINATION OF QUORUM

Madam Chair Mood called the meeting to order at 11:58 p.m. A quorum was present at the opening of the meeting.

2. ADOPTION OF AGENDA

Pages 1-2

Motion:

A motion was made by Ms. Gleaton and seconded by Madam Chair Mood to adopt the agenda.

**Approved:** Brennan, Gleaton, Mood

**Motion passed.**

3. MIDLANDS TRANSIT RIDERS' ASSOCIATION (Walter Durst) verbal

Mr. Durst spoke on late buses specifically Bus #801, as their schedule is not consistent running hour to hour. He continued about a WLTX story regarding bus changes that caused a stir in the community. Durst referred to the last Board meeting that the Lucius Road Super Stop will have 16 bus bays when the typical Super Stop would only have 2-4 buses. He questioned why some connections are made on Assembly rather than the Transit Center.

4. ADOPTION OF MINUTES FROM August 10, 2022

Pages 3-5

Motion:

A motion was made by Ms. Gleaton and seconded by Madam Chair Mood to adopt the August 10, 2022 minutes.

**Approved:** Brennan, Gleaton, Mood, Terracio

**Motion Passed.**

5. OLD BUSINESS

A. Fare Free Rides Proposal

Motion:

A motion was made by Mr. Brennan to recommend to the Board to *NOT* initiate a Fare Free Rides proposal at this time, motion was seconded by Madam Chair Mood.

**Approved:** Brennan, Gleaton, Mood, Terracio

**Motion Passed.**

6. DISCUSSION AND ACTION ITEMS

A. Passenger Amenities Program Update (Zane McGhee)

Pages 6-8

Mr. McGhee reported that a bench was installed at Stop 1407. Mr. McGhee said he received a list of existing stop locations with the intent of adding benches and shelters and will also work on the design of those installations. Mr. McGhee went on to explain the pending items requiring a 3-party agreement between COMET, Dixie Pipeline, and SCDJJ requiring a signature from The COMET and SCDJJ. Mr. McGhee is awaiting signatures from SCDJJ and The COMET. Eric Harris will follow up on the matter of obtaining attention from The COMET on this matter.

**B. Transit Operations Report (Lenny Cooksey/Robert Smith)**

Pages 9-41

Mr. Cooksey said there was an increase in customer and safety complaints. He said 56% of the complaints “captured” were not valid. They continue to meet their goal. Mr. Cooksey said they continue to look into and address concerns. Mr. Cooksey directs the attention to his slide presentation demonstrating a system that can allow operators to notify the base in real time of a stop needs clean-up. Kevin Bundrick in maintenance and Thelma Walker were named Employees of the Month. All Preventive Maintenance (PM) were completed 100%. On Time Performance continues to be a work in progress. Mr. Cooksey said he will be prepared to speak on the 801 and its routes, schedules, and service changes. Ms. Bowers clarified that Route 101, 83, 84, and Harbison/Broad River Road area are the busiest routes and adjustments must be made during peak hours which will be reflected on the public schedule. Mr. Cooksey said DART overall cancellations decreased at 42% and the OTP is above the target of 90%. Mr. Cooksey also said they are currently installing a system called Drive Cam which is an upgrade from Smart Drive which will help with safety issues.

**C. Ridership Analysis -June 2022 (Eric Harris) Verbal**

Pages 42-45

Mr. Harris said that next month’s report will show a deeper analysis for June, July, and August. For the month of June in comparison to last year, Ridership is up 9,000 boardings which showed ridership is increasing in the right direction. Every route, including Saturday and Sunday, increased in ridership. Mr. Harris will better assess the August report and figure out ways to better serve, and address service issues.

**D. Lucius and River Super Stop (LeRoy DesChamps/Eric Harris) Verbal**

Mr. Harris said that in the Board packet, a copy of the proposed plans will be included showing where the buses and routes will be for the Lucius/River change. Mr. Harris said they are 65% complete with the project overall but only 55% financially complete. They are looking at October as the new completion date due to some engineering issues regarding removing the soil from the site. Mr. Harris continued confirming that they are relocating bus routes from COMET Central because complaints were made from different areas, and he felt it was necessary to mitigate those concerns. Mr. Harris continues to work on creating some greenery for the Lucius Road location after the construction period has concluded with some possible Grant assistance.

**G. Improved Soda Cap Update (Harris/Bynoe-Reed) Verbal**

Mr. Harris begins by commending COMET intern, Blake Gibbons, on his work with the Soda Cap project that he closely oversees as he restructured routes. Blake directs attention to his Soda Cap route presentation. Ms. Bynoe-Reed presents the proposed vehicle wrap displaying our mascot and destinations of the Soda Cap route. Attention was directed to the Destination Focused Stops on westbound and eastbound routes. Popular landmarks and their routes such as the State Museum, Edventure, The Vista, etc. are highlighted routes for our visiting tourists and the routes will be announced on The COMET buses, trolleys, and Soda Cap.

**Motion:**

A motion was made by Ms. Gleaton recommending the Board adopt changes in the Soda Cap route and signage, motion was seconded by Madam Chair Mood.

**Approved:** Gleaton, Mood

**Motion passed.**

**6. SPECIAL COVID-19 SUB-COMMITTEE UPDATE**

a. Update -The COMET Operations relating to COVID-19 (Lenny Cooksey/LeRoy DesChamps)

No UPDATES

b. Update - Vaccination Program and Impacts to Public Transit (Pamela Bynoe-Reed)

NO UPDATES

**7. ADJOURN**

**Motion:**

A motion to adjourn was made by Madam Chair Mood and seconded by Ms. Gleaton.

**Approve:** Aye (Voice vote, 1:06pm)

**Motion passed.**

*The meeting adjourned at 1:06 P.M.*

CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY

Adopted this \_\_\_\_\_, 2022.

Prepared by:

Juliet Sowell  
Clerk of the Board

Approved by:

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Christopher Lawson, Secretary

October 4, 2022

Derrick Huggins  
Interim Executive Director  
The COMET  
3613 Lucius Rd  
Columbia, SC 29201

Re: Bus Stop Shelter and Bench Permitting - Summary of Work  
D&F Job Number: 13827.00

Dear Mr. Huggins:

**WORK COMPLETED THIS PERIOD:**

- Site Designs, Status Reports, Effort Review, and Project Management
- Coordination with SCDOT regarding outstanding permits.
- Coordination with UofSC regarding future need for shelter installations.
- Bi-Weekly Meeting with Eric Harris/Blake Gibbons to discuss new work requests and review pending questions needing COMET input

**WORK IN PROGRESS:**

- Contacting property owners where easements would need to be granted for shelter/bench installations.

**UNRESOLVED ISSUES:**

- None

**PENDING ITEMS REQUIRING CLIENT ACTION:**

- Stop #1654, Approval and signature for encroachment agreement with Dixie Pipeline.

Very truly yours,

**DAVIS & FLOYD**



Todd J. Warren, PE  
Vice President

## **COMET Shelter and Bench Permitting Status October 2022**

### **Completed Sites**

#### **Shelters**

None for this period

#### **Benches**

None for this period

#### **Boarding and Alighting**

None for this period

### **Approved Sites**

#### **Shelters**

Stop #1654 Broad Shivers NB (Awaiting signed agreement between COMET and Dixie Pipeline)

#### **Benches**

Stop #1650 Hardscrabble Bush NB (Awaiting sidewalk completion of Hardscrabble Widening)

#### **Boarding and Alighting**

None for this period

### **Sites Currently Under Permit Review**

#### **Shelters**

Stop #43 Pendleton Barnwell EB – City of Columbia (City requesting neighborhood feedback)

#### **Benches**

Stop #223 Read Oak EB – City of Columbia (City requesting neighborhood feedback)

#### **Boarding and Alighting**

None for this period

\*Stop has been added/updated to this status since previous report.



## Sites in Design

### Shelters

Stop #788 Decker Boulevard and Wedgefield Road

Stop #1192 Medical Park @ Prisma Health

Stop #1037 Forest Trenholm WB

Stop #1231 Sumter Gervais SB

### Benches

Stop #225 Harbison Boulevard and Parkridge Drive

Stop #99 Park Abbeville SB

Stop #1378 W Hospital Sunset NB

Stop #676 Park Elmwood NB

Stop #1134 Broad Zimalcrest SB

Stop #325 Broad Rushmore NB

Stop #331 Broad Shivers SB

Stop #653 Main Colleton SB

Stop #683 Main Prescott NB

Stop #1655 Broad Beatty NB

Stop #21 Harden Rosewood NB

Stop #22 Rosewood Howard EB

Stop #45 Rosewood Kilbourne WB

Stop #319 Broad Heritage SB

Stop #1134 Broad Zimalcrest SB

Stop #335 Gervais Oak EB

Stop #1041 Forest Shandon Baptist EB

Stop #1233 Sumter College SB

Stop #838 Main Elmore NB

Stop #1035 Forest Trenholm EB

\*Stop #269 Gavilan Campanella

\*Stop has been added/updated to this status since previous report.



# RATP Dev USA Monthly Performance Report

## SEPTEMBER 2022





# Hot Topics:

1. COVID-19 – Lenny Cooksey
2. Customer Service – Alicia Peterson
3. Maintenance – Ron Sweeney
4. Operations – Tiffany Turner
5. Safety and Training – Darren Goodwin
6. Human Resources – Courtney Coney
7. Performance Indicators - Lenny Cooksey





# Covid- 19

## *RATPDEV /TCS COVID-19 CASES/QUARANTINED*

*As of 10-5-2022*

0



Face masks required.



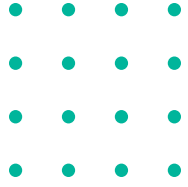
TSA requires proper wearing of face masks per federal law. Face masks are to be worn at all times. Failure to comply will result in denial of entry to the screening area, and may result in penalties.



The Healthy Travel System  
https://www.tsa.gov

| Bus Cleaning | Totals |
|--------------|--------|
| Detailed     | 325    |





# Customer Service





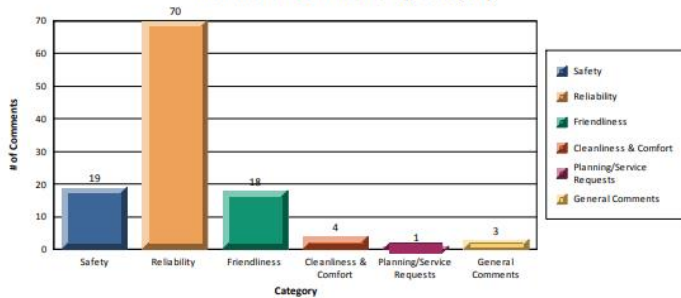
# Customer Service

## CUSTOMER COMMENTS

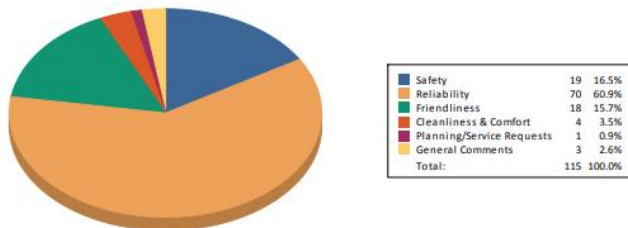
For the Period: 9/1/2022 to 9/30/2022



Number of Comments by Category



Percentage by Category



For the month of September 2022, RATP Dev had a total of 106 customer complaints comparing to 62 of August 2022, that is a 72.58% increase from the previous month. The Safety category was increased to 16.5% from 14.7% and the Reliability category increased to 60.9% from 45.6% of the previous month.

The complaint rate 6.40% (complaints per 10,000 riders) for the month of September is above our target goal of 4.00 to 6.00 complaints per 10,000 customers.

RATP Dev has been continuously addressing the customer complaint issues in different training programs, personal counseling/coaching, and other management actions.





# Inclement Weather



- State of Emergency declared on 9-28-2022
- U of SC vs SC State 09-29-2022
- U of SC reduced service schedule 09-30-2022
- Fixed Route Service suspended 9-30-2022 (8PM)
- Higher number of paratransit cancellation 9-29/10-1

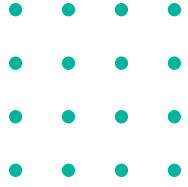




# Employees of the Month Tonya Robinson/ Lakeisha Brazzle





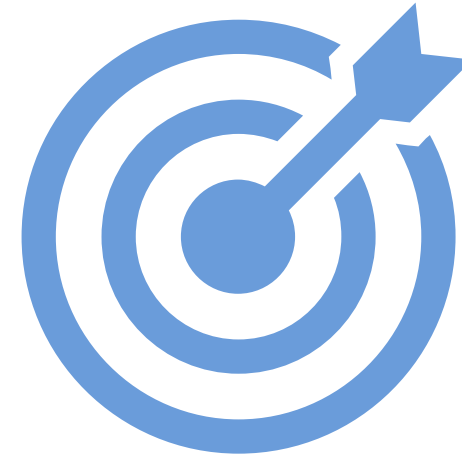
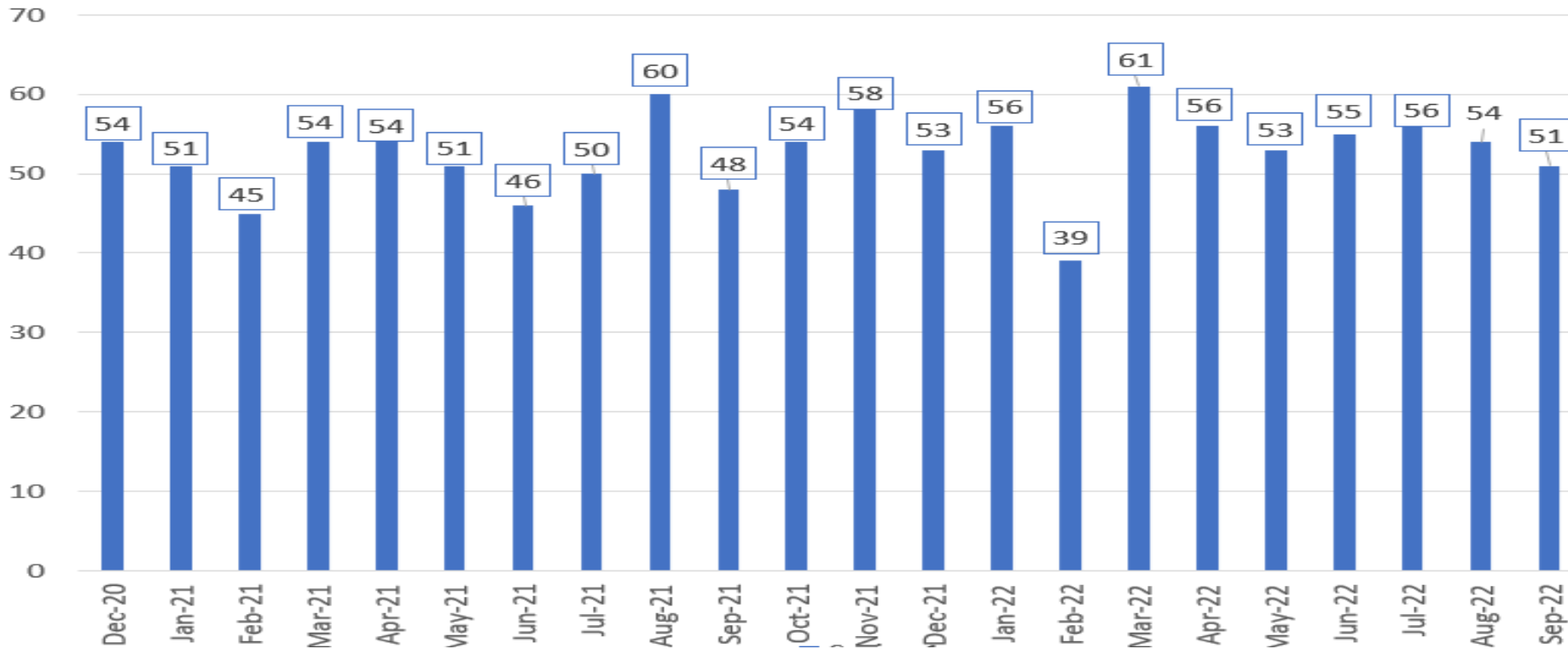


# Maintenance



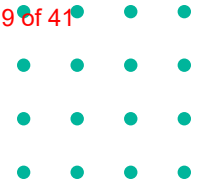


# Preventive Maintenance

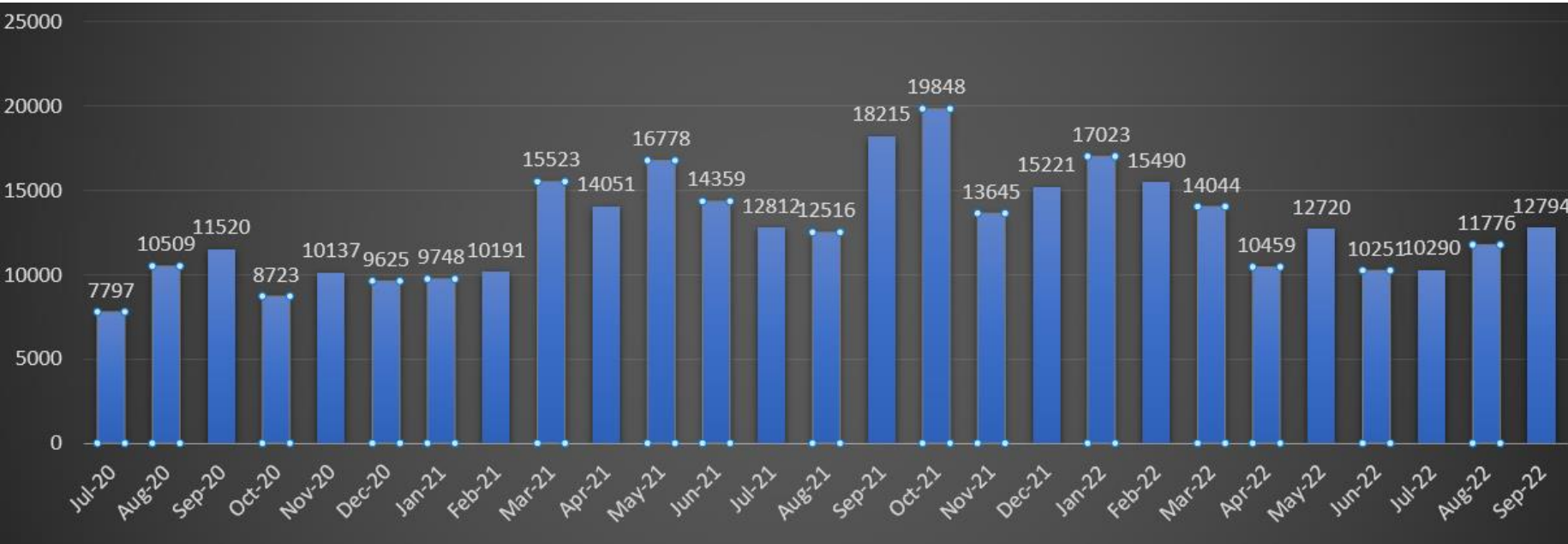


**Scheduled PMIs = 51**  
**Completed PMIs = 51**  
**100% On-Time**  
 PMI'S ARE TRIGGERED BY ACCUMULATED MILEAGE  
 AMOUNT VARIES BY MONTH





# PM Results



## Vehicle Preventative Maintenance Interval Statistics

Total Miles Between Road Calls = **12794**  
 Target Miles Between Road Calls = 12,000

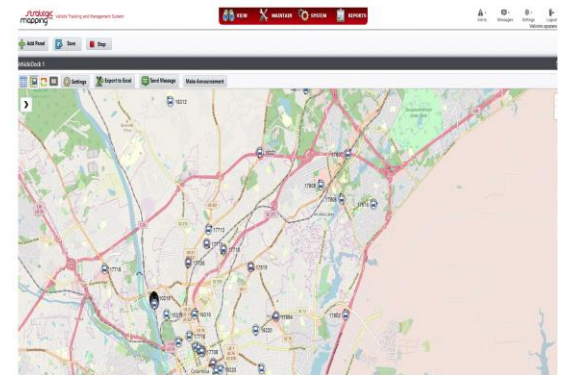


# On Time Performance (OTP)





# OTP for Fixed Route / DART / Flex



On-time performance is a leading indicator of service reliability and is inscribed as an essential [service standard](#). On-time performance measures the percentage of actual arrival times that are between (<1) minutes early and five (<5) minutes late at designated points along transit routes. The metric is reported by the COMET's AVL system for Fixed Route ( Strategic Mapping) and DART Paratransit (Trapeze).

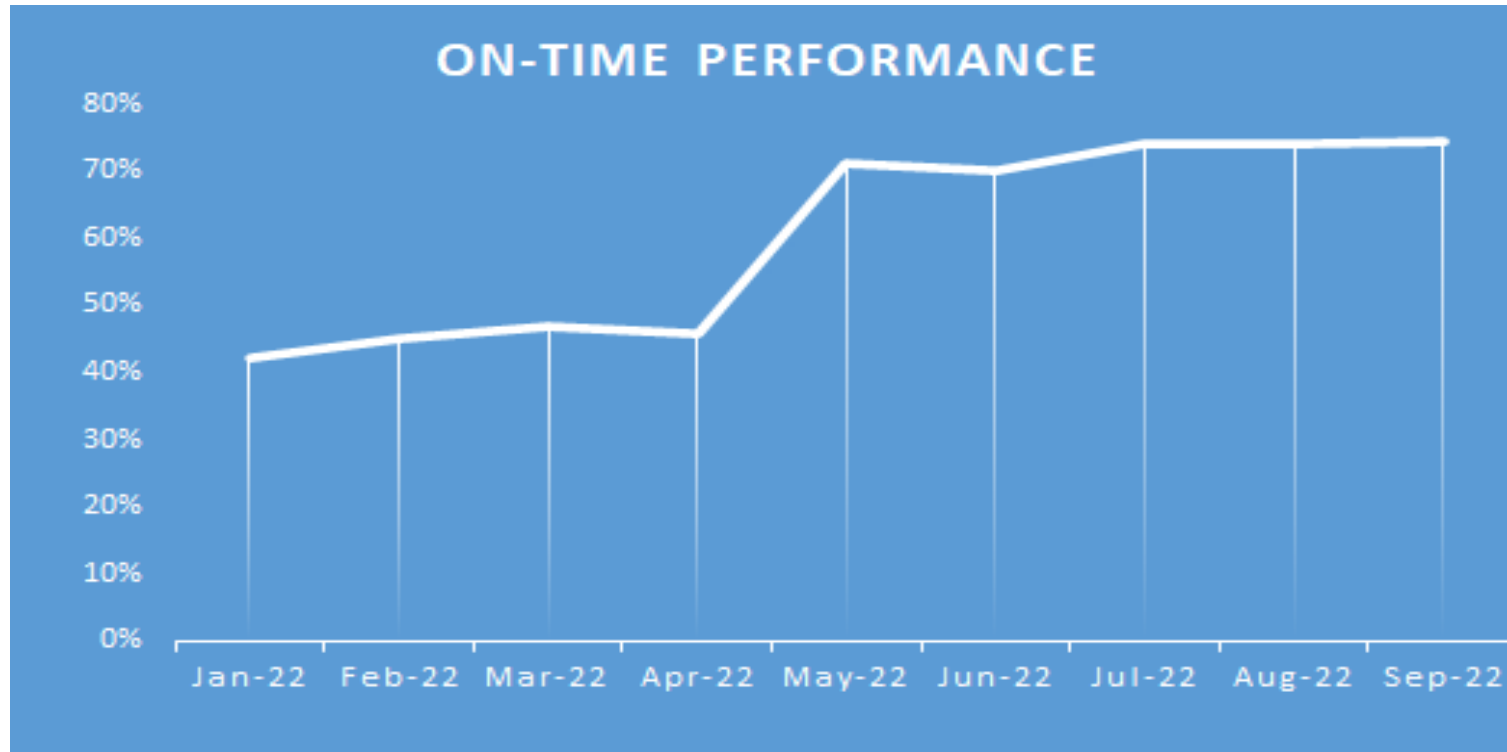
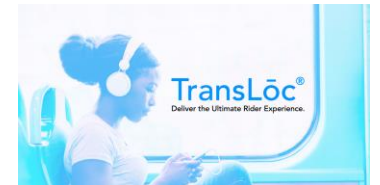
- Fixed Route OTP for September 2022: **75.48%**
- Fixed Route OTP increased by 1.47% compared to August at **74.01%**
- DART/Paratransit OTP for September 2022: **91.62%**
- DART/Paratransit OTP decreased **0.61%** compared to August at **92.23%**

*Clever Devices has been replaced with the new AVL system, Strategic Mapping. We are currently in phase one of three-part implementation to improve depiction of the system OTP.*





# On Time Performance





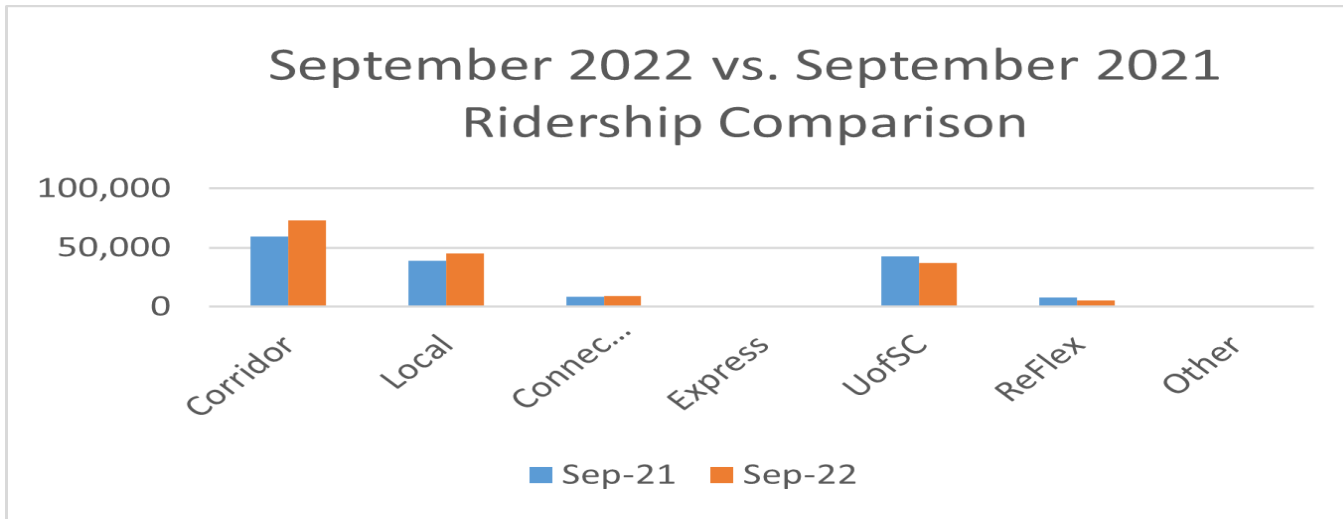
# Ridership Summary





# All Aboard

- **170,842 total ridership for September 2022**
- 158,796 total ridership for September 2021
- Ridership has increased by 7.30% compared to September 2021



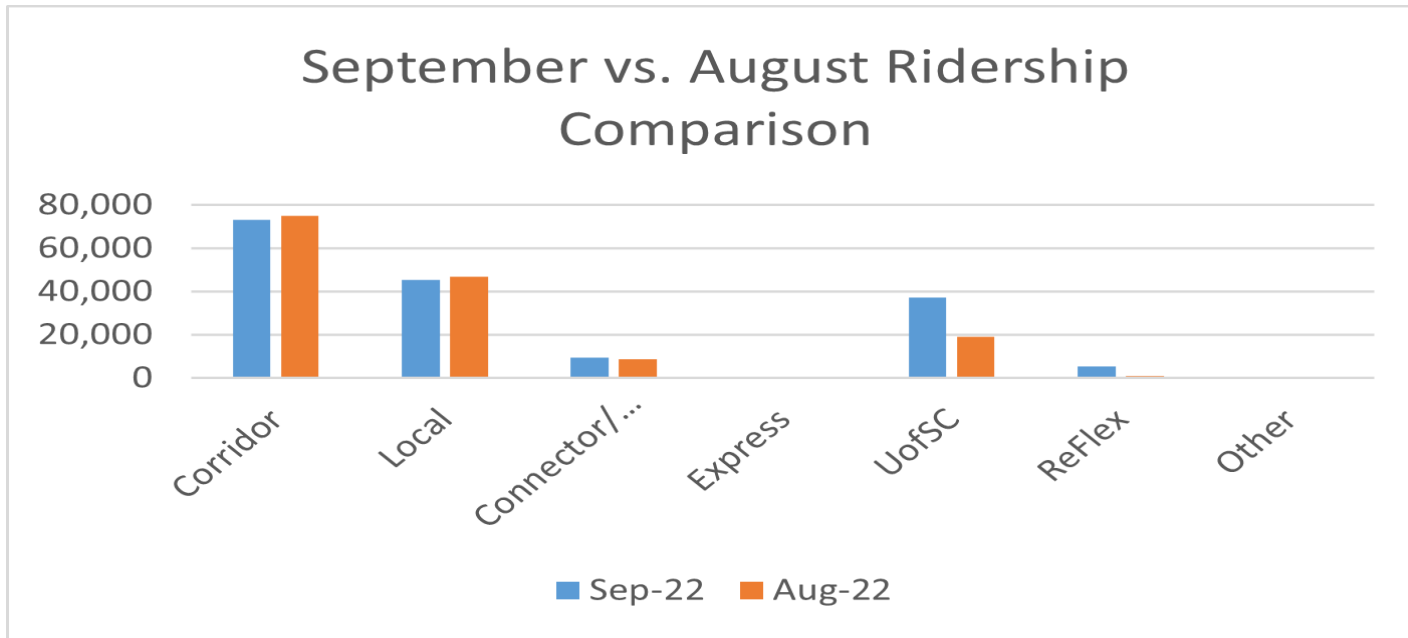




# Previous Month Comparison



- **170,842 total ridership for September 2022**
- 151,335 total ridership for August 2022
- Ridership increase 12.11% compared to August 2022





# Average Daily Ridership

| Average Daily Ridership |                   |                  |                         |                |             |
|-------------------------|-------------------|------------------|-------------------------|----------------|-------------|
| Month                   | Monthly Ridership |                  | Average Daily Ridership |                |             |
|                         | 2021              | 2022             | 2021                    | 2022           | % Change    |
| January                 | 201,634           | 106,428          | 28,805                  | 15,204         | -47%        |
| February                | 180,366           | 112,303          | 25,767                  | 16,043         | -38%        |
| March                   | 197,617           | 138,952          | 28,231                  | 19,850         | -30%        |
| April                   | 152,549           | 134,878          | 21,793                  | 19,268         | -12%        |
| May                     | 134,918           | 121,579          | 19,274                  | 17,368         | -10%        |
| June                    | 112,849           | 121,607          | 16,121                  | 17,372         | 8%          |
| July                    | 111,695           | 118,533          | 15,956                  | 16,933         | 6%          |
| August                  | 137,928           | 150,627          | 19,704                  | 21,518         | 9%          |
| September               | 158,796           | 170,842          | 22,685                  | 24,406         | 8%          |
| October                 | 138,010           | -                | 19,716                  | -              | -100%       |
| November                | 101,489           | -                | 14,498                  | -              | -100%       |
| December                | 112,745           | -                | 16,106                  | -              | -           |
| <b>Year to Date</b>     | <b>1,740,596</b>  | <b>1,175,749</b> | <b>248,657</b>          | <b>167,964</b> | <b>-32%</b> |





# GAMECOCK RIDERSHIP



| UofSC Ridership September vs August |                      |                   |          |          |
|-------------------------------------|----------------------|-------------------|----------|----------|
| Route                               | September 2022 Total | August 2022 Total | Variance | % Change |
| 13 North Loop                       | 1,988                | 1,040             | 948      | 48%      |
| 14 Express                          | 3,816                | 1,478             | 2338     | 61%      |
| 16 Greek Village                    | 201                  | 100               | 101      | 50%      |
| 17 Green                            | 1,805                | 884               | 921      | 51%      |
| 18 Red                              | 6,719                | 3,697             | 3022     | 45%      |
| 19 Blue                             | 5,143                | 2,051             | 3092     | 60%      |
| 20 West Campus                      | 16,640               | 9,520             | 177      | 43%      |
| 24 Evening 1                        | 262                  | 116               | 0        | 56%      |
| 25 Evening 2                        | 709                  | 293               | 0        | 59%      |
| 2001 Gamecock Express               | 16,249               | 0                 | 0        | 100%     |
|                                     | 53,532               | 19,179            | 34,353   | 64%      |

- 53,532 passenger boardings
- Difference of 34,353 passengers compared to August
- Full Service began August 18th





# GAMECOCK FOOTBALL SHUTTLE

- September 3, 2022 vs Georgia State W 35-14 (5256)
- September 17, 2022 vs Georgia L 48-7 (4386)
- September 24, 2022 vs Charlotte W 56-20 (6579)
- September 29, 2022, vs SC State W 50-10 (830) Thursday Game



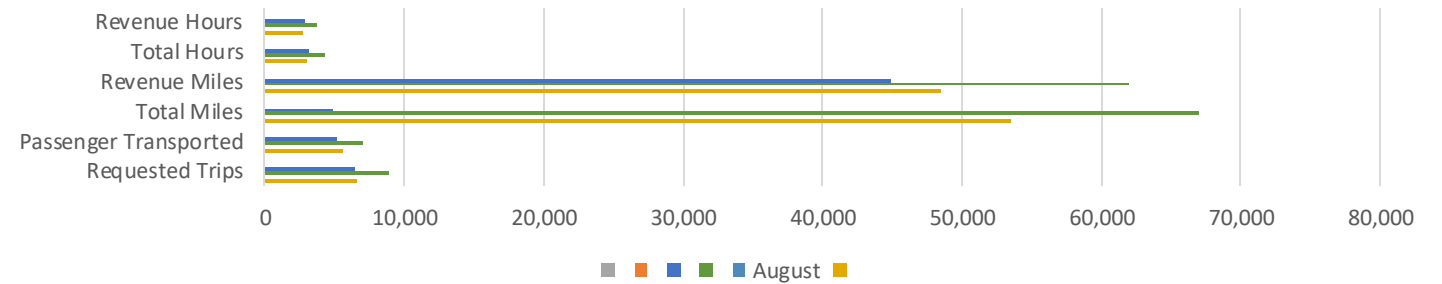


# DART Ridership

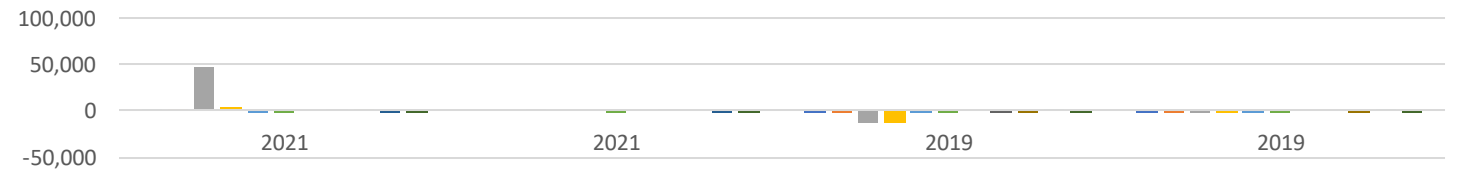


| Differences Year over Year |         |         |            |         |
|----------------------------|---------|---------|------------|---------|
|                            | 2021    | 2021    | 2019       | 2019    |
| Requested Trips            | 42      | 0.64%   | -2,358.00  | -26.43% |
| Passenger Transported      | 452     | 8.84%   | -1,405.00  | -20.15% |
| Total Miles                | 48,638  | 995.86% | -13,503.00 | -20.15% |
| Revenue Miles              | 3,596   | 8.00%   | -13,474.00 | -21.72% |
| Total Hours                | -70.90  | -2.26%  | -1,193.80  | -28.05% |
| Revenue Hours              | -198.20 | -6.79%  | -970.40    | -26.28% |
| Cancellations              |         |         |            |         |
| No Show                    | 33      | 32.04%  | -2.00      | -1.45%  |
| Cancel at Door             | 29      | 18.35%  | -54.00     | -22.41% |
| Late Cancel                | -33     | -35.48% | 11.00      | 22.45%  |
| Same Day Cancel            | -318    | -74.13% | -427.00    | -79.37% |

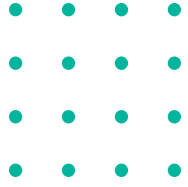
2022, 2021, 2019 Trips



Cancellations year over year



- Requested Trips
- Passenger Transported
- Total Miles
- Revenue Miles
- Total Hours
- Revenue Hours
- Cancellations
- No Show
- Cancel at Door
- Late Cancel
- Same Day Cancel



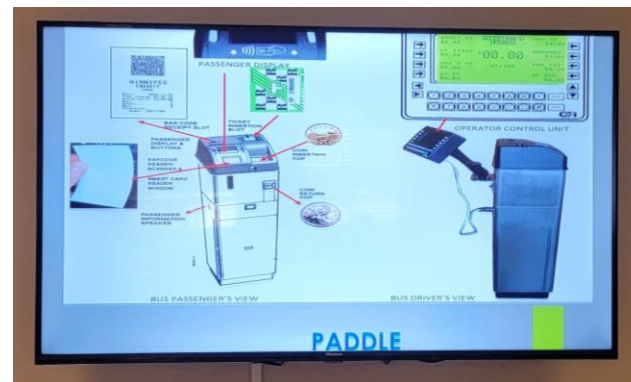
# Safety First, Safety Always

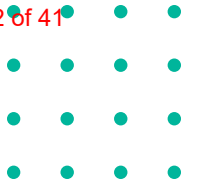




# Safety First

- Safety First Safety Always
- Safety Meeting – Pedestrian Safety
- Facilities Inspection
- Mandatory Safety Bulletin
  - Mobility Safety and Passenger Securement
- Safety Announcements
  - Bus Securement
- Preventable – 2 (0.67 ) Per 100,000
- Total Collisions – 7 (2.37 ) Per 100,000





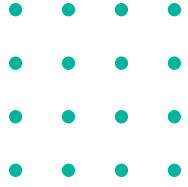
# Safety Performance

| Vehicle Accidents  |       |      |      |       |
|--------------------|-------|------|------|-------|
|                    | Fixed | Flex | Dart | Total |
| Revenue Incidents  | 7     | 0    | 0    | 7     |
| Deadhead Incidents | 0     | 0    | 0    | 0     |
| Per 100,000 Miles  | 2.37  | 0    | 0    | 2.37  |
| Total Incidents    | 7     | 0    | 0    | 7     |

| Injuries          |       |      |      |       |
|-------------------|-------|------|------|-------|
|                   | Fixed | Flex | Dart | Total |
| Revenue Injuries  | 0     | 0    | 0    | 0     |
| Deadhead Injuries | 0     | 0    | 0    | 0     |
| Per 100,000 Miles | 0     | 0    | 0    | 0     |
| Total Injuries    | 0     | 0    | 0    | 0     |





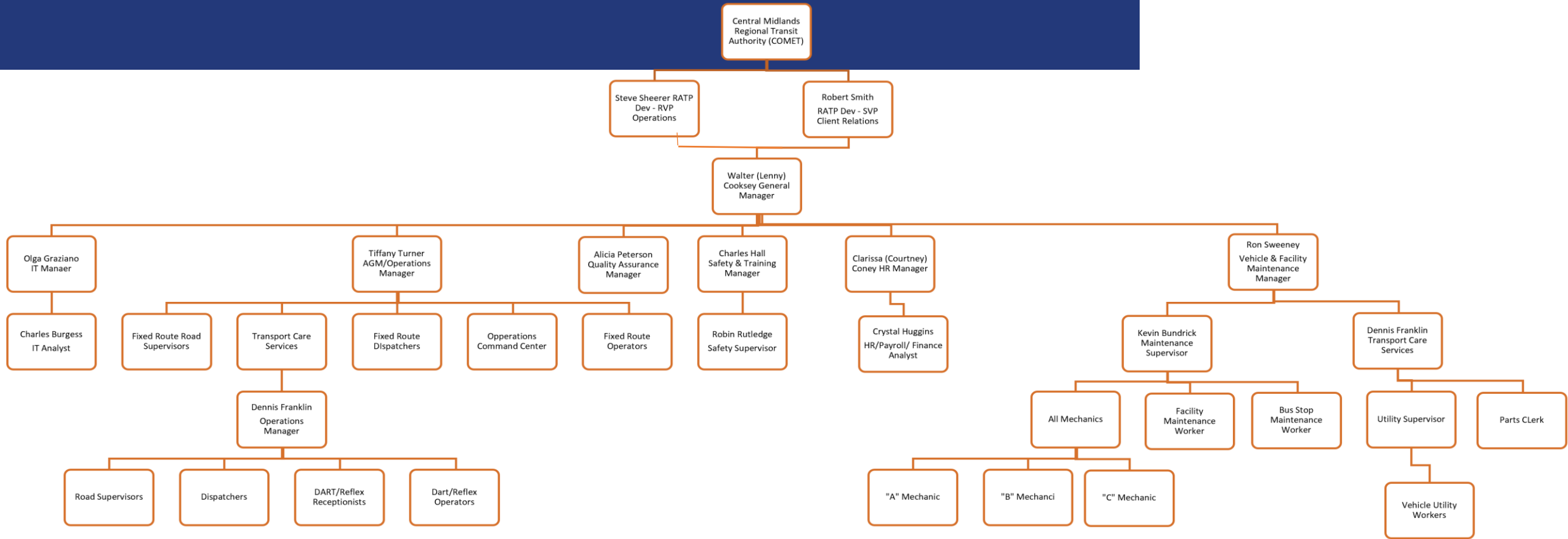


# Human Resources





# Organizational Chart





# Staffing & Recruitment

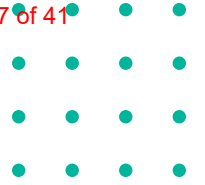
| Description                          | Active | Training | Leave | Total  |
|--------------------------------------|--------|----------|-------|--------|
| Fix Route Operators                  | 100    | 7        | 3     | 111    |
| U of SC Operator                     | 23     | 0        | 1     | 24     |
| Ops Supervisor (UofSC)               | 1      |          |       | 1      |
| Dispatcher/supervisor (UofSC)        | 3      |          |       | 3      |
| Fix Route Operations Supervisor      | 7      |          |       | 7      |
| Fix Route Dispatcher                 | 3      |          |       | 3      |
| DART/ReFlex Reservationist           | 2.5    |          |       | 2.5    |
| TCS Total Operators                  | 22     | 2        |       | 24     |
| IT Analyst                           | 1      |          |       | 1      |
| Mechanics                            | 12     | 0        | 1     | 13     |
| Lead mechanic/Maintenance Supervisor | 1      |          |       | 1      |
| Utility Worker                       | 8      | 0        |       | 8      |
| Shopkeeper                           | 1      |          |       | 1      |
| Totals                               | 184.50 | 9        | 5     | 199.50 |





# Key Performance Indicator (KPI)





# Key Performance Indicator (KPI)



| Performance Measure                                | RATP Dev<br>Contract Goal | RATP Dev<br>April/Actual |
|--|---------------------------|--------------------------|
| On-Time Performance<br>(Fixed Route / Paratransit) | 85% / 90%                 | 75.48% / 91.62%          |
| Miles Between Road Calls                           | 12,000                    | 12,794                   |
| Customer Complaints<br>(Per 10,000 Customers)      | 6.0                       | 6.40                     |
| Preventable Accidents<br>(Per 10,000 Miles)        | 2.0                       | 0.06                     |





Thank You

# Ridership Report

| August   |                                 | 2021   |                            | 2022  |   |                       | Difference from Previous Year |                   |            |
|--|---------------------------------|--|----------------------------|---|---|-----------------------|-------------------------------|-------------------|------------|
| Route  | Description                     | Boardings  | Boardings per vehicle hour | Boardings   | Boardings Per hour or Trip (Efficiency) | Subsidy per passenger | Farebox Recovery Ratio        | Boardings         | Efficiency |
| <b>Systemwide totals</b>   | <b>All Boardings Total</b>      | <b>137,467</b>   |                            | <b>156,843</b>  |   |                       |                               | ▲ 19,376          |            |
|  | <b>Fixed-Route Total</b>        | 131,837  | 8.2                        | 150,926   | 11.3                                    | \$ 5.06               | 13.6%                         | ▲ 19,089          | ▲ 3.0      |
|  | Weekday Service                 | 110,493  | 8.5                        | 128,968   | 12.4                                    | \$ 4.54               | 14.9%                         | ▲ 18,475          | ▲ 3.9      |
|  | Saturday Service                | 11,271   | 9.0                        | 12,415  | 8.1                                     | \$ 7.32               | 9.8%                          | ▲ 1,144           | ▼ -0.9     |
|  | Sunday Service                  | 10,073   | 5.3                        | 9,543   | 6.6                                     | \$ 9.16               | 8.0%                          | ▼ -530            | ▲ 1.3      |
|  | <b>Flex Route</b>               | 1,478  | 2.5                        | 1,638   | 4.5                                     | \$ 13.97              | 5.4%                          | ▲ 160             | ▲ 2.0      |
|  | <b>DART</b>                     | 4,152  | 3.2                        | 4,286   | 2.7                                     | \$ 25.53              | 24.8%                         | ▲ 134             | ▼ -0.5     |
| <b>Special Services</b>  | trolley                         | 0  |                            | 0   | #DIV/0!                                 | \$ -                  | 0.0%                          |                   |            |
|  | Gamecock Express 2001           | 0  | N/A                        | 0   | #DIV/0!                                 | \$ -                  | 0.0%                          |                   |            |
|  | Inclement Weather Shuttle 7     | 0  | N/A                        | 0   | #DIV/0!                                 | \$ -                  | 0.0%                          |                   |            |
|  | COMET @ Night Uber              | 0  | N/A                        |   | #DIV/0!                                 | \$ -                  | 0.0%                          |                   |            |
|  | COMET @ Night Lyft              | 0  | N/A                        | 0   | N/A                                     | N/A                   | 0.0%                          |                   |            |
|  | COMET To The Market Uber        | 0  | N/A                        |   | N/A                                     | N/A                   | 0.0%                          |                   |            |
|  | COMET To The Market Lyft        | 0  | N/A                        | 0   | N/A                                     | N/A                   | 0.0%                          |                   |            |
|  | COMET Vanpool                   | 0  | N/A                        |   | N/A                                     | N/A                   | 0.0%                          |                   |            |
|  | COMET Bikeshare Usage           | 0  | N/A                        |   | N/A                                     | \$ -                  | 0.0%                          |                   |            |
|  | BikeShare from COMET Stations   | 0  | N/A                        | 0   | N/A                                     | \$ -                  | 0.0%                          |                   |            |
|  | On Demand                       | 0  |                            |   | N/A                                     | \$ -                  | 0.0%                          |                   |            |
|  |                                 | 0  |                            |   |   |                       |                               |                   |            |
|  | 0                               |  |                            |   |   |                       |                               |                   |            |
|  | 0                               |  |                            |   |   |                       |                               |                   |            |
| <b>Weather</b>                |                                 | ⚡ Avg high 88°; Ave low 67°; Avg temp 89°. ☔ 25 days of rain (4.96 inches) |                            | ⚡ Ave high 105°; Ave low 67°; Ave temp 89° 25 days of rain (4.96 inches)          |   |                       |                               |                   |            |
| <b>Events and Occurances</b>  |                                 | Flag Day / Father's Day  |                            | Transportation Retreat<br>Lower Richland Juneteenth Festival<br>Juneteenth Parade |   |                       |                               |                   |            |
| Service weekdays   |                                 | 22   |                            | 22  |   |                       |                               |                   |            |
| Service Saturdays  |                                 | 5  |                            | 4   |   |                       |                               |                   |            |
| Service Sundays  |                                 | 4  |                            | 4   |   |                       |                               |                   |            |
| Average weekday boardings  |                                 | 4,033  |                            | 5,862   |   |                       |                               |                   |            |
| Average Saturday   |                                 | 2,750  |                            | 3,104   |   |                       |                               | ▲ 1,829           |            |
| Average Sunday boardings   |                                 | 1,917  |                            | 2,386   |   |                       |                               | ▲ 354             |            |
|  |                                 |  |                            |   |   |                       |                               | ▲ 469             |            |
| <b>KEY</b>   | <b>No Data (Not in service)</b> | Not to standard  | <66% of Standard           | >133% of Standard   |   |                       |                               |                   |            |
| <b>Monday through Friday</b>   |                                 |  |                            |   |   |                       |                               |                   |            |
| <b>Corridor</b>  |                                 |  |                            | <b>≥18</b>  | <b>≤\$3</b>                             | <b>≥20%</b>           | <b>Boardings</b>              | <b>Efficiency</b> |            |
| 101 North Main   |                                 | 9,165  | 17.1                       | 11,428  | 21.3                                    | \$2.30                | 25.7%                         | ▲ 2,263           | ▲ 4.2      |
| 201 Rosewood   |                                 |  |                            |   |   |                       |                               |                   |            |
| 301 Farrow   |                                 | 5,953  | 20.7                       | 7,371   | 25.6                                    | \$1.78                | 30.9%                         | ▲ 1,418           | ▲ 4.9      |
| 401 Devine   |                                 | 6,792  | 20.8                       | 8,207   | 25.1                                    | \$1.83                | 30.4%                         | ▲ 1,415           | ▲ 4.3      |
| 501 Two Notch  |                                 | 9,728  | 12.0                       | 12,326  | 15.2                                    | \$3.53                | 18.4%                         | ▲ 2,598           | ▲ 3.2      |
| 601 Shop   |                                 |  |                            |   |   |                       |                               |                   |            |
| 701 Forest   |                                 | 8,710  | 26.5                       | 9,966   | 30.3                                    | \$1.38                | 36.6%                         | ▲ 1,256           | ▲ 3.8      |
| 801 Broad River  |                                 | 11,288   | 16.2                       | 13,540  | 19.5                                    | \$2.59                | 23.5%                         | ▲ 2,252           | ▲ 3.3      |
| <b>Local</b>   |                                 |  |                            | <b>≥12</b>  | <b>≤\$5</b>                             | <b>≥15%</b>           | <b>Boardings</b>              | <b>Efficiency</b> |            |
| Rt. 6 Eau Claire   |                                 | 3,008  | 10.9                       | 3,104   | 11.2                                    | \$5.08                | 13.6%                         | ▲ 96              | ▲ 0.3      |
| Rt. 11 Fairfield   |                                 | 2,989  | 7.5                        | 3,207   | 8.0                                     | \$7.41                | 9.7%                          | ▲ 218             | ▲ 0.5      |
| Rt. 12 Edgewood  |                                 | 3,121  | 9.1                        | 3,789   | 11.1                                    | \$5.15                | 13.4%                         | ▲ 668             | ▲ 2.0      |
| Rt. 21 Rosewood  |                                 | 1,840  | 6.5                        | 2,663   | 9.3                                     | \$6.26                | 11.3%                         | ▲ 823             | ▲ 2.8      |
| Rt. 26 West Columbia   |                                 |  |                            |   |   |                       |                               |                   |            |
| Rt. 28/81 Springdale/Cayce   |                                 | 2,493  | 21.3                       | 3,534   | 30.2                                    | \$1.39                | 36.5%                         | ▲ 1,041           | ▲ 8.9      |
| Rt. 42 Millwood Ave  |                                 | 2,768  | 9.8                        | 3,401   | 12.0                                    | \$4.68                | 14.5%                         | ▲ 633             | ▲ 2.2      |
| Rt. 45 Leesburg-Hazelwood  |                                 | 4,243  | 13.8                       | 4,706   | 15.3                                    | \$3.52                | 18.5%                         | ▲ 463             | ▲ 1.5      |
| Rt. 55 Sandhills   |                                 | 2,704  | 6.7                        | 3,147   | 7.8                                     | \$7.68                | 9.4%                          | ▲ 443             | ▲ 1.1      |
| Rt. 61 Shop  |                                 | 4,275  | 9.7                        | 4,581   | 10.4                                    | \$5.55                | 12.5%                         | ▲ 306             | ▲ 0.7      |
| Rt. 75 Decker-Parklane   |                                 | 3,500  | 11.4                       | 3,695   | 12.0                                    | \$4.70                | 14.5%                         | ▲ 195             | ▲ 0.6      |
| Rt. 84 Bush River/St. Andrews  |                                 | 1,820  | 8.1                        | 1,198   | 5.3                                     | \$11.57               | 6.4%                          | ▼ -622            | ▼ -2.8     |

| August                      |                            | 2021      |                            | 2022      |   |                       |                             | Difference from Previous Year |            |
|-----------------------------|----------------------------|-----------|----------------------------|-----------|---|-----------------------|-----------------------------|-------------------------------|------------|
| Route                       | Description                | Boardings | Boardings per vehicle hour | Boardings | Boardings Per hour or Trip (Efficiency) | Subsidy per passenger | Farebox Recovery Ratio      | Boardings                     | Efficiency |
| Rt. 88                      | Beltline Crosstown         | 593       | 2.8                        | 759       | 3.6                                     | \$17.34               | 4.4%                        | ▲ 166                         | ▲ 0.8      |
| Rt. 96L                     | West Columbia/Cayce        | 788       | 3.7                        | 1,168     | 5.5                                     | \$11.15               | 6.7%                        | ▲ 380                         | ▲ 1.8      |
| <b>UofSC</b>                |                            |           |                            | ≥12       | ≤\$5                                    | ≥15%                  | <b>Boardings Efficiency</b> |                               |            |
| Rt13                        | North Loop                 | 116       | 0.5                        | 1,040     | 4.4                                     | \$0.00                | 0.0%                        | ▲ 924                         | ▲ 3.9      |
| Rt14                        | Express                    | 322       | 1.4                        | 1,478     | 6.4                                     | \$0.00                | 0.0%                        | ▲ 1,156                       | ▲ 5.0      |
| Rt15                        | Yellow                     | -         | 0.0                        | 62        | 0.3                                     | \$0.00                | 0.0%                        | ▲ 62                          | ▲ 0.3      |
| Rt16                        | Greek Village Express      | -         | 0.0                        | 100       | 1.0                                     | \$0.00                | 0.0%                        | ▲ 100                         | ▲ 1.0      |
| Rt17                        | Green                      | -         | 0.0                        | 884       | 3.8                                     | \$0.00                | 0.0%                        | ▲ 884                         | ▲ 3.8      |
| Rt18                        | Red                        | -         | 0.0                        | 3,697     | 16.0                                    | \$0.00                | 0.0%                        | ▲ 3,697                       | ▲ 16.0     |
| Rt19                        | Blue                       | -         | 0.0                        | 2,051     | 9.0                                     | \$0.00                | 0.0%                        | ▲ 2,051                       | ▲ 9.0      |
| Rt20                        | West Campus                | 88        | 0.2                        | 9,520     | 22.2                                    | \$0.00                | 0.0%                        | ▲ 9,432                       | ▲ 22.0     |
| Rt24                        | Evening 1                  | -         | 0.0                        | 116       | 0.8                                     | \$0.00                | 0.0%                        | ▲ 116                         | ▲ 0.8      |
| Rt25                        | Evening 2                  | -         | 0.0                        | 293       | 2.1                                     | \$0.00                | 0.0%                        | ▲ 293                         | ▲ 2.1      |
| <b>Connector/Shuttle</b>    |                            |           |                            | ≥8        | ≤\$8                                    | ≥10%                  | <b>Boardings Efficiency</b> |                               |            |
| Rt. 1                       | Soda Cap 1                 | 639       | 3.8                        | 608       | 3.6                                     | \$17.58               | 4.3%                        | ▼ -31                         | ▼ -0.2     |
| Rt. 2                       | Soda Cap 2                 | 4         | 0.0                        | 0         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▼ -4                          | #DIV/0!    |
| Rt. 3                       | Soda Cap 3                 | 1,116     | 6.8                        | 0         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▼ -1,116                      | #DIV/0!    |
| Rt. 4                       | Orbit 4                    | 289       | 2.2                        | 1,943     | #DIV/0!                                 | -\$0.80               | #DIV/0!                     | ▲ 1,654                       | #DIV/0!    |
| Rt. 22                      | Harden                     | 289       | 2.2                        | 374       | 2.9                                     | \$22.28               | 3.5%                        | ▲ 85                          | ▲ 0.6      |
| Rt. 32                      | North Main - Hard Scrabble | 1,104     | 3.7                        | 1,767     | 5.9                                     | \$10.42               | 7.1%                        | ▲ 663                         | ▲ 2.2      |
| Rt. 57L                     | Killian-Clemson Local      | 74        | 0.5                        | 191       | 1.3                                     | \$48.57               | 1.6%                        | ▲ 117                         | ▲ 0.8      |
| Rt. 63                      | Bluff                      | -         | #DIV/0!                    | -         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | #DIV/0!    |
| Rt. 74 (frm. 17)            | Harrison-Trenholm          | -         | #DIV/0!                    | 0         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | #DIV/0!    |
| Rt. 76                      | Fort Jackson               | 46        | 0.2                        | 259       | #DIV/0!                                 | -\$0.80               | #DIV/0!                     | ▲ 213                         | #DIV/0!    |
| Rt. 77                      | Polo Road                  | 592       | 2.1                        | 884       | 3.1                                     | \$20.51               | 3.7%                        | ▲ 292                         | ▲ 1.0      |
| Rt. 83L                     | St. Andrews Local          | 1,910     | 5.7                        | 1,479     | 4.4                                     | \$14.15               | 5.3%                        | ▼ -431                        | ▼ -1.3     |
| <b>Rural</b>                |                            |           |                            | ≥5        | ≤\$12                                   | ≥10%                  | <b>Boardings Efficiency</b> |                               |            |
| Rt. 46                      | Lower Richland Reflex      | -         | 0.0                        | 0         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | #DIV/0!    |
| Rt. 47                      | Eastover Reflex            | 905       | 6.5                        | 831       | 5.9                                     | \$10.30               | 7.2%                        | ▼ -74                         | ▼ -0.5     |
| Rt. 97                      | Batesburg-Leesburg         | 6         | 0.0                        | 0         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▼ -6                          | #DIV/0!    |
| <b>Express</b>              |                            |           |                            | ≥10/trip  | ≤\$5                                    | ≥15%                  | <b>Boardings Efficiency</b> |                               |            |
| Rt. 44X                     | Lower Richland Express     | 36        | 0.4                        | 137       | #DIV/0!                                 | -\$0.80               | #DIV/0!                     | ▲ 101                         | #DIV/0!    |
| Rt. 52X                     | Blythewood Express         | -         | 0.0                        | -         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | ▲ 0.0      |
| Rt. 53X                     | Killian Express            | -         | 0.0                        | 0         | 0.0                                     | #DIV/0!               | #DIV/0!                     | ▲ 0                           | ▲ 0.0      |
| Rt. 82X                     | Harbison Express           | -         | 0.0                        | -         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | ▲ 0.0      |
| Rt. 92X                     | 12th Street Ext. Express   | 244       | 2.8                        | 185       | 2.1                                     | \$23.51               | 3.9%                        | ▼ -59                         | ▼ -0.7     |
| Rt. 93X                     | I-26 Express               | 17        | 0.2                        | 109       | 1.2                                     | -\$0.80               | #DIV/0!                     | ▲ 92                          | ▲ 1.0      |
| <b>Demand Response/Flex</b> |                            |           |                            | ≥3        | ≤\$30                                   | ≥10%                  | <b>Boardings Efficiency</b> |                               |            |
| Rt. 31                      | Denny Terrace Reflex       | 348       | 2.2                        | 633       | 4.1                                     | \$8.41                | 0.0%                        | ▲ 285                         | ▲ 1.8      |
| Rt. 62                      | Hopkins Reflex             | -         | 0.0                        | 0         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | #DIV/0!    |
| DART                        | ADA Paratransit            | 4,598     | 3.1                        | 3,972     | 2.7                                     | \$20.45               | 4.4%                        | ▼ -626                        | ▼ -0.4     |
| <b>Saturday</b>             |                            |           |                            |           |   |                       |                             |                               |            |
| <b>Corridor</b>             |                            |           |                            | ≥18       | ≤\$3                                    | ≥20%                  | <b>Boardings Efficiency</b> |                               |            |
| 101                         | North Main                 | 1,220     | 12.5                       | 1,308     | 13.4                                    | \$4.12                | 16.2%                       | ▲ 88                          | ▲ 0.9      |
| 201                         | Rosewood                   | -         | 0.0                        | -         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | ▲ 0.0      |
| 301                         | Farrow                     | 486       | 9.2                        | 677       | 12.8                                    | \$4.35                | 15.5%                       | ▲ 191                         | ▲ 3.6      |
| 401                         | Devine                     | 780       | 13.1                       | 897       | 15.1                                    | \$3.57                | 18.3%                       | ▲ 117                         | ▲ 2.0      |
| 501                         | Two Notch                  | 1,048     | 7.1                        | 1,256     | 8.5                                     | \$6.92                | 10.3%                       | ▲ 208                         | ▲ 1.4      |
| 601                         | Shop Road                  | -         | 0.0                        | -         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | ▲ 0.0      |
| 701                         | Forest                     | 1,222     | 20.4                       | 1,217     | 20.4                                    | \$2.44                | 24.6%                       | ▼ -5                          | ▼ 0.0      |
| 801                         | Broad River                | 1,590     | 12.6                       | 1,645     | 13.0                                    | \$4.28                | 15.7%                       | ▲ 55                          | ▲ 0.4      |
| <b>Local</b>                |                            |           |                            | ≥12       | ≤\$5                                    | ≥15%                  | <b>Boardings Efficiency</b> |                               |            |
| Rt. 6                       | Eau Claire                 | 354       | 7.0                        | 286       | 5.7                                     | \$10.79               | 6.9%                        | ▼ -68                         | ▼ -1.3     |
| Rt. 11                      | Fairfield                  | 418       | 5.8                        | 419       | 5.8                                     | \$10.62               | 7.0%                        | ▲ 1                           | ▲ 0.0      |
| Rt. 12                      | Edgewood                   | 460       | 7.3                        | 501       | 8.0                                     | \$7.46                | 9.6%                        | ▲ 41                          | ▲ 0.7      |
| Rt. 21                      | Rosewood                   | 264       | 5.1                        | 325       | 6.3                                     | \$9.71                | 7.6%                        | ▲ 61                          | ▲ 1.2      |
| Rt. 26                      | West Columbia              | -         | -                          | -         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | ▲ 0.0      |
| Rt. 28/81                   | Springdale/Cayce           | 200       | 7.4                        | 281       | 10.4                                    | \$5.54                | 12.6%                       | ▲ 81                          | ▲ 3.0      |
| Rt. 42                      | Millwood Ave               | 387       | 7.5                        | 424       | 8.3                                     | \$7.19                | 10.0%                       | ▲ 37                          | ▲ 0.8      |
| Rt. 45                      | Leesburg-Hazelwood         | 584       | 10.4                       | 603       | 10.8                                    | \$5.33                | 13.0%                       | ▲ 19                          | ▲ 0.4      |
| Rt. 55                      | Sandhills                  | 359       | 4.9                        | 445       | 6.1                                     | \$10.10               | 7.3%                        | ▲ 86                          | ▲ 1.2      |
| Rt. 61                      | Shop                       | 451       | 5.6                        | 462       | 5.8                                     | \$10.65               | 7.0%                        | ▲ 11                          | ▲ 0.2      |
| Rt. 75                      | Decker-Parklane            | 472       | 8.4                        | 473       | 8.4                                     | \$7.01                | 10.2%                       | ▲ 1                           | ▲ 0.0      |
| Rt. 84                      | Bush River/St. Andrews     | 250       | 5.4                        | 229       | 5.0                                     | \$12.43               | 6.0%                        | ▼ -21                         | ▼ -0.4     |
| Rt. 88                      | Beltline Crosstown         | -         | -                          | 0         | 0.0                                     | #DIV/0!               | 0.0%                        | ▲ 0                           | ▲ 0.0      |
| Rt. 96L                     | West Columbia/Cayce        | 47        | 2.0                        | 92        | 3.9                                     | \$16.12               | 4.7%                        | ▲ 45                          | ▲ 1.9      |
| <b>UofSC</b>                |                            |           |                            | ≥12       | ≤\$5                                    | ≥15%                  | <b>Boardings Efficiency</b> |                               |            |
| Rt20                        | West Campus Weekend        | 1         | 0.0                        | 206       | 4.0                                     | \$0.00                | 0.0%                        | ▲ 205                         | ▲ 4.0      |
| TT 2001                     | Gamecock Express 2001      | -         | -                          | 0         | #DIV/0!                                 | #DIV/0!               | #DIV/0!                     | ▲ 0                           | ▲ 0.0      |
| <b>Connector/Shuttle</b>    |                            |           |                            | ≥8        | ≤\$8                                    | ≥10%                  | <b>Boardings Efficiency</b> |                               |            |



| August                      |                            | 2021      |                            | 2022            |   |                       |                        | Difference from Previous Year |                   |
|-----------------------------|----------------------------|-----------|----------------------------|-----------------|---|-----------------------|------------------------|-------------------------------|-------------------|
| Route                       | Description                | Boardings | Boardings per vehicle hour | Boardings       | Boardings Per hour or Trip (Efficiency) | Subsidy per passenger | Farebox Recovery Ratio | Boardings                     | Efficiency        |
| Rt. 1                       | Soda Cap 1                 | 55        | 1.8                        | 97              | 3.2                                     | \$19.53               | 3.9%                   | ▲ 42                          | ▲ 1.4             |
| Rt. 2                       | Soda Cap 2                 | -         | 0.0                        | 0               | #DIV/0!                                 | #DIV/0!               | #DIV/0!                | ■ 0                           | #DIV/0!           |
| Rt. 3                       | Soda Cap 3                 | -         | 0.0                        | 2               | #DIV/0!                                 | -\$0.80               | #DIV/0!                | ▲ 2                           | #DIV/0!           |
| Rt. 4                       | Orbit 4                    | -         | 0.0                        | 0               | #DIV/0!                                 | #DIV/0!               | #DIV/0!                | ■ 0                           | #DIV/0!           |
| Rt. 22                      | Harden                     | -         | 0.0                        | 0               | 0.0                                     | #DIV/0!               | 0.0%                   | ■ 0                           | 0.0               |
| Rt. 32                      | North Main - Hard Scrabble | 161       | 2.9                        | 108             | 2.0                                     | \$32.58               | 2.4%                   | ▼ -53                         | ▼ -0.9            |
| Rt. 57L                     | Killian-Clemson Local      | 20        | 0.6                        | 15              | 0.5                                     | \$144.27              | 0.5%                   | ▼ -5                          | ▼ -0.1            |
| Rt. 76                      | Fort Jackson               | 2         | 0.0                        | 34              | #DIV/0!                                 | -\$0.80               | #DIV/0!                | ▲ 32                          | #DIV/0!           |
| Rt. 77                      | Polo Road                  | 81        | 1.6                        | 127             | 2.4                                     | \$26.16               | 3.0%                   | ▲ 46                          | ▲ 0.8             |
| Rt. 83L                     | St. Andrews Local          | 297       | 4.8                        | 257             | 4.2                                     | \$15.05               | 5.0%                   | ▼ -40                         | ▼ -0.6            |
| <b>Express</b>              |                            |           |                            | <b>≥10/trip</b> |   | <b>≤\$5</b>           | <b>≥15%</b>            | <b>Boardings</b>              | <b>Efficiency</b> |
| Rt. 82X                     | Harbison Express           | -         | 0                          |                 |   |                       |                        |                               |                   |
| Rt. 92X                     | 12th Street Ext. Express   | 34        | 2.7                        | 29              | 2.3                                     | \$27.40               | 2.8%                   | ▲ 26                          | ▼ -0.4            |
| <b>Demand Response/Flex</b> |                            |           |                            | <b>≥3</b>       |   | <b>≤\$30</b>          | <b>≥10%</b>            | <b>Boardings</b>              | <b>Efficiency</b> |
| Rt. 31                      | Denny Terrace Reflex       | 38        | 1.3                        | 94              | 3.2                                     | \$18.21               | 0.00%                  | ▲ 56                          | ▲ 1.9             |
| DART                        | ADA Paratransit            | 277       | 2.4                        | 166             | 1.5                                     | \$37.36               | 5.3%                   | ▼ -111                        | ▼ -0.9            |
| <b>Rural</b>                |                            |           |                            | <b>≥5</b>       |   | <b>≤\$12</b>          | <b>≥10%</b>            | <b>Boardings</b>              | <b>Efficiency</b> |
| Rt. 47                      | Eastover                   | 60        | 3.4                        | 34              | 1.9                                     | \$39.14               | 2.3%                   | ▼ -26                         | ▼ -1.5            |
| <b>Sunday</b>               |                            |           |                            |                 |   |                       |                        |                               |                   |
| <b>Corridor</b>             |                            |           |                            | <b>≥18</b>      |   | <b>≤\$3</b>           | <b>≥20%</b>            | <b>Boardings</b>              | <b>Efficiency</b> |
| 101                         | North Main                 | 854       | 8.8                        | 1,011           | 10.4                                    | \$5.57                | 12.5%                  | ▲ 157                         | ▲ 1.6             |
| 201                         | Rosewood                   | -         | 0.0                        |                 |   |                       |                        |                               |                   |
| 301                         | Farrow                     | 438       | 8.7                        | 523             | 10.4                                    | \$5.55                | 12.5%                  | ▲ 85                          | ▲ 1.7             |
| 401                         | Devine                     | 505       | 8.5                        | 566             | 9.5                                     | \$6.12                | 11.5%                  | ▲ 61                          | ▲ 1.0             |
| 501                         | Two Notch                  | 722       | 4.9                        | 865             | 5.9                                     | \$10.41               | 7.1%                   | ▲ 143                         | ▲ 1.0             |
| 601                         | Shop Road                  | -         | 0.0                        |                 |   |                       |                        |                               |                   |
| 701                         | Forest                     | 715       | 12.0                       | 1,059           | 17.7                                    | \$2.93                | 21.4%                  | ▲ 344                         | ▲ 5.7             |
| 801                         | Broad River                | 1,249     | 9.9                        | 1,314           | 10.4                                    | \$5.55                | 12.5%                  | ▲ 65                          | ▲ 0.5             |
| <b>Local</b>                |                            |           |                            | <b>≥12</b>      |   | <b>≤\$5</b>           | <b>≥15%</b>            | <b>Boardings</b>              | <b>Efficiency</b> |
| Rt. 6                       | Eau Claire                 | 235       | 4.7                        | 222             | 4.4                                     | \$14.13               | 5.3%                   | ▼ -13                         | ▼ -0.3            |
| Rt. 11                      | Fairfield                  | 258       | 3.6                        | 312             | 4.3                                     | \$14.53               | 5.2%                   | ▲ 54                          | ▲ 0.7             |
| Rt. 12                      | Edgewood                   | 301       | 5.0                        | 404             | 6.8                                     | \$8.95                | 8.2%                   | ▲ 103                         | ▲ 1.8             |
| Rt. 21                      | Rosewood                   | 174       | 3.4                        | 297             | 5.7                                     | \$10.70               | 6.9%                   | ▲ 123                         | ▲ 2.4             |
| Rt. 42                      | Millwood Ave               | 291       | 5.7                        | 373             | 7.3                                     | \$8.28                | 8.8%                   | ▲ 82                          | ▲ 1.6             |
| Rt. 45                      | Leesburg-Hazelwood         | 356       | 6.4                        | 401             | 7.2                                     | \$8.41                | 8.6%                   | ▲ 45                          | ▲ 0.8             |
| Rt. 55                      | Sandhills                  | 307       | 4.2                        | 326             | 4.4                                     | \$14.08               | 5.4%                   | ▲ 19                          | ▲ 0.2             |
| Rt. 61                      | Shop                       | 297       | 3.7                        | 392             | 4.9                                     | \$12.69               | 5.9%                   | ▲ 95                          | ▲ 1.2             |
| Rt. 75                      | Decker-Parklane            | 407       | 7.3                        | 450             | 8.0                                     | \$7.41                | 9.7%                   | ▲ 43                          | ▲ 0.7             |
| Rt. 84                      | Bush River/St. Andrews     | 186       | 5.5                        | 220             | 6.5                                     | \$9.31                | 7.9%                   | ▲ 34                          | ▲ 1.0             |
| Rt. 88                      | Beltline Crosstown         | -         | 0.0                        | 0               | 0.0                                     | #DIV/0!               | 0.0%                   | ■ 0                           | 0.0               |
| <b>UofSC</b>                |                            |           |                            | <b>≥12</b>      |   | <b>≤\$5</b>           | <b>≥15%</b>            | <b>Boardings</b>              | <b>Efficiency</b> |
| Rt. 20                      | West Campus Weekend        | -         | 0.0                        | 177             | 3.4                                     | \$0.00                | 0.0%                   | ▲ 177                         | ▲ 3.4             |
| <b>Connector/Shuttle</b>    |                            |           |                            | <b>≥8</b>       |   | <b>≤\$8</b>           | <b>≥10%</b>            | <b>Boardings</b>              | <b>Efficiency</b> |
| Rt. 1                       | Soda Cap 1                 | 49        | 1.6                        | 7               | 0.2                                     | \$293.48              | 0.3%                   | ▼ -42                         | ▼ -1.4            |
| Rt. 2                       | Soda Cap 2                 | -         | 0.0                        | 0               | #DIV/0!                                 | #DIV/0!               | #DIV/0!                | ■ 0                           | #DIV/0!           |
| Rt. 3                       | Soda Cap 3                 | -         | 0.0                        | 0               | #DIV/0!                                 | #DIV/0!               | #DIV/0!                | ■ 0                           | #DIV/0!           |
| Rt. 4                       | Orbit 4                    | -         | 0.0                        | 0               | #DIV/0!                                 | #DIV/0!               | #DIV/0!                | ■ 0                           | #DIV/0!           |
| Rt. 22                      | Harden                     | -         | 0.0                        | 0               | 0.0                                     | #DIV/0!               | 0.0%                   | ■ 0                           | 0.0               |
| Rt. 32                      | North Main - Hard Scrabble | 156       | 2.9                        | 195             | 3.6                                     | \$17.69               | 4.3%                   | ▲ 39                          | ▲ 0.7             |
| Rt. 76                      | Fort Jackson               | 4         | 0.0                        | 46              | #DIV/0!                                 | -\$0.80               | #DIV/0!                | ▲ 42                          | #DIV/0!           |
| Rt. 77                      | Polo Road                  | 65        | 1.3                        | 69              | 1.3                                     | \$48.82               | 1.6%                   | ▲ 4                           | ▲ 0.0             |
| Rt. 83L                     | St. Andrews Local          | 227       | 3.9                        | 233             | 4.0                                     | \$15.62               | 4.9%                   | ▲ 6                           | ▲ 0.1             |
| <b>Express</b>              |                            |           |                            | <b>≥10/trip</b> |   | <b>≤\$5</b>           | <b>≥15%</b>            | <b>Boardings</b>              | <b>Efficiency</b> |
| Rt. 82X                     | Harbison Express           | -         | 0                          |                 |   |                       |                        |                               |                   |
| Rt. 92X                     | 12th Street Ext. Express   | 38        | 3.1                        | 29              | 2.3                                     | \$27.40               | 2.8%                   | ▼ -9                          | ▼ -0.8            |
| <b>Demand Response/Flex</b> |                            |           |                            | <b>≥3</b>       |   | <b>≤\$30</b>          | <b>≥10%</b>            | <b>Boardings</b>              | <b>Efficiency</b> |
| Rt. 31                      | Denny Terrace Reflex       | 28        | 1.2                        | 46              | 1.9                                     | \$29.66               | 0.00%                  | ▲ 18                          | ▲ 0.7             |
| DART                        | ADA Paratransit            | 83        | 3.6                        | 141             | 6.1                                     | \$5.60                | 41.2%                  | ▲ 58                          | ▲ 2.5             |